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Thursday, May 27, 1971
Jyaistha 6, 1893 (Saka)

LOK SABHA DEBATES

Second Session (Fifth Lok Sabha)



सत्यमेव जयते

**LOK SABHA SECRETARIAT
NEW DELHI**

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LOK SABHA

Thursday, May 27, 1971/
Jyaishta 6, 1893 (Saka)

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

[MR. SPEAKER in the Chair]

RF : DESIGNATIONS OF MINISTERS
AND MINISTRIES

MR. SPEAKER : Shri Bhaura.

SHRI B. S. BHAURA : 91.

डा० गोविन्द दास : अध्यक्ष महोदय, आप आज का कार्य आरम्भ करें, इसके पहले मुझे एक बात कहनी है; जिस प्रकार कल हमारे डी० एम० के० के नेताओं ने कहा था, उसको दृष्टि में रखते हुए राष्ट्रपति जी की जो विज्ञप्ति है मंत्रियों के नामों के सम्बन्ध में, वह वैसी की वैसी रहते हुए भी लोक सभा में यह परिवर्तन क्यों हुआ है—वह मेरी समझ के बाहर है। जहाँ तक नामों का सम्बन्ध है, राष्ट्रपति, लोक सभा, राज्य सभा, संसद, ये सब नाम उसी तरह से चले आ रहे हैं; जिस तरह से हमारी सरकार इन मंत्रियों के नामों को चलाना चाहती है। जो लोक-सभा के सम्बन्ध में अभी विज्ञप्ति निकली है, मैं उसका घोर विरोध करना चाहता हूँ और मैं कहना चाहता हूँ कि हिन्दी भाषी लोगों को ही नहीं, बल्कि इस राष्ट्र के जो प्रेमी हैं, राष्ट्र भाषा के जो प्रेमी हैं, उन सबको इससे बहुत जोश हुआ है। मैं सरकार को इस बात के लिये बधाई देना चाहता था कि उन्होंने मंत्रियों के नाम इस तरह से बदले, लेकिन उसी के साथ अब हम घोर विरोध भी करना चाहते हैं—लोक-सभा में जो कुछ हुआ उसका इसलिये

हमारा विरोध नोट किया जाय और जब तक राष्ट्रपति की विज्ञप्ति वैसी की वैसी है, तब तक इन नामों में कोई परिवर्तन लोक-सभा में न किया जाय—यह मेरा निवेदन है।

कुछ माननीय सदस्य खड़े हुए :—

श्री अटल बिहारी वाजपेयी : अध्यक्ष महोदय, मैं भी एक स्पष्टीकरण चाहता हूँ...

अध्यक्ष महोदय : इसको बाद में देख लेंगे।

श्री अटल बिहारी वाजपेयी : चूँकि यह मामला उठा है, इसलिये मैं जानना चाहता हूँ कि यह जो परिवर्तन हुआ है, संशोधन हुआ है, यह आपने किया है या सरकार ने किया है ?

अध्यक्ष महोदय : जैसा उन्होंने कहा था...

श्री अटल बिहारी वाजपेयी : किन्हीं ने कहा था ?

अध्यक्ष महोदय : उनकी मीटिंग हुई है...

श्री अटल बिहारी वाजपेयी : मीटिंग में वह फैसला नहीं हुआ था, यह गलत बात है..... एक मिनट मेरी बात सुन लें। हमने यह माँग नहीं की थी कि जहाँ अंग्रेजी में प्राइम मिनिस्टर लिखा जाता है, वहाँ प्रधान मंत्री लिखा जाय। सरकार ने स्वयं राष्ट्रपति के द्वारा एक आदेश जारी करवाया, उसके अनुसार लोक-सभा में परिवर्तन हुआ। हमारे डी० एम० के० के मित्रों ने उस पर आपत्ति की। प्रधान मंत्री जी ने एक बैठक बुलाई, उसमें यह तय हुआ था कि इस समय जो स्थिति है, वह चलती रहेगी और एक कमेटी इसके कानूनी दाव-पेचों को देखेगी। लेकिन मुझे ताज्जुब है कि सरकार ने बीच में ही परिवर्तन कर दिया और वह परिवर्तन भी

डी० एम० के० वालों को संतुष्ट नहीं कर सका है। जब तक राष्ट्रपति का वह आदेश वापस नहीं लिया जाता, यह परिवर्तन कैसे किया जा सकता है। मैं एक संवैधानिक प्रश्न उठा रहा हूँ—सरकार चाहे तो प्रेजिडेन्शियल आर्डर को वापस ले सकती है, लेकिन उस आर्डर के कायम रहते हुए जो संशोधन किया गया है, वह अवैध है और कम से कम लोक-सभा में उसको लागू नहीं करना चाहिए या।

SHRI INDRAJIT GUPTA : If the agreement that was reached in the meeting is to be discussed here, I would like to say something because I do not think Shri Vajpayee is correct.. (Interruption),

SOME HON. MEMBERS rose—

SHRI JYOTIRMOY BOSU : Complications are being created.

MR. SPEAKER : I will collect the relevant information...(Interruption)

SHRI INDRAJIT GUPTA : Let us get it clarified.

MR. SPEAKER : Question Hour is not the proper time to raise this question.

श्री रामदेव सिंह : अध्यक्ष महोदय, यह ठीक है कि इस समय उसके लिये टाइम नहीं है, लेकिन आपको इसके लिये प्राप्तर टाइम एलाट करना चाहिए, ताकि लोग अपनी बात रख सकें। मैं जानना चाहता हूँ कि जब राष्ट्रपति का आदेश कायम है, तब यह परिवर्तन क्यों किया गया ?

अध्यक्ष महोदय : इसके बारे में मैंने कहा है कि इसको देख लेंगे।

ORAL ANSWERS TO QUESTIONS

Uniform Price for Foodgrains

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*91. **SHRI B. S. BHAURA :**
SHRI R. V. BADE :

Will the Minister of AGRICULTURE (KRISHI MANTRI) be pleased to state :

(a) whether the Agricultural Prices Commission wanted uniform price for foodgrains, especially wheat ; and

(b) whether Government would announce the prices only after consulting the Chief Ministers ?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (KRISHI MANTRALAYA MEN RAJYA MANTRI) (SHRI ANNASAHEB P. SHINDE) : (a) The Agricultural Prices Commission recommended a uniform price of Rs. 68.00 per quintal for indigenous red wheat and Rs. 74.00 per quintal for all other varieties of wheat for 1971-72 marketing season.

(b) After obtaining the views of the Chief Ministers, Government have fixed the procurement prices of all varieties of wheat excepting the indigenous red wheat at Rs. 76.00 per quintal. The procurement price of indigenous red wheat have been fixed between Rs. 71.00 and Rs. 74.00 on the basis of the proposals received from the State Governments. Most of the State Governments were not in favour of reducing the procurement prices as suggested by the Agricultural Prices Commission.

SHRI B. S. BHAURA : I want to know whether it is a fact that the Government had rejected the recommendations of the Agricultural Prices Commission under pressure of big land owners and landlords and, if not, I want to know under what conditions, under what grounds, the Government had rejected the recommendations of the Agricultural Prices Commission when the Commission had recommended a reduction in the prices of wheat. Why had the Government not accepted that recommendation ?

SHRI ANNASAHEB P. SHINDE : The insinuation made by the hon. Member is not correct. The normal procedure is that after receiving the Report of the Agricultural Prices Commission, we discuss it in the Chief Ministers' Conference and, in consultation with the Chief Ministers, some price is suggested. Now, this time, there was a lot of discussion among the Chief Ministers and a consensus emerged that the same price which was being paid to the farmers last year should be maintained. The Agricultural

Prices Commission had suggested only a marginal reduction of Rs. 2/-. That was not accepted by the Chief Ministers. It was not done under any pressure because the argument of the Chief Ministers was that the cost of production has also gone up and that it will not be in the interest of production since we have yet to become self-sufficient and that in the interest of national economy, the same procurement price should be maintained as last year.

श्री आर० बी० बड़ै : मध्य प्रदेश में केवल लाल गेहूँ नहीं है, दो-तीन प्रकार के गेहूँ हैं। मध्य प्रदेश सरकार ने आपसे सिफारिश की थी कि इनकी कीमतेँ बेगट के लिये ६० रु०, मीडियम के लिये ७६ रु० और कोम के लिये १० रु० रखी जाय। मैं जानना चाहता हूँ कि इसके बारे में आपने क्या विचार किया है ?

SHRI ANNASAHEB P. SHINDE : There are many varieties of wheat like any other foodgrains. As far as superior variety wheat is concerned, we have not fixed any price. That fetches a higher price than Rs. 76/- per quintal in the market and, therefore, that can be sold by the farmer at any price above Rs. 76/-. In addition the only price has been fixed in the case of indigenous red variety wheat which is between Rs 71/- and Rs. 74/-.

श्री आर० बी० बड़ै : अध्यक्ष महोदय, मेरे प्रश्न का ठीक जवाब नहीं आया है। मैं पूछना चाहता हूँ कि क्या आपने इसमें कन्ज्यूमर का भी ध्यान रखा था या नहीं ?

SHRI ANNASAHEB P. SHINDE : The consumer interest has been taken very much into consideration. We purchase at Rs. 76/- and issue at Rs. 78/- all over the country. Our cost price is much higher if we take into consideration mandi charges, freight charges, etc. It will come to Rs. 94/-. But we issue the same wheat at Rs. 78/-.

SHRI R. V. SWAMINATHAN : May I know from the hon. Minister whether the Agricultural Prices Commission while suggesting the uniform price for foodgrains have suggested any uniform price for rice and, if so, what is the rate fixed.

SHRI ANNASAHEB P. SHINDE : This is regarding wheat prices. We get separate reports from the Agricultural Prices Commission about kharif cereals including rice. That is also discussed with the Chief Ministers. I can lay on the Table of the House a statement showing the prices which have been fixed for rice on the basis of the recommendations of the Commission and on the basis of the advice of the Chief Ministers.

SHRI R. V. SWAMINATHAN : You have no idea about rice ?

SHRI ANNASAHEB P. SHINDE : I have the idea. But the broad structure varies from State to State. It is between Rs. 74/- to Rs. 90/- per quintal. It varies from State to State. It is not uniform.

SHRI B. S. MURTHY : Is the Minister aware that the cost of production varies from area to area and also from State to State ? In that context, how is it that the Commission was able to arrive at a uniform rate of foodgrains for the whole country ?

SHRI ANNASAHEB P. SHINDE : It is in the interest of national food economy that some broad pattern, uniform pattern is evolved as far as the price structure is concerned so that the interest of the producers and consumers are fully protected. There is also one long-term aspect of the problem which has to be taken into consideration. Even from the point of view of land use and crop pattern it is desirable that that crop should be encouraged which gives the maximum income to the farmer. Naturally this broad, uniform pattern of prices will help proper land dues and crop pattern in the long run.

SHRI JYOTIRMOY BOSU : The rising prices is a matter which is worrying all of us, in West Bengal. Could you tell us what steps you propose to take to narrow down the regional disparities in the prices of essential foodgrains that exist in the country today ?

MR. SPEAKER : This is about 'Procurement'...

SHRI JYOTIRMOY BOSU : He is almost a mobile encyclopaedia in agricultural matters...

MR. SPEAKER : For me, the question must be relevant.

SHRI JYOTIRMOY BOSU : The position in West Bengal is alarming. A kilo of rice in West Bengal today costs Rs. 3-50 whereas in the neighbouring State of Andhra Pradesh, paddy is available at Rs. 40 per quintal. That is why I want the Minister to tell us the position.

MR. SPEAKER : The question is about procurement price. I am sorry. You think of another question in the meanwhile.

SHRI M. RAM GOPAL REDDY : Cost of production has gone up. In spite of that he is giving the rate of last year only. Cost of production goes up. If it is not paid in proportion to cost of production, yield will go down. What is the explanation of the Minister for this ?

SHRI ANNASAHAB P. SHINDE : As an intelligent Member, the hon. Member should know that there has been some marginal rise in cost of production. But there has been also increase in productivity. The whole society has some share in the rising productivity, because there is investment of public exchequer in research and infra-structure which helps to increase production and contribution by society as a whole. As a result of increasing productivity the society is entitled to have its share.

Meeting of Central Trade Union Organisations to Evolve Labour Policy

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*92. **SHRI BHOGENDRA JHA :**
SHRI NIHAR LASKAR :

Will the Minister of LABOUR AND REHABILITATION (SHRAM AUR PUNARVAS MANTRI) be pleased to state :

(a) whether Government have called all Central Trade Union Organisations to a meeting in order to evolve a better labour policy ; and

(b) if so, the outcome of the meeting ?

THE DEPUTY MINISTER IN THE MINISTRY OF LABOUR AND REHABILITATION (SHRAM AUR PUNARVAS MANTRALAYA MEN UP MANTRI SHRI BALGOVIND VERMA) : (a) Yes, Sir.

(b) Although there was some divergence of views, there was near unanimity on what were the essential problems demanding solution and also a broad measure of agreement on the lines along which solutions could be found.

श्री भोगेन्द्र झा : अध्यक्ष महोदय, मन्त्री जी ने ऐसी भाषा में जवाब दिया है जोकि गदन में तो स्पष्ट नहीं है, भले ही उनके लिये स्पष्ट हो। मैं आपसे ज़रिए में चाहता हूँ वे स्पष्ट करे कि जिन मजदूरों पर श्रम सम्बन्ध बिगड़ते हैं, हड़तालें होती हैं, असंतोष होता है उसमें एक तो यह भी है कि कुछ श्रम संगठन ऐसे हैं जिनका मजदूरों से कोई अंतर नहीं है और जो मालिक है सरकार की उपक्रमों में भी और गैर सरकारी उपक्रमों में भी वहाँ श्रमिक तो दूसरी जगह हैं और ये मामला दूसरी जगह देते हैं और उसमें ये बान भी नहीं करते हैं और हड़तालें भी होती हैं ... व्यवधान... इसलिए मैं जानना चाहता हूँ क्या श्रमिक संगठनों की सुनियनी की मान्यता के लिये ये गुप्त मतदान का नियम लागू करने जा रहे हैं या नहीं जिसके आधार पर सुनियनों को मान्यता दी जाये ?

दूसरी बात जिसकी चर्चा हम लोग अबसर करते हैं, जिसपर संघर्ष गति से कभी-कभी एकात भी होता है और वह यह कि प्रबन्ध में श्रमिकों को साक्षीदार बनाया जायेगा या नहीं प्रबन्ध समितियों में और उसकी शुरुआत के लिए जो सरकारी उपक्रम हैं उनमें सभी में उसको लागू करना मंत्री जी समझ सकते हैं या नहीं ? खासकर पिछले आम चुनाव के समय में श्रमिक तबके में कुछ आशयें जगाई गईं लेकिन असीय बहुमत से उनपर तुष्टापात हो रहा है, कुछ मिलें करोड़पतियों के हाथों में जा रही हैं और

अभी कल चीनी पर से निर्यन्त्रण हटाया गया है— इस तरह की कार्यवाहियां हो रही हैं—तो बड़े बहुमत का परिणाम निकल रहा है लेकिन दूसरी तरफ आशा भी जगाई गई थी जिसको लोग पूरा करवाना चाहेंगे। ऐसी स्थिति में सभी सरकारी उपक्रमों में बिना अपवाद के प्रबन्ध समितियों में मजदूरों के प्रतिनिधियों को अनिवार्यतः लिया जाये— इस नीति पर सरकार चलने के लिये तैयार है या नहीं ?

THE MINISTER OF LABOUR AND REHABILITATION (SHRAM AUR PUNARVAS MANTRI) (SHRI R. K. KHADILKAR) : The hon. Member has put two questions. The first is regarding recognition of unions. He is well aware that the conference of trade union leaders was convened with a view to find out a common approach to the question of recognition and bargaining by them. There was divergence of views on whether it should be by a ballot, as the hon. Member would like to have it, or by the present method of verification. In order to get further clarification from all parties concerned, the labour leaders are discussing this matter among themselves, and I hope that they will reach some unanimous conclusions. For, as the hon. Member knows, before we take final decisions at the tripartite meeting, if we get some unanimity, then consensus is possible, on the basis of which Government could take a decision ultimately.

Regarding the Prabandhak Committee, I think the hon. Member is referring to management. I have already made it clear that Government have taken a decision regarding giving representation to the union representatives, excluding a few crucial industries like defence and others and we would like to give them representation...

SHRI S. M. BANERJEE : I have got a letter from Shri Jagjivan Ram, the Minister of Defence on this matter. I do not know how the hon. Member is saying this ..

SHRI R. K. KHADILKAR : The only question is how it is to be given. So far as the nationalised banks are concerned, there is a statutory provision and action is being

taken. In other places, we shall have to give some further thought regarding representation, because the questions of recognition of a union and the bargaining agent are interlinked with appointing some representative from the trade union to sit on the board of management, but it is being done.

श्री भोगेन्द्र झा : अध्यक्ष महोदय, एक मवाल और इसी से सम्बद्ध है। सरकार ने कुछ इस तरह का एलान करवा दिया था कि हड़तालों पर रोक, बंदिश लगा दी जायेगी, अब तक कीमतें बढ़ रही हैं, और अभी हम बहस कर रहे थे कि चीजों की कीमतें बढ़ रही हैं, जीवन-यापन के खर्चों में वृद्धि होती जा रही है तो क्या मंत्री जी यह एलान करने के लिये तैयार हैं कि सरकार, अभी की जो स्थिति है उगमे हड़तालों पर कानूनी रोक नहीं लगाने के लिये सोच रही है ? अभी हाल में बरौनी में दस हजार रेल मजदूरों की 35 दिन की हड़ताल हुई और श्रम मन्त्री की अपील पर सभी श्रमिकों ने अपनी हड़ताल को वापिस ले लिया। इस सम्बन्ध में मंत्री महोदय ने यह आश्वासन दिया था कि उन लोगों के खिलाफ कोई दमनात्मक कार्यवाही नहीं की जायेगी लेकिन क्या मन्त्री जी को यह सूचना मिली है कि वहां पर बड़े पैमाने पर दमनात्मक कार्यवाहियां चल रही हैं जैसे कि ब्रेक इन सर्विस हैं और गिरफ्तारियां हुई हैं.....

MR. SPEAKER : The hon. Member is asking for factual information on a specific matter. But the question is of a general nature. The main question is about evolving of a better labour policy...

श्री भोगेन्द्र झा : मैं सरकार को यह स्मरण दिलाना चाहता हूँ कि अगर वचन का पालन नहीं होगा तो फिर वचन का मोल क्या रह जायेगा।

अध्यक्ष महोदय : आपने एक जमरल कवैचन पूछा था।

श्री भोगेन्द्र झा : वचन का पालन कैसे होता है, इस बात को भी आप देखें। आज

इन्दिरा जी के बारे में लोग कह रहे हैं—बादा किया वो निभाना पड़ेगा यानि चुनाव में उन्होंने जो बादा किया था उसको निभाना पड़ेगा। तो बरौनी के बारे में जो खुला एलान था उसका पालन सरकार करने जा रही है या नहीं ?

अध्यक्ष महोदय : आप बरौनी के लिए अलग से सवाल पूछें।

He should table a separate question on Barauni and not mix it up with this general question...If the Minister is very keen to answer and the Member is very keen to put it, what can the Speaker do ?

SHRI R. K. KHADILKAR : The first part of the question concerns banning strikes. There is no question of imposing a legal ban, but attempts are being made to create conditions under which strikes will not take place, because we want to bring about a period of strike-free economy for at least a few years more.

As for the second part of the question, though it is not relevant, as the Speaker has pointed out, I would request him to get in touch with me later.

SHRI NIHAR LASKAR : The intrusion of politics into industrial disputes has vitiated the atmosphere of industrial relations. I would like to know whether this subject cropped up in the discussions and, if so, whether any conclusion was reached against the intrusion of politics into industrial relations

SHRI R. K. KHADILKAR : It is very difficult in the trade union field to eliminate politics altogether. At the same time, efforts are being made to see that in the final analysis politics does not determine the course of action the trade unions are supposed to take. Therefore, although there are divisions, I would like to assure the hon. member that the attempt is at effecting unity and as far as possible, reducing the area of disagreement and bringing all the unions, whatever be their political affiliations, together for the common purpose.

SHRI BISWANARAYAN SHASTRI : Was the subject 'one union in one industry

discussed, and if so, what were the opinions expressed ?

SHRI R. K. KHADILKAR : One industry-one union is a most desirable thing, but in the present context it is not very feasible because conditions are not so conducive to that; there is division and fragmentation in the working class life because of various unions which prove ultimately detrimental to the interests of the workers. So an attempt is being made to see that the dominant union associates the other minority sections with them so that they negotiate with a type of composite representative character.

श्री हुकम चन्द कछवाय : मैं आपके माध्यम से माननीय मंत्री से जानना चाहता हूँ कि जैसा मूल प्रश्न अर्थात् थम नीति निर्धारित करने के लिए केन्द्रीय कामिक संगठनों की बैठक के बारे में उत्तर देने हुए, बतलाया कि कुछ बातों पर कान्फ्रेंस में निर्णय हो चुका है और कुछ बातों पर निर्णय नहीं हुआ क्योंकि उन पर कुछ आपत्ति थी तो वह कीनगी बातें हैं जिन पर निर्णय हो चुका है और कोनगी ऐसी बातें रहती हैं जिनपर कि निर्णय नहीं हुआ है। मैं दूसरी बात यह जानना चाहता हूँ कि क्या सरकारी उद्योग, गैर सरकारी उद्योग या अर्ध सरकारी उद्योग के अन्दर जो अपनी आर्थिक स्थिति के खराब होने के कारण बन्द होने हैं तो उस कान्फ्रेंस में क्या इस बात की चर्चा हुई थी कि आर्थिक स्थिति के खराब होने के कारण से जो उद्योग बन्द होने जा रहे हैं ऐसे उद्योगों का स्वामित्व उन उद्योगों में लगे मजदूरों को सौंप दिया जाय ताकि वह ठीक से चल सकें ? क्या इस बात पर विचार किया गया है कि जिन उद्योगों में मशीनीकरण किया गया है उनमें इन मशीनों के कारण मजदूरों की जो छंटनी होती है वह छंटनी उनकी न की जाय क्या इस बारे में भी कोई चर्चा की गई है ?

SHRI R. K. KHADILKAR : As for the first question regarding the conference, he must have seen from the papers that a major decision was taken but a final decision was

not taken regarding the selection of a bargaining agent. Until we reach a final decision on this, no further progress is possible. But I must say from the temper and tone of the debate and the final conclusions and response shown by the trade union leadership that we will arrive at a decision acceptable to all concerned regarding the bargaining agent. That will put an end to that problem.

Regarding closure and other matters, I have made a mention of it. There were a number of closures, not always because of the fault of the trade unions or workers but because of fraud and other things. We are examining that issue.

श्री हुकम चन्द कछवाय : मैंने मंत्री महोदय से यह भी पूछा था कि जिन उद्योगों की आर्थिक स्थिति खराब है और उनके कारण वह बंद होने लगे हैं तो क्या सरकार इस बात के लिए विचार कर रही है कि ऐसे उद्योगों का स्वामित्व उन उद्योगों में लगे हुए मजदूरों को दे दिया जाय। वहाँ पर लगे हुए मजदूरों को उन उद्योगों का मालिक बना दिया जाय ताकि वह ठीक से चल सकें और दूसरे जिन उद्योगों में मशीनीकरण होने के कारण मजदूरों की छंटनी की जाती है वहाँ पर मजदूरों की छंटनी न की जाय इस पर भी कोई विचार किया गया है ?

SHRI R. K. KHADILKAR : There are closures and some industries are in the red, but even when, in textile mills we have taken steps so far as sick mills are concerned to take them over. No decision has been taken on the question whether they should be handed over to the workers to be run by them.

SHRI S. M. BANERJEE : A declaration signed by all the trade union centres and various federations was handed over to the hon. Minister at the time of the conference on 20th of this month, where they have said that there should be no wage freeze and no ban on strikes, and in case these two things are not accepted by the Government, the trade unions will not co-operate. I want to know whether Government have taken a

final decision not to impose any wage freeze or ban on strikes.

SHRI R. K. KHADILKAR : I have seen the declaration to which the hon. Member is also a signatory. That declaration is a sort of thesis giving the picture of our economy and what should be done, but we are functioning in a certain socio-economic complex and we are bound by democratic methods, and there are certain limitations. That point I have made clear. Regarding the question of wage freeze and ban on strikes, nobody has raised that question at all. There is no question of wage freeze anywhere even mentioned, nor is there any question of banning strikes, but we want to create conditions where there would not be any strike and where wages would be linked more to productivity. That is our effort.

SHRI RAJA KULKARNI : Has the Government decided to scrap the existing machinery of conciliation and arbitration under the Industrial Disputes Act, and if so, is the Government thinking of bringing forward any new legislation to enforce it ?

SHRI R. K. KHADILKAR : Nothing has been decided on this point. There was a certain amount of common ground regarding collective bargaining and conciliation, but the main point of difference is what should be the settlement machinery. On that there was no unanimity. But on one point ultimately a certain amount of common ground was discovered, that is that we should have some machinery to settle disputes, and Government should not abdicate its position in such a situation.

SHRI DINEN BHATTACHARYYA : Just now the Minister said that the final decision will be taken by the Government after a consensus is arrived at regarding the bargaining agency and the question of recognition, and that in the meantime the existing system will continue. What is the existing system and what steps did Government take before sending this year the labour representative to the ILO in which the Minister also participated ?

SHRI R. K. KHADILKAR : So far as the machinery is concerned, the present

machinery has representatives of the trade union leaders.

SHRI DINEN BHATTACHARYA : What is the machinery to determine the representative character ?

SHRI R. K. KHADILKAR : Verification is the machinery. In 1968, if I mistake not, verification had taken place and in the current year we shall have the second verification. Verification will be done to determine the representative character. I know the breakaway (*Interruptions*). The trade union leaders know it very well.

MR. SPEAKER : When you put a question, you should try to be as concise and brief as possible. The question may be linked with previous parts if you want ; they may be linked together but it must be one single question. The Minister should also avoid giving long replies.

SHRI R. K. KHADILKAR : There are four questions in one question.

MR. SPEAKER : Much depends on you also ; if you give a long reply it becomes more difficult for you. We go to the next question.

Closure of Collieries in Asansol Coal Belt

*93. **SHRI B. K. MODAK :** Will the Minister of LABOUR AND REHABILITATION (SHRAM AUR PUNARVAS MANTRI) be pleased to state :

(a) whether the attention of Government has been drawn to the large-scale closure of collieries in Asansol Coal belt during the last one year ;

(b) the total number of collieries closed down from 1970 upto date ;

(c) the total number of employees rendered jobless due to the same ; and

(d) the action Government propose to take to reopen these collieries ?

THE DEPUTY MINISTER IN THE MINISTRY OF LABOUR AND REHABILITATION (SHRAM AUR PUNARVAS

MANTRALAYA ME UP MANTRI) (SHRI BALGOVIND VERMA) : (a) and (b). Attention of the Government has been drawn to the closure of 15 collieries out of about 200 collieries in the Asansol Coal belt.

(c) 8000 approximately.

(d) Out of these 15 collieries, 5 collieries were got re-opened due to the persuasive efforts made by the Officers of the Central Industrial Relations Machinery and one by bi-partite settlement.

SHRI B. K. MODAK : It is evident from the reply of the hon. Minister that there has been widespread closure of collieries in the Asansol belt. What are the reasons for the closure of the collieries and what steps have the Government taken to open the collieries which are still closed ?

SHRI BALGOVIND VERMA : Out of 200 about 15 collieries were closed and out of them five had been reopened. There are many causes for the closure : serious mining difficulties, financial losses, exhaustion of the coal, etc. Under the circumstances we cannot compel the closed collieries to start again. Efforts are being made to find out whether they could be opened or not but we cannot compel them.

SHRI B. K. MODAK : What steps have the Government taken to see that proper compensation or retrenchment benefit is given to the miners of the closed mines by the management ?

SHRI BALGOVIND VERMA : Under the Industrial Disputes Act there is provision that if a worker has worked for more than a year in an undertaking, subject to the provisions of sub-section (2) he is entitled to notice and compensation in accordance with the provisions of section 25 (f) of the Act. If a worker is retrenched under section 25 (f) he will get one month's notice and wages as a condition of retrenchment. So, when there is retrenchment, then these sections apply. But when the collieries have been closed, then we cannot compel them to make any payment as a condition precedent.

SEVERAL HON. MEMBERS *rose*—

MR. SPEAKER : I will call one by one, side by side.

SHRI S. R. DAMANI *rose*—

MR. SPEAKER : How are you interested ?

SHRI S. R. DAMANI : I am very much interested.

SHRI H. K. L. BHAGAT : What is the total annual output of coal from those collieries and to what extent has this adversely affected the coal supply in this country ?

SHRI BALGOVIND VERMA : This does not arise out of the question. Separate notice may be given. (*Interruption*)

SEVERAL HON. MEMBERS *rose*—

MR. SPEAKER : Did you give the reply to that question ?

SHRI BALGOVIND VERMA : Yes, Sir I have said that it does not arise and that a separate question may be tabled for that. (*Interruption*)

MR. SPEAKER : I have seen the question again. This is regarding the closure of collieries.

श्री नरेन्द्र कुमार साहू : रेलवे है या नहीं यह निर्णय आपका होना चाहिये। इसको मिनिस्टर तय करेंगे या आप करेंगे ? यह एक व्यवस्था का प्रश्न है कि वह निर्णय कौन करेगा। अगर आपके ब्याल से यह सवाल रेलवे नहीं है तो आप मना कर दें, लेकिन आप इसको ऐडमिट कर दें और मिनिस्टर कहें कि यह अराइज नहीं होता, यह ठीक नहीं है।

MR. SPEAKER : I am sorry you are also irrelevant. I am sorry I cannot allow that question. This is not within the scope of this question.

SHRI S. R. DAMANI : May I know from the hon. Minister whether it is a fact that much stock of coal has accumulated at the pit-heads and are piling up, and, on the other hand, the factories are suffering on account of the non-availability of coal and that in certain cases the stock of coal in the consumer industries is enough for only two or three days ? If so, may I know from the hon. Minister whether any steps are being taken to remedy the situation, and—

MR. SPEAKER : You are completely lost in your question. May I request you to sit down ? I sometimes have to be a little lenient to the new Members, but what about you ? You are completely lost in your question. Ask a direct question.

SHRI S. R. DAMANI : I am putting a direct question. Is it not a fact that the accumulation is due to wagon shortage and the industries are not getting sufficient coal for their requirements ? May I know whether the Minister is aware of this and what steps are the Government going to take to remedy the situation ?

THE MINISTER OF LABOUR AND REHABILITATION (SHRAM AUR PUNARVAS MANTRI) (SHRI R. K. KHADILKAR) : The hon. Member is right in saying—

MR. SPEAKER : It is only between you two. I have not been able to follow his question.

SHRI R. K. KHADILKAR : —because, the coal movement depends on the wagon movement, and there is a serious bottleneck. On this point, I would advise the hon. Member to address his question to the Minister concerned, namely, the Railway Minister. Regarding the second part, the closure is not due to the wagon shortage ; the reasons are stated here, as my colleague has stated.

It is because of certain other reasons that these 15 collieries are closed.

DR. RANEN SEN : When the Minister says that due to mismanagement of

financial loss some collieries have been closed, may I know whether Government have made any serious study of this question and not simply taken the information doled out by the companies? It is known to us that many companies refuse to pay bonus and other dues and they have closed the collieries to deprive the workers of their legitimate dues.

SHRI R. K. KHADILKAR : We have made a study. I am prepared to give colliery by colliery the reasons for closure, but that will be a long exercise. But I certainly agree that in some cases there is an element of bypassing the present obligation as far as possible.

SHRI R. N. SHARMA : About section 25F of the Industrial Disputes Act, the minister said closure is not retrenchment, whereas it has always been treated as retrenchment. How does he come to the conclusion that closure is not retrenchment of workers?

SHRI R. K. KHADILKAR : On the question of retrenchment, it is obligatory on the employer to give notice and make payment. But on the question of closure, though it is obligatory, it is difficult to give notice. That is the distinction. (*Interruption*)

MR. SPEAKER : Next question.

Demand for Increase in Supply of Boiled Rice to Kerala

*94. **SHRI C. JANARDHANAN :** Will the Minister of AGRICULTURE (KRISHI MANTRI) be pleased to state :

(a) whether there was any demand from Kerala Government to increase the supply of boiled rice to that State; and

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

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (KRISHI MANTRALAYA MEN RAJYA MANTRI) (SHRI ANNASAHAB P. SHINDE) : (a) and (b). The Government of Kerala have, from time to time, been demanding supply of as much quantity of coarse boiled rice for public

distribution in the State as possible. While Kerala is being given a substantial share of the coarse boiled rice available in the Central pool, the availability of coarser boiled rice and even of boiled rice of medium and fine varieties being limited, it is not possible to make the entire supply to Kerala in the shape of boiled rice. Supply of raw rice against part of their requirement is inescapable.

SHRI C. JANARDHANAN : Time and again, we, the Kerala members are raising this question of boiled rice in this House. In the last Lok Sabha also we asked a question and almost the same answer was given. When we hear such answers the people of Kerala are forced to think that the Central Government are treating us with callousness. Anyway, we are not asking for the entire amount of coarse boiled rice. We are used to such rice. Now it is the monsoon season there and within a few days, the whole coastal region will be flooded and if you give raw rice to those areas, surely cholera will break out there and this Government will have to spend more to check the cholera. Under these circumstances, will the minister reconsider the matter and send some more boiled rice to Kerala?

SHRI ANNASAHAB P. SHINDE : The position of supply of rice in the country as a whole including Kerala is very easy. The difficulty is about boiled rice. Even there we are doing whatever is possible. Out of the total coarse boiled rice available 27,000 tons were given to West Bengal and 2,27,000 tons to Kerala. So the maximum that is possible to being given to Kerala. Therefore I do not know why the hon. Member is complaining. The other types of rice are easily available in the country and even the Kerala depots are full with rice. There is limitation only on the supply of boiled rice.

SHRI C. JANARDHANAN : I was referring to boiled rice and not to some other varieties of rice. If the position of the Central Government is so difficult on this issue will the government consider the repeated demand of the Kerala Government to supply rice from Andhra to Kerala through the FCI?

SHRI ANNASAHAB P. SHINDE : The FCI is looking into it and the maximum possible help will be given by us.

SHRI SHANKARRAO SAVANT : Which are the areas which demand boiled rice ?

SHRI ANNASAHAB P. SHINDE : Kerala and West Bengal.

श्री ईश्वर चौधरी : अमामयिक वर्षा से पूरा भारतवर्ष में, विशेषकर बिहार में, चने और गेहूँ की फसल को हानि पहुँची है। क्या सरकार यह आश्वासन देगी कि इसके कारण मूल्य-वृद्धि नहीं होगी ?

अध्यक्ष महोदय : यह गवाल तो केरल के राज्य में है।

श्री ईश्वर चौधरी : इसका असर पूरे भारतवर्ष में पड़ेगा और केरल भी भारतवर्ष में ही है। क्या सरकार आश्वासन देगी कि मूल्य-वृद्धि नहीं होगी।

SHRI P. R. SHENOY : May I know whether the artificial scarcity of boiled and other rice in Kerala and some parts of Mysore cannot be removed by abolishing the present zonal system and creating one single zone for the whole of South India ?

SHRI ANNASAHAB P. SHINDE : I do not think a solution is so easy.

SHRI VAYALAR RAVI : The Food Corporation of India is supplying very bad quality rice at 20 per cent above the market rate. It is very bad quality rice and I wish I could produce it here to show how really bad it is. Why is it that such rice is supplied at such high prices ? Will the government enquire into the reasons ? Is it not a fact that the bureaucrats of FCI are corrupt and that is why this is happening ?

SHRI ANNASAHAB P. SHINDE : There is no shortage of rice in Kerala. In fact, even the market availability is easy.

If there are any specific cases where our standing instructions are not followed, if they are brought to our notice, we will take necessary action. Now the consumers can get their requirements from the FCI but there is no compulsion. Moreover, there are standing instructions that such rice should not be issued.

Nationalisation of Sugar Industry

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*95. **SHRI MUHAMMED SHERIFF :**
PROF. S. L. SAKSENA :

Will the Minister of AGRICULTURE (KRISHI MANTRI) be pleased to state :

(a) whether Government have chalked out any programme to nationalise the sugar industry in the country ; and

(b) if so, the details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (KRISHI MANTRALAYA MEN RAJYA MANTRI) (SHRI SHER SINGH) : (a) and (b). The Central Government have already set up a Commission of Inquiry on the 28th September, 1970 under the Chairmanship of a retired Chief Justice of Calcutta High Court to undertake a detailed and comprehensive examination of the working of the sugar industry and the various problems relating thereto, especially in the context of the demand for nationalisation of the industry. Government will examine the matter further on receipt of the report of the Commission.

SHRI MUHAMMED SHERIFF : May I know whether the Government expect, after the decontrol of sugar, any upward trend in the price of Sugar, particularly in Tamil Nadu where there is a glut of stocks ?

SHRI SHER SINGH : This question is about the nationalisation of the industry.

MR. SPEAKER : The upward trend of prices too big a question to be answered on this very simple question. You can ask another question.

SHRI MUHAMMED SHERIFF : Does he want notice ?

MR. SPEAKER : No, this is not within the scope of this question ; it is not relevant.

SHRI S. M. BANERJEE : Since the hon. Minister has mentioned that a commission has been appointed to investigate into the working and various aspects of the sugar mills and unless that report is submitted the Government is unable to take a decision, I would like to know whether he is aware that the Chief Minister of Uttar Pradesh, after a unanimous decision of the UP Cabinet, has requested the Central Government to give the green signal to the Uttar Pradesh Government to nationalise this industry. Why is this matter being delayed ; is this due to the pressure of the sugar magnates ? Why is the Central Government feeling hesitant to nationalise or to give the green signal to the UP Government to nationalise the sugar industry ?

THE MINISTER OF AGRICULTURE (KRISHI MANTRI) —(SHRI F. A. AHMED) : The hon. Member is aware that there has been difference of opinion regarding the competency of the State Government or the Central Government to legislate so far as nationalisation is concerned. According to the opinion available to us, both the State Government and the Central Government are competent to legislate on this matter. We have given that information to the UP Government. So far as the Central Government is concerned, we cannot go in for legislation on a piecemeal basis because we have to take into consideration all the States concerned and that will be done after the report of the inquiry commission is available to us.

SHRI S. M. BANERJEE : Sir, I want to seek a clarification.

MR. SPEAKER : No.

SHRI ANANTRAO PATIL : May I know from the Government whether cooperative sugar factories will be excluded from the proposal of nationalisation ?

SHRI SHER SINGH : It depends upon the recommendations that we shall receive from the Commission.

श्री बी० पी० चौध : अध्यक्ष महोदय, आपके द्वारा मैं मन्त्री महोदय से जानना चाहूँगा कि चीनी मिलों का राष्ट्रीयकरण किया जाय या न किया जाय इसके सम्बन्ध में एक मुद्दा से चर्चा उत्तर प्रदेश में चल रही है, इस कारण से मिल मालिक एक पैगा भी मशीनरी को री-प्लेस करने में या उसे सुधारने में लगाना नहीं चाहते, तो यह हमेशा के लिए निश्चित हो जाय, इस सम्बन्ध में कोई निर्णय केन्द्र के द्वारा होगा क्या ? क्योंकि उत्तर प्रदेश यह कहता है कि हम केन्द्र से मिफागिश कर रहे हैं और केन्द्र यह कहता है कि प्रदेश की सरकार राष्ट्रीयकरण करने के लिए काम्प्रीटेड है ।

दूसरे यह कि शुगर इण्डस्ट्री हमारे यहां गिरती चली जा रही है । क्या आपके यहां कोई ऐसी योजना है कि शुगर मिलों को काम्प्लेक्स यूनिट बनाएं जिसमें कि वह कोई और बाइ-प्रोडक्ट्स बनाएं ?

श्री शेर सिंह : अध्यक्ष महोदय, अभी हमने निवेदन किया कि इसके ऊपर भारत सरकार विचार कर रही है और यह निर्णय भारत सरकार लेगी । आयोग की जब रिपोर्ट आ जायगी तो उसके आधार पर निर्णय लिया जायगा ।

श्री अटल बिहारी वाजपेयी : अध्यक्ष महोदय, चीनी मिलों के राष्ट्रीयकरण के सम्बन्ध में यह कानूनी पेचीदगियां बताई जाती हैं कि यदि राष्ट्रीयकरण का निर्णय करना होगा तो वह सारे देश की चीनी मिलों के बारे में करना होगा । केवल एक प्रदेश के चीनी मिलों का राष्ट्रीयकरण कानूनी दृष्टि से ठीक नहीं होगा । मैं जानना चाहता हूँ कि क्या सरकार ने इस मामले की जांच कराई है और क्या यह सब है कि उत्तर-प्रदेश सरकार तो चीनी मिलों का राष्ट्रीयकरण करना चाहती है लेकिन केन्द्र सरकार उसको करने की इजाजत नहीं दे रही है ?

श्री शेर सिंह : अध्यक्ष महोदय, इसमें कानून का प्रश्न इतना नहीं है क्योंकि यह बात तो स्पष्ट हो गई कि राज्य सरकारें भी इस सम्बन्ध में कानून बना सकती हैं और यह राय उनसे दी जा चुकी है। जहां तक भारत सरकार का प्रश्न है वह सारे भारत की तस्वीर देखकर ही कोई कानून बना सकती है।

श्री एत० एम० बनर्जी : तस्वीर को हम 23 साल से देख रहे हैं।

श्री अटल बिहारी वाजपेयी : अध्यक्ष महोदय, मेरे प्रश्न के दूसरे भाग का उत्तर नहीं आया। क्या भारत सरकार की तरफ से उत्तर प्रदेश की सरकार को मना किया जा रहा है कि चीनी मिलों का राष्ट्रीयकरण न करें?

श्री फखरुद्दीन अली अहमद : नहीं, नहीं, ऐसा नहीं है। भारत सरकार मना नहीं कर रही है।

Construction of Bokaro Steel Plant

*96. **SHRI MANORANJAN HAZRA :** Will the Minister of STEEL AND MINES (ISPAT AUR KHAN MANTRI) be pleased to state :

(a) whether the construction work of Bokaro Steel Plant is being handicapped at present owing to an acute shortage of steel material ; and

(b) the steps taken by Government to solve the problem ?

THE MINISTER OF STEEL AND MINES (ISPAT AUR KHAN MANTRI) (SHRI MOHAN KUMARAMANGALAM) : (a) and (b). To a certain extent, the progress of structural fabrication and erection work for the Bokaro Steel Plant has been affected by the shortage of some strategic sections of steel. Necessary steps have been taken for import of such of the critical requirements as cannot be met in time from the indigenous production.

SHRI MANORANJAN HAZRA : Sir, the indigenous production comes from the Heavy Engineering Corporation, Ranchi and the Mining and Metals Corporation, Durgapur. May I know whether during the last three years, those two Corporations did not supply indigenous steel and, therefore, the cause of Bokaro Steel Plant is going to be hampered ?

SHRI MOHAN KUMARAMANGALAM : The hon. Member is not entirely correct in saying that steel is coming from the Heavy Engineering Corporation and the Mining and Allied Machinery Corporation. The shortage of steel has nothing to do with the shortage of equipment that is not manufactured in time by the Heavy Engineering Corporation. Steel is produced by the Steel Plants in the country. But in certain sections, we have not been able to produce an adequate amount of steel. That is the reason for the shortage.

SHRI MANORANJAN HAZRA : The hon. Minister has stated in his reply that the Government is going to import steel. May I know from which countries the Government is going to import steel ?

SHRI MOHAN KUMARAMANGALAM : We are planning to import steel from USSR and Japan.

SHRI TRIDIB CHAUDHURI : May I know whether as a result of these difficulties and delay in importing the required steel for strategic construction sectors, the cost schedule of the first phase of Bokaro Steel project will be further raised ?

SHRI MOHAN KUMARAMANGALAM : No, Sir,

WRITTEN ANSWERS TO QUESTIONS

Supreme Court Judgement on Applicability of Provident Fund Rules

*97. **SHRI SOMNATH CHATTERJEE :** Will the Minister of LABOUR AND REHABILITATION (SHRAM AUR PUNARVAS MANTRI) be pleased to State : ,

(a) whether the attention of Government has been drawn to the judgement given by the Supreme Court on the 1st April, 1971 on the appeal by the Regional Provident Fund Commissioner of Andhra Pradesh about the applicability of Provident Fund Rules; and

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

THE MINISTER OF LABOUR AND REHABILITATION (SHRAM AUR PUNARVAS MANTRI) (SHRI R. K. KHADILKAR): (a) Yes, Sir.

(b) The implications of the judgement are being examined.

Measures to Increase Production of Steel in Public Sector Steel Plants

*98. **SHRI P. GANGADEB:**
SHRI R. S. PANDEY;
SHRI SAMINATHAN;

Will the **MINISTER OF STEEL AND MINES (ISPAT AUR KHAN MANTRI)** be pleased to state:

(a) whether Government are considering certain immediate measures to increase the steel production in the public sector steel plants to meet the shortage of steel; and

(b) if so, what are those measures?

THE MINISTER OF STEEL AND MINES (ISPAT AUR KHAN MANTRI) (SHRI MOHAN KUMARAMANGALAM): (a) Yes, Sir.

(b) Hindustan Steel Limited expect that, subject to satisfactory industrial relations, production of steel from their steel plants at Bhilai, Rourkela and Durgapur in 1971-72 would exceed the actual production in 1970-71 by nearly 10 million tonnes of steel ingots. Towards this end, they are taking all necessary measures which include organisation of maintenance programmes for enhancement of equipment availability, speeding up major capital programmes so as to correct existing imbalance in production facilities, procurement of raw materials,

essential spares, refractories, looms and introduction of technological improvements etc. For this, a three-year rolling plan is being prepared for each plant and the organisation is being geared to attain the production targets for 1971-72.

A 'Task Force' has been constituted in the Ministry to evaluate performance every month, to deal with problem areas effectively and to ensure proper implementation of the various decisions taken.

Strike in Durgapur Steel Plant

*99. **SHRI R. R. SINGH DEO:** Will the **Minister of STEEL AND MINES (ISPAT AUR KHAN MANTRI)** be pleased to state:

(a) whether there was any strike in the Durgapur Steel Plant during the last six months;

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

(c) the man-hours lost during the strike period and the financial loss suffered consequently; and

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

THE MINISTER OF STEEL AND MINES (ISPAT AUR KHAN MANTRI) (SHRI MOHAN KUMARAMANGALAM):

(a) Yes, Sir.

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

(c) Information is being collected and will be placed on the Table of the House.

(d) No, Sir.

Statement

The workers of the Durgapur Steel Plant observed three general strikes during the last six months from November, 1970 to April, 1971. On 8.12.1970, the workers observed Bangla Bandh for 24 hours in response to a call made by some political parties on the following issues:—

- (i) Soaring prices of commodities ;
- (ii) Withdrawal of Central Industrial Security Force and Central Reserve Police for alleged atrocities committed by police.
- (iii) Immediate mid-term Election in the State.

On 22.2.1971, another Bangla Bundh was observed as a mark of respect to the memory of late Shri Hemantakumar Bose, President of the All-India Forward Bloc Party who was fatally stabbed in Calcutta on 20.2.1971. February 22, 1971 was declared as a public holiday by the State Government.

The Third Bangla Bundh was observed on 31.3.1971 on a Call given by political parties in the State against repressive measures in East Bengal.

Besides the above general strikes, there were several instances of stoppage of work by the workers without notice, to press their demands regarding manning, upgradation of posts, etc.

Famine Areas

*100. SHRI SHYAMNANDAN MISRA : Will the Minister of AGRICULTURE (KRISHI MANTRI) be pleased to state :

(a) the States where famine areas have been declared recently ; and

(b) the steps taken by Government to assist them ?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (KRISHI MANTRALAYA MEN RAJYA MANTRI) (SHRI ANNASAHEB P. SHINDE) : (a) Only in Bihar State an area covering 20 blocks in 8 districts has been declared famine affected area. Scarcity conditions have been reported by the Governments of Andhra Pradesh, Assam, Bihar, Kerala, Jammu & Kashmir, Madhya Pradesh, Maharashtra, Mysore and Rajasthan.

(b) The State Government has drawn up a relief programme, costing about Rs. 12

crores, which includes provision for hard manual labour schemes, gratuitous relief, public health measures, drinking water supply, cattle relief, energisation of wells and minor irrigation schemes. A central team of officers is visiting the state shortly to make an on the spot assessment of the situation and the request of the State Government for central assistance will be considered on receipt of the team's report. Meanwhile, the State Government has allotted Rs. 1.75 crores for immediate relief measures.

Survey for Implementation of Master Plan for Fisheries of Kerala

*101. SHRI A. K. GOPALAN : Will the MINISTER OF AGRICULTURE (KRISHI MANTRI) be pleased to state the steps taken by Government of the detailed survey with regard to the implementation of Rs. 306 crores Master Plan for fisheries from the Kerala Government ?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (KRISHI MANTRALAYA MEN RAJYA MANTRI) (SHRI ANNASAHEB P. SHINDE) : The Master Plan proposes introduction of 555 large steel-hulled vessels and 8100 mechanised boats, development of 16 fishing harbours, creation of capacity for additional production of 950 tonnes of ice per day, provision of 2200 tonnes of cold storage capacity, establishment of 14 boat building yards and 22 centres for the construction of steel-hulled trawlers, 19 repair and refitting workshops, 4 wire-less stations, 1 net making factory, 6 industrial estates, 10 canning plants, 14 fish meal plants, 1 marine diesel engine factory etc. The Plan also envisages organisation of 4050 primary cooperative societies, construction of nearly 35,000 houses for fishermen, 186 fish markets and 340 fish stalls. The total outlay envisaged in the Plan is Rs. 305.92 crores.

The Plan covers a period of 20 years, that is, a period which would normally be covered by four five year plans. A detailed survey with regard to implementation of the Plan is, therefore, not practicable at this stage. The Plan, however, provides a useful framework with reference to which the five year plans and detailed programmes can be formulated. The programmes listed in the

Master Plan, relate to over-all development of Fisheries in the State, and concern all sectors of the economy—public, private and cooperative. It is accordingly necessary to have a broad assessment of the resources expected to be mobilised in the various sectors including the private and cooperative sectors so that the formulations in the Plan may be effectively co-related to the total resources likely to be available. This has already been suggested to the State Government. The Fourth Five Year Plan of the State envisages an outlay of Rs 11 crores. The programmes under the State Plan have been examined in detail in consultation with the State Government. In addition, several schemes for construction of harbours in the State, survey of resources and subsidy for deep sea fishing vessels have been taken up by the Central Government. Additional investment is also expected in the public and cooperative sectors. Detailed plans can be usefully drawn up only in respect of such programmes for which funds have been earmarked or are likely to be available for development or investment in commercial ventures. The assessment of resources in various sectors which the State Government has been requested to undertake will facilitate more detailed planning for successive phases in the period of 20 years covered by the Master Plan.

Durgapur Steel Plant

*102. SHRI TRIDIB CHAUDHURI : Will the Minister of STEEL & MINES (ISPAT AUR KHAN MANTRI) : be pleased to state :

(a) the increase in steel production registered in the Durgapur Steel Plant after the ninth steel melting shop was commissioned sometime back ;

(b) the present installed capacity for steel production in the Plant after the installation of the ninth steel melting shop ;

(c) the gap between the present installed capacity and the actual production of steel ; and

(d) whether he has personally visited the site of the plant recently and sought to remedy the situation by discussion with the

leaders of the labour unions and the management concerned ?

THE MINISTER OF STEEL & MINES (ISPAT AUR KHAN MANTRI) (SHRI MOHAN KUMARAMANGALAM) : (a) The ninth open hearth furnace in Durgapur Steel Plant was commissioned only on 9-4-1971. It is too early to estimate the increase in production as the furnace availability in general was less due to some of the furnaces remaining under repair. There was, therefore, no appreciable increase in production immediately. However, in comparison the production of 58,123 tonnes of steel ingots in March, 1971, the production in April was 60,534 tonnes and the present rate of production for month of May is around 68,000 tonnes of steel ingots.

(h) The installed capacity of the Durgapur Steel Plant is 1.6 million tonnes of steel ingots. The ninth open hearth furnace is a part of the 1.6 million tonnes expansion stage.

(c) The production target for 1971-72 is 1.15 million tonnes of steel ingots. It is, however, too early to estimate what would be the gap between the installed capacity and the production of steel in 1971-72.

(d) Yes, Sir.

Workers' Participation in Management of Public and Private Undertakings

*103. SHRI M. M. JOSEPH :
SHRI S. M. BANERJEE :
SHRI A. P. SHARMA :

Will the Minister of LABOUR AND REHABILITATION (SHRAM AUR PUNARVAS MANTRI) be pleased to state :

(a) whether Government have considered the question of workers' participation in the management of both public and private sector undertakings ; and

(b) if so, the decisions arrived at ?

THE MINISTER OF LABOUR & REHABILITATION (SHRAM AUR

PUNARVAS MANTRI (SHRI R. K. KHADILKAR) : (a) Yes, Sir.

(b) Apart from the statutory Works Committee, the scheme of Joint Management Councils has been in operation on a voluntary basis both in public and private sector undertakings since 1958. Government have also decided to introduce a scheme for the appointment of a workers' representative on the Boards of Management of some appropriate public sector undertakings. The Nationalised Banks (Management and Miscellaneous Provisions) Scheme, 1970 framed under the Banking Companies (Acquisition and Transfer of Undertakings) Act 1970 *inter alia* provides for the appointment of one Director from among the employees of the Nationalised bank who are workmen on the Board of Directors. A scheme for the workers to hold some shares in suitable central public sector undertakings is also under consideration of the Government.

Scheme to form Labour Pools for unprotected Port and Dock Workers

*104. **SHRI INDRAJIT GUPTA** : Will the Minister of LABOUR AND REHABILITATION (SHRAM AUR PUNARVAS MANTRI) be pleased to state :

(a) whether the scheme to form labour pools for unprotected workers in ports and docks has been implemented in any of the ports ;

(b) if so, the salient features thereof ; and

(c) what benefits the workers will get from the pool ?

THE MINISTER OF LABOUR AND REHABILITATION (SHRAM AUR PUNARVAS MANTRI) (SHRI R. K. KHADILKAR) : (a) As far as Dock Labour Boards are concerned, apart from registered and unregistered Scheme framed under the Dock Workers (Regulation of Employment) Act, 1948 in respect of the Dock Labour Boards at Bombay, Calcutta,

Madras, Cochin, Visakhapatnam, Mormugao and Kandla, Government have no such scheme. However, in Bombay Docks, engagement of General Purpose Mazdoors and in Madras engagement of casual workers is regulated in terms of memoranda of settlement between the Employers and the Unions. Further, the Bombay Custom House Agents have formed a Labour Pool of clearing and forwarding workers from 4th May, 1971.

(b) and (c). The General Purpose Mazdoors including clearing gang workers and tindels, palawallas and sewingmen in Bombay Docks get benefits of permanency and monthly wages and other benefits such as Provident Fund, Gratuity, Roster off, etc.

In the case of Madras Docks, Casual Workers in the pool run by the Madras Stevedores Association, get all the benefits such as Minimum Guaranteed Wages, Attendance Allowance, Rotational Booking, Paid Holidays, Medical Facilities etc. admissible to the Listed Dock Workers.

In the case of clearing and forwarding workers of Bombay Custom House Agents Labour Pool, workers in 'A' category will get employment by rotation, 15 days Minimum Guaranteed Wages, Attendance Allowance, Paid Holidays and Weekly Off. Workers in category 'B' will be given preference for employment as and when there is a shortage of labour from list 'A'.

उत्तर प्रदेश में चीनी उद्योग का राष्ट्रीयकरण

*105. **श्री नरेन्द्र सिंह बिष्ट** : क्या कृपि मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या गत वर्ष केन्द्रीय सरकार ने उत्तर प्रदेश सरकार को राज्यों में चीनी उद्योग का राष्ट्रीयकरण करने की सलाह दी थी ;

(ख) यदि हां, तो किन कारणों से राज्य सरकार ने अभी तक चीनी उद्योग का राष्ट्रीयकरण नहीं किया है ; और

(ग) क्या केन्द्रीय सरकार का विचार

इस सम्बन्ध में आवश्यक कार्यवाही के लिये राज्य सरकार से आग्रह करने का है ?

कृषि मंत्रालय में राज्य मंत्री (श्री शेर सिंह)

(क) जी नहीं।

(ख) और (ग). प्रश्न ही नहीं उठते।

Financial Crisis in Sugar Mills of Southern States

*106. SHRI M. K. KRISHNAN ·
SHRI P K DEO :

Will the Minister of AGRICULTURE (KRISHI MANTRI) be pleased to state :

(a) whether Government are aware that the sugar mills in the Southern States are facing serious financial crisis due to hold-up of heavy stocks ;

(b) whether Government have received any memorandum in this regard ; and

(c) the steps taken by Government for immediate solution of the problem ?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (KRISHI MANTRALAYA MEN RAJYA MANTRI) (SHRI SHER SINGH) : (a) The sugar factories in the Southern States have made representations in this regard.

(b) Yes, Sir.

(c) To reduce the difficulties of factories carrying larger proportion of stocks to production, releases of sugar for sale are now being made in proportion to stocks held instead of production. Additional releases of sugar have also been given to such factories.

कृषि जोतों की अधिकतम सीमा को कम करना

*107. श्री जगन्नाथ राव जोशी :
श्री अटल बिहारी वाजपेयी :

क्या कृषि मंत्री यह बताने की कृपा करेंगे कि -

(क) क्या देश में कृषि जोतों की अधिकतम सीमाओं को कम करने की मांग की ओर सरकार का ध्यान दिलाया गया है ; और

(ख) यदि हा, तो सरकार ने इस सम्बन्ध में क्या निर्णय किया है ?

कृषि मंत्रालय में राज्य मंत्री (श्री अन्नासाहेब पो० शिन्दे) · (क) जी हां।

(ख) यह मामला केन्द्रीय भूमि सुधार समिति को सौंपा गया है।

Relay Hunger-strike by Workers of Bailadila Iron Ore Project, Madhya Pradesh

*108 SHRI S P BHATTACHARYYA : Will the Minister of LABOUR AND REHABILITATION (SHRAM AUR PUNARVAS MANTRI) be pleased to state

(a) whether the attention of Government has been drawn to relay hunger-strike by the workers of the Bailadila Iron Ore Project, Madhya Pradesh ;

(b) if so, the reasons for the hunger-strike , and

(c) the reaction of the Government thereto ?

THE MINISTER OF LABOUR AND REHABILITATION (SHRAM AUR PUNARVAS MANTRI) (SHRI R. K. KHADILKAR) (a) Yes, Sir.

(b) and (c). Earlier one of the workers' unions had submitted a charter of demands to the Management regarding implementation of revised pay-scales and other fringe benefits as recommended by the Wage Structure Committee. The dispute was taken up in conciliation by the Assistant Labour Commissioner (Central), Raipur. Even during the pendency of the conciliation proceedings

some representatives of the union started a hunger strike. The hunger strike was called off on the intervention of the officers of the Control Industrial Relations Machinery. The negotiations on the demands are in progress.

Benefits available to Small Farmers for Agriculture Development Plans

*109. SHRI H. N. MUKERJEE : Will the Minister of AGRICULTURE (KRISHI MANTRI) be pleased to state :

(a) the latest study, if any, made of the appropriation by a small minority of rich farmers of the lion's share of total agricultural production ;

(b) the position in respect of the alleged near-monopoly of such rich farmers in respect of the allocations to them of irrigation, credit, fertilisers, seeds, implements and other facilities ;

(c) the extent to which benefits of the new technology are available, if at all, to the small farmers ; and

(d) Government's present thinking and performance projects in this matter ?

THE DEPUTY MINISTER IN THE MINISTRY OF AGRICULTURE (KRISHI MANTRALAYA MEN UP MANTRI) (SHRI JAGANNATH PAHADIA) : (a) to (d). The two main objectives of the Fourth Plan in the agricultural sector are to increase agricultural production by about 50% per annum and to enable the maximum participation of the rural community particularly the weaker sections in development and share its benefits. It has been accepted that in the uneven pattern of distribution of landholdings, the new agricultural technology making it available the resources and tools of development has tended to sharpen the disparity between the more privileged and the less privileged.

A number of studies conducted at the instance of the Planning Commission show that the small farmers were not less progressive than the larger in their willingness

to adopt modern inputs and agricultural practices. They were, however, handicapped by such factors as fragmentation of holdings, insecurity of tenure, inadequate and untimely supply of inputs and water, lack of credit facilities and unsatisfactory arrangements for marketing and storage. The All India Rural Credit Review Committee has also referred to the fact that the small farmers have not benefited in proportion either to the numbers or their needs through the various programmes of rural development and that this is particularly true regarding availability of institutional credit for agriculture. They had, therefore, recommended, apart from the general re-orientation of loaning policies and procedures, the setting up of special agencies as a pilot experiment to undertake specific measures for helping potentially viable small farmers to earn the surplus out of their farm business and activities.

This recommendation has been accepted by the Government and a Central Sector project for setting up 46 Small Farmers Development Agencies in selected districts to benefit about 50,000 small farmers in each is being implemented. These Agencies will identify the programmes of small farmers in their areas, prepare appropriate programmes and ensure availability of inputs, service and credit, through the existing institutions as far as possible. A grant of Rs. 1.5 crores approximately will be provided for each such Agency by the Government of India during the Fourth Plan.

In addition, another project for the large class of sub-marginal farmers, agricultural labourers and landless labourers, a pilot project for provision of supplementary occupations and other employment opportunities has also been drawn up to be implemented in 41 selected areas all over the country. Each such project is expected to cover about 20,000 among this category. A grant of Rs. 1 crore roughly has been made available for each project in the IV Plan. So far 45 projects in SFDA and 34 projects in MFAL have been approved by the Government of India. The experience in these projects is expected to yield results for wider application for the development of the less-privileged section in the rural community.

Loss incurred by Hindustan Steel Ltd.

***110. SHRI B.K. DASCHOWDHURY :**
SHRI KALYANASUNDARAM :
SHRI C.K. CHANDRAPPAN :

Will the Minister of STEEL AND MINES (ISPAT AUR KHAN MANTRI) be pleased to state :

(a) the loss incurred by Hindustan Steel Limited during 1969-70 and 1970-71 ;

(b) the reasons therefor ; and

(c) the steps Government propose to take to improve the working of Hindustan Steel Limited ?

THE MINISTER OF STEEL AND MINES (ISPAT AUR KHAN MANTRI) (SHRI MOHAN KUMARAMANGALAM) : (a) Hindustan Steel Limited incurred a loss of Rs. 104.73 million in 1969-70. The accounts for the year 1970-71 are being compiled and the position would be known only after the accounts for this year are closed and audited. The present indications, however, are that the Company would incur a loss during 1970-71 also, which might be more or less of the same order as in the preceding year.

(b) The loss is primarily due to production during 1970-71 being lower than that in 1969-70 in the Durgapur Rourkela Steel Plants, which, in turn, was due partly to disturbed industrial relations throughout the year in Durgapur and during the first half of the year in Rourkela. There were also certain technical and operational constraints/deficiencies at these Plants.

(c) Within the limitations imposed by the industrial relations situation, the Management of Hindustan Steel Limited is concentrating on all possible efforts to raise production to rated capacity levels as rapidly as possible. These include improved maintenance of plant and equipment, procurement of spares, refractories, locos and other essential materials, speeding up of capital programmes required to correct imbalances in production facilities, introduction of technological improvements, etc.

Development of Basic Forest Resources for Industrial Requirements

***111. SHRI TEJA SINGH SWATANTRA :** Will the Minister of AGRICULTURE (KRISHI MANTRI) be pleased to state :

(a) whether any plan has been drawn up for the development of basic forest resources supplying industrial requirements ; and

(b) if so, the main features thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (KRISHI MANTRALAYA MEN RAJYA MANTRI) (SHRI SHER SINGH) : (a) and (b). Yes Sir. A Centrally-sponsored scheme 'Plantation of quick-growing Species' was specially introduced during the Third Plan period aiming at plantation of fast growing species such as Eucalyptus, Bamboos, etc., to meet the growing demand of raw materials for the forest based industries particularly pulp and paper. The scheme was introduced with the object of creating an industrial bias in the country, to meet the rapidly growing requirements of these industries.

2,58,460 hectares were planted up with these species during 1961-62 to 1968-69. This scheme is now in the State Sector and accordingly State Forest Departments propose to raise 3,02,000 hectares during the current Five Year Plan. In 1969-70 and 1970-71, about 97,000 hectares have been planted up with fast-growing species.

The scheme on 'Raising of Economic Plantations of Industrial and Commercial Uses' in the State Sector also provides for raising of the economic species suitable for forest-based industries such as panel-woods, matches, etc.

6,2,300 hectares of Economic Plantations were raised during 1961-62 to 1968-69 and 2,39,170 hectares will be covered during Fourth Plan period under this scheme. During 1969-70 and 1970-71 about 1,07,580 hectares have been planted.

भूमि सुधार के सम्बन्ध में मुख्य मंत्री सम्मेलन

*112. श्री रामाबतार शास्त्री : क्या कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या भूमि सुधार के प्रश्न पर विचार विमर्श करने के लिए सरकार ने राज्यों के मुख्य मंत्रियों की मार्च, 1971 में एक बैठक बुलाई थी ;

(ख) किन-किन राज्यों के मुख्य मंत्रियों ने बैठक में भाग लिया ;

(ग) उक्त बैठक में भूमि सुधार के संबंध में किन बातों पर चर्चा हुई और क्या निर्णय लिये गये ; और

(घ) क्या भूमि की अधिकतम सीमा के विषय में मुख्य मंत्रियों में सहमति नहीं हो सकी ?

कृषि मन्त्रालय में राज्य मंत्री (श्री अमृतासाहेब पो. शिन्हे) : (क) तथा (ख). भूमि सुधार के विषय पर विचार विमर्श के लिए राज्यों के मुख्य मंत्रियों की कोई बैठक मार्च, 1971 में नहीं बुलाई गई थी। किन्तु 16 अप्रैल, 1971 को केन्द्रीय भूमि सुधार समिति की एक बैठक का आयोजन किया गया था। बिहार, महाराष्ट्र तथा पंजाब के मुख्य मंत्री और तमिल नाडु के राजस्व मंत्री (तमिल नाडु के मुख्य मंत्री की ओर से) बैठक में विशेष आमन्त्रित व्यक्तियों के रूप में शामिल हुये।

(ग) तथा (घ). उच्चतम सीमा सम्बन्धी कानूनों को अधिक प्रभावी तथा उद्देश्यपूर्ण बनाने के लिए इसके उपबन्धों के पुनरीक्षण की आवश्यकता के सम्बन्ध में व्यापक रूप से सहमति थी। बैठक में निम्न प्रश्नों पर विचार विमर्श किया गया :—

1. उच्चतम सीमा का स्तर :

देखने में आया कि कुछ राज्यों में उच्चतम

सीमा का स्तर अभी भी अधिक था। फिर भी, समिति के पास उपलब्ध आँकड़े अपर्याप्त समझे जाने के कारण, यह निश्चय किया गया कि उच्चतम सीमा स्तर में कमी करने के सम्बन्ध में कोई निर्णय लेने से पूर्व, विभिन्न राज्यों से सभी आँकड़े एकत्र कर लिये जाने चाहिए।

2. उच्चतम सीमा लागू करने की इकाई :

उच्चतम सीमा लागू करने की इकाई के सम्बन्ध में, यह निश्चय किया गया कि एक परिवार के सभी सदस्यों द्वारा धारित सम्पूर्ण क्षेत्र पर उच्चतम सीमा लागू करने की विधि के सम्बन्ध में, कोई भी निर्णय विभिन्न राज्यों के वर्तमान अधिनियमों के उपबन्धों की कार्य-निबन्धि के सम्बन्ध में विस्तृत जानकारी प्राप्त करने के बाद ही किया जायेगा।

3. छूट :

यह स्वीकार किया गया कि उच्चतम सीमा से छूट स्थानीय परिस्थितियों के आधार पर कम से कम रखी जानी चाहिए।

ECAFE suggestions to solve unemployment

*113. DR. RANEN SEN : Will the Minister of LABOUR AND REHABILITATION (SHRAM AUR PUNARVAS MANTRI) be pleased to state :

(a) whether the ECAFE Secretariat in its report submitted to the recently held Asian Employers' Seminar on Population and Family Planning has expressed its concern over the growing problem of unemployment and under-employment in the ECAFE region ;

(b) whether the ECAFE has made any suggestions to solve this problem ;

(c) if so, the main points thereof ; and

(d) whether Government propose to take any action on the basis of these suggestions ?

THE MINISTER OF LABOUR AND REHABILITATION (SHRAM AUR PUNARVAS MANTRI) (SHRI R. K. KHADILKAR) (a) The Government have not received the ECAFE Secretariat's Report referred to in the Question.

(b) to (d). Do not arise

United Nations Experts to Suggest Employment Schemes

*114. **SHRIMATI BHARGAVI THAN-KAPPAN** : Will the Minister of LABOUR AND REHABILITATION (SHRAM AUR PUNARVAS MANTRI) be pleased to state whether there is a proposal to invite a team of experts from the United Nations Development Programme for suggesting concrete schemes that will lead to generation of new employment in the country ?

THE MINISTER OF LABOUR AND REHABILITATION (SHRAM AUR PUNARVAS MANTRI) (SHRI R. K. KHADILKAR) : As part of the Asian Manpower Plan, which is a component of its World Employment Programme, the I.L.O. has set up an Asian Regional Team for Employment Promotion, the main object of which is to assist countries in the Asian Region to ascertain the volume of unemployment and under-employment and to formulate policies and develop technical services to combat the same.

The specific fields in which the I.L.O./U.N.D.P. assistance may be requested are under consideration.

Shortfall in Production of Steel at Rourkela and Durgapur Plants

*115 **SHRI M. KATHAMUTHU** : Will the Minister of STEEL AND MINES (ISPAT AUR KHAN MANTRI) be pleased to state :

(a) whether there had been shortfall in the production of steel at Rourkela and Durgapur Steel Plants ; and

(b) if so, the reasons for the shortfall ?

THE MINISTER OF STEEL AND MINES (ISPAT AUR KHAN MANTRI) : (SHRI MOHAN KUMARAMANGLAM) : (a) Yes, Sir. The production at Rourkela and Durgapur Steel Plants during 1970-71 was lower than that in 1969-70.

(b) The shortfall in production was due to disturbed industrial relations throughout the year in Durgapur and during the first half of the year in Rourkela, as well as certain technical and operational constraints/deficiencies at these plants.

Plan for boosting up of Milk supply in Delhi to avoid Ban on manufacture of Milk Products

*116. **SHRI S. C. SAMANTA** : Will the Minister of AGRICULTURE (KRISHI MANTRI) be pleased to state :

(a) whether a large number of people, engaged in the trade of milk and milk products in Delhi and several districts of States situated roundabout Delhi, suffer a severe setback due to the year after year imposition of the ban on the manufacture of milk products during the months of May to September ; and

(b) what plans for boosting up milk supply so that such a ban may not be necessary in future ?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (KRISHI MANTRALAYA MEN RAJYA MANTRI) (SHRI SHER SINGH) : (a) Yes, sir.

(b) A statement is laid on the Table of the Sabha.

Statement

Production of milk goes down substantially during summer months in the Delhi milk shed area because of the natural lactation cycle of buffaloes. This is accentuated by lack of green fodder. In order to ensure supply of fluid milk to the consumers, particularly to children expectant and nursing mothers, patients, hospitals etc., it becomes necessary to impose restrictions on the utilization of milk for the manufacture of milk products including khoa, rabri, paneer,

cream, casein, skimmed milk or any kind of sweets in the preparation of which milk or any of its products except ghee, is an ingredient. Some of these like khoa and rubree are luxury items.

2. In the interest of maintaining and increasing supply of milk and for securing its equitable distribution the Central Government have been promulgating "the Delhi, Meerut and Bulandshahr Milk and Milk Products Control Order" every year from the year 1968 to 1971. This order is promulgated with the concurrence of U.P. Government and Delhi Administration. Similar Orders are also promulgated by Punjab and Haryana Governments.

3. The Delhi, Meerut and Bulandshahr Milk and Milk Products Control Order does not ban the utilisation of milk for the manufacture and sale of ice cream, kulfi or kulfa, in the preparation of which no khoa, rubree or cream is used. The Control Order also does not prohibit the manufacture of sweets other than those in the preparation of which milk or any of its products, except ghee, is an ingredient. The Control Order is also limited to a period of 90 days or less during summer months when the availability of milk is in short supply. During the year 1971, the Control Order will be applicable only for 70 days from 7th of May 1971 to 15th of July, 1971. Thus, while, some hardship is unavoidable, every effort is made to restrict this hardship to as small a number as possible and for a limited period only.

4. The following measures are in hand for increasing milk production in the milkshed areas of Delhi Milk Scheme :—

- (i) Under Operation Flood, an amount of Rs. 18 to 20 crores has been earmarked for expansion of milk processing facilities in Delhi and for increasing milk production in the milk-shed areas of Delhi Milk Schemes, located in U.P., Haryana, Punjab and Rajasthan States. The increase in production will be achieved amongst others by provision of technical inputs which will include production of ready mixed concentrates and green fod-

der, artificial insemination, veterinary services and medicines and calf rearing assistance.

- (ii) Four Intensive Cattle Development Projects with an outlay of over Rs. 80 lakhs per project during the period of five years are being implemented in the District of Meerut in U.P., Districts of Gurgaon and Karnal in Haryana and the District of Bikaner in Rajasthan. These projects provide for a comprehensive development programme including, among other things upgrading of cattle by artificial insemination, feed and fodder development, veterinary aid and dairy extension activities.

Central assistance to States for Projects under Integrated Dry-Land Agricultural Scheme

*117. SHRI BHOLA MANJHI : Will the Minister of AGRICULTURE (KRISHI MANTRI) be pleased to state :

(a) whether proposals for pilot projects under the integrated Dry-Land Agricultural Development Scheme for the current year have since been received from the States ;

(b) if so, the main points thereof and the total costs involved ;

(c) whether the Centre has approved the proposals ; and

(d) the nature and extent of assistance to be provided to the States by the Centre for the implementation of the proposals ?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (KRISHI MANTRALAYA MEN RAJYA MANTRI) (SHRI ANNASAHAB P. SHINDE) : (a) to (d). During the Fourth Plan period and starting from 1970-71, there will be 24 Pilot Projects under Dry Land Farming in 12 States. During 1970-71, 9 projects were started, one each in Andhra Pradesh, Gujarat, Haryana, Madhya Pradesh, Maharashtra, Mysore, Rajasthan, Tamil Nadu and Uttar Pradesh and these will continue during 1971-72 and onwards.

The remaining 15 pilot projects will start from 1971-72 onwards. Proposals for starting 13 new projects have been received from the State Governments of Andhra Pradesh, Bihar, Gujarat, Haryana, Jammu and Kashmir, Madhya Pradesh, Maharashtra, Mysore, Orissa, Tamil Nadu and Uttar Pradesh. The proposals for two projects from Rajasthan are still awaited.

The main points include soil conservation, land development, suitable tillage operations and soil management; water harvesting practices; use of Sprinkler Irrigation; introduction of new varieties, new crops and improved implements and training of farmers. Coordination between the ICAR Research Centres and the project is an important feature of these projects.

The total cost of the new projects drawn up by the State Governments excluding Rajasthan comes to about Rs. 289 crores for 1971-72. The Government of India have approved all the proposals which have so far been received.

Since it is a Centrally sponsored scheme, besides, technical guidance, the entire cost of the scheme comprising of loans and grants will be met by the Centre. The amount of assistance will vary from project to project depending upon the actual situation obtaining in each project.

Increase in supply of Rice to West Bengal, Assam and Tripura

*118. SHRI MOHAMMED ISMAIL :
SHRI SAMAR GUHA :

Will the Minister of AGRICULTURE (KRISHI MANTRI) be pleased to state :

(a) whether Government have considered to raise the rice supply to West Bengal, Assam and Tripura in view of the influx of refugees from Bangla Desh and fall in the procurement; and

(b) if so, the quantum of additional supplies of rice made so far to each of these States ?

THE MINISTER OF STATE IN THE
MINISTRY OF AGRICULTURE (KRISHI

MANTRALAYA MEN RAJYA MANTRI)
(SHRI ANNASAHAB P. SHINDE) : (a) :
Yes, Sir.

(b) The Government of West Bengal have asked for additional supplies on account of low procurement within the State and because of the influx of refugees from Bangla Desh. The requirements indicated are for the entire crop year—November, 1970 to October, 1971. There are adequate stocks in Food Corporation of India Depots in West Bengal to meet the present requirements of the State Government and programmes have been laid down for movement of rice every month to build up adequate stocks in Food Corporation of India depots in West Bengal to meet the future requirements of the State. In the case of Assam also additional requirements asked for are against future needs and arrangements have been made for building up sufficient stocks of rice in Food Corporation of India depots in Assam to meet the future requirements of the State. As regards Tripura, allocations have been made to the extent of requirements communicated by the Administration and movement of rice has been planned in accordance with the plan formulated by the Administration

Assistance sought by States for Refugees from East Bengal

*119. SHRI S. M. KRISHNA : Will
THE MINISTER OF LABOUR AND
REHABILITATION (SHRAM AUR
PUNARVAS MANTRI) be pleased to
state :

(a) whether State Governments of Assam, Tripura and Nagaland have requested the Union Government to take the responsibility of refugees who are coming from East Bengal to India ;

(b) if so, what steps have been taken by the Union Government to give full relief to these refugees ;

(c) whether Union Government has asked other States to give accommodation to these refugees ; and

(d) what steps in regard to food, shelter and employment to these refugees have been taken ?

THE MINISTER OF LABOUR AND REHABILITATION (SHRAM AUR PUNARVAS MANTRI) (SHRI R. K. KHADILKAR) : (a) to (d). It is on humanitarian considerations that the Government of India have taken a decision to provide necessary relief assistance to the refugees from East Bengal. The Governments of border States, viz., West Bengal, Assam, Meghalaya and Tripura, to which the refugees are trekking from their homes in East Bengal, are providing necessary relief facilities in the shape of Shelter, food and medical assistance, under instructions from the Government of India. The cost of all such relief measures is, however, borne by the Central Government.

It is expected that these refugees will return to their homes as soon as conditions become favourable. It is, therefore, the policy of the Government of India to provide accommodation for them as far as possible in border States only, from where repatriation to their homes in East Bengal will be relatively easier.

For the same reason, the question of providing any employment to these refugees in India does not arise.

No refugees is reported to have entered Nagaland according to available information.

Distribution of Steel to Actual Consumers

***120. SHRI H. M. PATEL :** Will the Minister of STEEL AND MINES (ISPAT AUR KHAN MANTRI) be pleased to state :

(a) whether Government have recently revised their policy for issuing steel quotas to actual consumers ;

(b) if so, the main features thereof ; and

(c) the reaction of the industry in this regard ?

THE MINISTER OF STEEL AND MINES (ISPAT AUR KHAN MANTRI) (SHRI MOHAN KUMARAMANGALAM) :

(a) No, Sir.

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

Enquiry into the problems and costs of pricing policy for aluminium and its products

447. SHRI LILADHAR KOTOKI : Will the Minister of STEEL AND MINES (ISPAT AUR KHAN MANTRI) be pleased state :

(a) whether Government had appointed a Working Group to enquire into the problems and costs of pricing policy for aluminium and its products ;

(b) if so, whether the Group has submitted its report ;

(c) the main recommendations/conclusions of the Group ; and

(d) the action taken or proposed to be taken thereon ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (ISPAT AUR KHAN MANTRALAYA MEN RAJYA MANTRI) (SHRI SHAHNAWAZ KHAN) : (a) and (b). Yes, Sir.

(c) and (d). A copy of Government Resolution No. 5 (118) Met. I/70 dated the 24th May, 1971, published in the Gazette of India Extraordinary, containing the recommendations of the Working group and the action taken or proposed to be taken thereon is laid on the Table of the House. [Placed in Library see No. LT-204/71]

Arrears of unpaid Sugarcane Price

448. PROF. S. L. SAKSENA : Will the MINISTER OF AGRICULTURE (KRISHI MANTRI) be pleased to state :

(a) the total arrears of Sugarcane price unpaid factory-wise in each State as on the 28th February, 1971 and the 30th April, 1971 ; and

(b) the date of commencement and if closed, of closing, of each sugar factory,

Statewise, during the present crushing season upto 30th April, 1971 and the last crushing season 1969-70 ?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (KRISHI MANTRALAYA MEN RAJYA MANTRI) (SHRI SHER SINGH) : (a) A statement showing arrears of cane price for the seasons 1970-71, 1969-70 and 1968-69 and earlier seasons as on 28th February, 1971 and 30th April, 1971 is laid on the Table of the House, [Placed in Library see No. LT-205/71]

(b) A statement giving factories-wise dates of commencement and closing of the factories which closed upto 30th April, 1970, during 1970-71 season and the crushing season 1969-70 is laid on the Table of the House. [Placed in Library See No. LT-205/71]

Price for Levy Sugar and Free Sugar for the years 1969-70 and 1970-71

449. PROF. S. L. SAKSENA : Will the MINISTER OF AGRICULTURE (KRISHI MANTRI) be pleased to state :

(a) the highest price and lowest price obtained per quintal for levy sugar and for free sugar in each of the crushing seasons 1969-70 and 1970-71 (upto 30th April, 1971) in each sugar factory, Statewise ; and

(b) the recovery of sugar obtained in each sugar factory, Statewise, in the years 1969-70 and 1970-71 ?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (KRISHI MANTRALAYA MEN RAJYA MANTRI) (SHRI SHER SINGH) : (a) A statement showing the lowest and the highest price of free sale sugar realised by each sugar factory Statewise and the price of levy sugar fixed by Government for sugar produced during the year 1969-70 and 1970-71 is laid on the Table of the House. [Placed in Library See No. LT-206/71]

(b) A statement showing the recovery obtained by each factory during the year 1969-70 and the year 1970-71 upto 30th April, 1971 is laid on the Table of the House, [Placed in Library. See No. LT-206/71].

Establishment of E. S. I. Corporation in Gujarat

450. SHRI SOMCHAND SOLANKI : Will the Minister of LABOUR AND REHABILITATION (SHRAM AUR PUNARVAS MANTRI) be pleased to state :

(a) whether Government are aware of the fact the Industrial Labourers of Gujarat have demanded the establishment of E. S. I. Corporation to decentralise to working of administration ;

(b) whether the industrial labourers of Gujarat have expressed their deep dissatisfaction towards the life insurance facilities under the scheme of E. S. I. Corporation to the Shram Mantri of the Central Government ; and

(c) the decision of Government in the matter ?

THE MINISTER OF LABOUR AND REHABILITATION (SHRAM AUR PUNARVAS MANTRI) (SHRI R. K. KHADILKAR) (a) Yes.

(b) Yes.

(c) The Central Government has explained that a separate Corporation for Gujarat is not legally permissible. Moreover, it is incompatible with the basic principle of pooling of risks and resources underlying the E. S. I. Scheme. Grievances of workers are noted and every effort is made to redress them. The scale of financial assistance from the E. S. I. Corporation to the State Government for medical care has since been increased and in most matters the prior concurrence of the Corporation is now no longer necessary. Moreover, certain additional powers are being delegated to the Regional Boards. These steps are calculated to secure the advantages claimed for a State Corporation without breaking up the national scheme.

Rise in price of Sugar issued at Fair Price Shops

451. SHRI K. M. MADHUKAR : Will the Minister of AGRICULTURE (KRISHI MANTRI) be pleased to state :

(a) whether Government have increased the price of sugar to be issued to card holders from fair price shops in Delhi ;

(b) if so, the reasons therefor and the extent of increase made ; and

(c) the justification of making a rise in the price of controlled sugar ?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (KRISHI MANTRALAYA MEN RAJYA MANTRI) (SHRI SHER SINGH) : (a) The Delhi Administration has increased the price of levy sugar issued from fair price shops in Delhi.

(b) and (c). The factories in West Uttar Pradesh from which levy sugar is allotted to the Union territory of Delhi had challenged in the Allahabad High Court the price of levy sugar fixed by Government and the High Court has passed interim orders permitting the said factories to charge a price higher than the notified price till the writ petitions are finally disposed of, provided that the excess price realised is desposited in a Bank, and is subject to the orders of the Court as to its disposal in the light of the final orders on the Writ Petitions. As a result of these orders the Delhi Administration increased the price of levy sugar from fair price shops in Delhi. The increase varies from Rs. 20 14 per quintal to Rs. 25.76½ per quintal.

Applications pending for issue of Milk tokens on recommendations of Members of Parliament

452. SHRI K. M. MADHUKAR : Will the Minister of AGRICULTURE (KRISHI MANTRI) be pleased to state :

(a) the number of Applications pending with the Delhi Milk Scheme for issue of milk tokens, which were recommended by Members of Parliament as on the 31st March, 1971 ;

(b) when it is proposed to issue these tokens ;

(c) the number of milk-tokens issued in 1970-71 ; and

(d) the time generally taken on issue of milk tokens to persons who are recommended by M.P.s and to ordinary persons ?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (KRISHI MANTRALAYA MEN RAJYA MANTRI) (SHRI SHER SINGH) : (a) 707.

(b) Milk tokens have been issued against 170 pending applications. The remaining 537 applications are also being processed by Delhi Milk Scheme for issue of milk tokens within a fortnight.

(c) 8536 fresh milk tokens in all were issued by Delhi Milk Scheme during 1970-71.

(d) Milk tokens against applications received from general public upto 31-5-1968 have been issued. As regards applications recommended by M. Ps, *ad hoc* quotas are earmarked depending upon the milk supply position from time to time.

Replacement of American Advisers working in Department of Agriculture

453. SHRI SHASHI BHUSHAN : Will the Minister of AGRICULTURE (KRISHI MANTRI) be pleased to refer to the reply given to the Starred Question No. 503 on the 3rd December, 1970 regarding American Advisers in the Krishi Vibhag and state :

(a) when Government propose to replace these American Advisers by Indians ; and

(b) in case there is no such proposal the draw-backs in taking such a decision ?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (KRISHI MANTRALAYA MEN RAJYA MANTRI) (SHRI ANNASAHEB P. SHINDE) : (a) and (b). The Hon'ble Member is referring to the five American experts in Agriculture Department mentioned in the reply to part (a) of Starred Question No. 503 answered in the Lok Sabha on the 3rd December, 1970. The position in regard to these experts is as under :—

Mr. J. T. Phelan, who was the leader of the team of the American Experts, has

since left and been replaced by Mr. E. D. Butler. Two experts, namely, Mr. F. M. Roberts, and Mr. E. L. Ellithorpe, are expected to leave the country in December, 1971. Another expert, Mr. E. J. Pope will be leaving in February, 1972. There are no proposals at present for the extension of the terms of assignment of these three experts. The fifth expert Mr. R. D. Vandersypen has been here from July 1970 and will stay upto July, 1972.

Cases of all experts are closely scrutinized before extension is given or their services obtained. Wherever Indian expertise is built up, foreign experts are not brought in.

Crisis in Coal Industry in West Bengal and Bihar due to non-availability of Railway Wagons

454. SHRI ROBIN SEN :
SHRI BHOGENDRA JHA :
SHRI MOHAMMED ISMAIL :

Will the Minister of STEEL AND MINES (ISPAT AUR KHAN MANTRI) be pleased to state :

(a) whether the attention of Government has been drawn to the serious crisis in the coal industry in West Bengal and Bihar due to the non-availability of Railway wagons ;

(b) if so, the approximate value of coal in stock with these mines upto 30th April, 1971 ; and

(c) the steps taken by Government to clear the accumulated stocks ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (ISPAT AUR KHAN MANTRALAYA MEN RAJYA MANTRI) (SHRI SHAH NAWAZ KHAN) : (a) Yes, Sir.

(b) Rs. 26.55 crores approximately.

(c) The non-availability of wagons for movement of coal is generally due to deteriorating law and order conditions in West Bengal-Bihar areas. Government are already

seized of the situation and are taking all possible measures.

Payment of Subsidy to Coal Mines owned by Industrial Houses

455. SHRI INDERAJIT GUPTA : Will the Minister of STEEL AND MINES (ISPAT AUR KHAN MANTRI) be pleased to state :

(a) whether a major portion of subsidy paid by the Coal Board every year goes to coal mines owned by fourteen Industrial Houses listed in the Report of Monopolies Commission ;

(b) the names of coal mines owned by them and the amount of subsidy for stowing paid to each one of them in 1968, 1969, 1970 and upto April 1971 ; and

(c) whether Government propose to curb this payment to the fourteen Industrial Houses ; if not, the reasons therefor ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (ISPAT AUR KHAN MANTRALAYA MEN RAJYA MANTRI) (SHRI SHAH NAWAZ KHAN) : (a) Total amount of assistance paid to Collieries in 1969-70 for carrying out stowing operations was Rs. 528.58 lakhs, out of which the amount paid to the Stowing Coal Mines owned by the fourteen Industrial Houses was Rs. 220.26 lakhs, thus constituting 41.67% of the total payment in this respect.

(b) Particulars in respect of 1969-70 and April, 1971 are given in the Statement laid on the Table of the House. [*Placed in Library. See No. LT-207/71*]. Particulars in respect of other periods are being collected and will be laid on the Table of the House.

(c) Eligibility for subsidies is governed by the provisions of the Coal Mines (Conservation, Safety and Development) Act, 1952 and the Rules framed thereunder and payment of subsidies are made at the rates prescribed by the Central Government as provided in the Coal Mines (Conservation and Safety) Rules, 1954. So long as the Coal Mines fulfil the prescribed requirements

under the Act and Rules and thus qualify for subsidies, payment of subsidies cannot be denied to them without violating the Rules as that will amount to discriminating one coal mine from another.

Closure of Coal Mines

456. SHRI INDRAJIT GUPTA : Will the Minister of STEEL AND MINES (ISPAT AUR KHAN MANTRI) be pleased to state :

(a) the names of coal mines which have been closed down in between January, 1970 to March, 1971 and the amount of deposit of coal remaining underground in each one of them ;

(b) the reasons of closures by each one of them as stated by the managements ;

(c) whether Government independently tried to ascertain the real reasons behind these closures ; and

(d) if so, the findings thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (ISPAT AUR KHAN MANTRALAYA MEN RAJYA MANTRI) (SHRI SHAH NAWAZ KHAN) : (a) to (d). Two statements giving the information given in statements A and B, laid on the Table of the House. [*Placed in Library. See No. LT—208/71*].

Stoppage of Subsidy to defaulting Coal Mines

457. SHRI INDRAJIT GUPTA : Will the Minister of STEEL AND MINES (ISPAT AUR KHAN MANTRI) be pleased to state :

(a) whether any decision has been taken to stop the payment of subsidy by the Coal Board to those coal mines who are guilty of non-payment of wages, misappropriation of provident fund, non-payment of royalty and other gross malpractices ; and

(b) if not, the reasons therefor ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (ISPAT AUR KHAN MANTRALAYA MEN RAJYA MANTRI) (SHRI SHAH NAWAZ KHAN) : (a) and (b). The question of withholding payment of subsidies by the Coal Board to those coal mines who default in the payment of royalty, wages and provident fund, has been examined by the Government and it is found that it is not legally feasible to do so.

Public Holiday on Polling Day in Collieries under N. C. D. C

458. SHRI DEVENDRA SATPATHY : Will the Minister of STEEL AND MINES (ISPAT AUR KHAN MANTRI) be pleased to state :

(a) whether public holidays were declared in the collieries under National Coal Development Corporation in order to allow the Workers to use their franchise in the last mid-term elections ; and

(b) if not, the reasons therefor ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (ISPAT AUR KHAN MANTRALAYA MEN RAJYA MANTRI) (SHRI SHAH NAWAZ KHAN) : (a) and (b). No, Sir, However, the workers were afforded all necessary facilities to exercise their franchise.

Labour Unions in Coal Mines in Talcher, Orissa

459. SHRI DEVENDRA SATPATHY : Will the Minister of LABOUR AND REHABILITATION (SHRAM AUR PUNARVAS MANTRI) be pleased to state :

(a) the number of labour Unions working in the coal mines of Talcher in Orissa ;

(b) the name of the Labour Union with the largest number of membership ; and

(c) whether it has been recognised by the National Coal Development Corporation ?

THE MINISTER OF LABOUR AND REHABILITATION (SHRAM AUR

PUNARVAS MANTRI) (SHRI R. K. KHADILKAR) : (a) to (c). Information is being collected and will be placed on the Table of the House after it is received.

Tajpur Molarband Labour and Construction Cooperative Society Ltd, Delhi.

460. SHRI S. M. KRISHNA :
SHRI K. LAKKAPPA :

Will the Minister of AGRICULTURE (KRISHI MANTRI) be pleased to state .

(a) the paid-up capital of the Tajpur Molarband Labour and Construction Cooperative Society Ltd, Delhi at the time of its inception and at present ;

(b) whether Government have audited the accounts of the company during the last three years ;

(c) whether any irregularities have been found ; and

(d) if so, the details thereof and the action taken or proposed to be taken in regard thereto ?

THE DEPUTY MINISTER IN THE MINISTRY OF AGRICULTURE (KRISHI MANTRALAYA MEN UP-MANTRI) (SHRI JAGANNATHI PAHADIA) : (a). There is no cooperative society titled 'TAJPUR MOLARBAND LABOUR AND CONSTRUCTION COOPERATIVE SOCIETY LTD.'. However, a labour and construction cooperative society titled "BHARAT SEVAK SAMAJ TAJPUR MOLARBAND PATHARTORA COOPERATIVE LABOUR AND CONSTRUCTION SOCIETY LTD" which was registered earlier and renamed later on as "NAVA NIRMAN COOPERATIVE LABOUR AND CONSTRUCTION SOCIETY LTD", had a share capital of Rs. 1,680/- in the beginning. Its present paid up share capital is Rs. 3,520/-.

(b) Audit for the last three cooperative years ending June 1968, 1969 and 1970 of Nava Nirman Cooperative Labour and Construction Society Ltd., which was defunct for sometimes has been taken up.

(c) The irregularities, if any, will be known on completion of audit.

(d) Does not arise at this stage.

Appointment of a Commission to survey the Quantum of Bauxite deposits in Niles-warnm (Kerala)

461. SHRI M. K. KRISHNAN : Will the Minister of STEEL AND MINES (ISPAT AUR KHAN MANTRI) be pleased to state :

(a) whether Government are considering to appoint a commission to Survey about the quantum of Bauxite deposits in Nile-swaram, Cannanore District, Kerala ;

(b) If so, the details thereof ?

(c) whether Government have received any representation from Kerala Government on the issue ; and

(d) whether Government have taken any steps on the representation ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (ISPAT AUR KHAN MANTRALAYA MEN RAJYA MANTRI) (SHRI SHAH NAWAZ KHAN) : (a) and (b). The Geological Survey of India is already engaged in a systematic exploration of the bauxite deposits in the area east of Nileswar, run District Cannanore, Kerala. As a result of the investigation carried out so far, five bauxite patches have been demarcated, aggregating about 4 sq. km. In one of the patches 96 boreholes were drilled, to tallying about 766 metres. The thickness estimated from the borehole data approximates 3.5 metres. Reserves will be assessed after completion of drilling.

(c) and (d). A request has recently been received from the Government of Kerala for accelerating Bauxite exploration in the State. The scope for intensification of operation is under continuous review by the Geological Survey of India and further acceleration will depend upon results obtained from the tests being carried out in the area.

Demand of Non-Ferrous Metals

462. SHRI S. R. DAMANI : Will the Minister of STEEL AND MINES (ISPAT AUR KHAN MANTRI) be pleased to state :

(a) the present demand and the demand estimated at the end of the Fourth Plan for the various non-ferrous metals ;

(b) how much of it will be met from indigenous production and how much by imports ; and

(c) the progress made on the projects taken up or decided upon already for manufacture of non-ferrous metals and the reasons for not speeding up the work on a priority basis ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (ISPAT AUR KHAN MANTRALAYA MEN RAJYA MANTRI) (SHRI SHAH NAWAZ KHAN) : (a) and (b) The present demand and the demand estimated at the end of the Fourth Plan for the various non-ferrous metals and the shortfall, which is to be met by imports, are indicated below :

Metal	Demand 1971-72	Estimates 1973-74	Likely production by 1973-74	(in tonnes) Short fall which is to be met by imports
1. Aluminium	233,000	274,000	250,000	—24,000
2. Copper	102,751	124,328	47,500	—76,828
3. Zinc	117,100	142,000	76,000	—66,000
4. Lead	80,520	97,430	5,400	—92,030
5. Tin	7,000	8,000	Nil	— 8,000
6. Nickel	4,500	6,000	Nil	— 6,000

(c) A note indicating the progress of the various projects is laid on the Table of the

House. [*Placed in Library. See No. LT—209/71*]

Refugees from East Bengal

463. SHRI DALIP SINGH :
SHRI R. S. PANDEY :
SHRI JHARKHANDE RAI :

Will the Minister of LABOUR AND REHABILITATION (SHRAM AUR PUNARVAS MANTRI) be pleased to state :

(a) the number of displaced persons (Refugees) who came from East Bengal during the conflict between the people of East Bengal and Army of Pakistan ; and

(b) the policy of Government of India in regard to the settlement of those refugees ?

THE MINISTER OF LABOUR AND REHABILITATION (SHRAM AUR PUNARVAS MANTRI) (SHRI R.K. KHADILKAR) : (a). Upto 24.5.1971, 35.56 lakhs of refugees have entered India from East Bengal.

(b) There is no question of settlement of these refugees from East Bengal in India ; it is expected that they will return to their homes as soon as favourable conditions are available in East Bengal.

Accumulation of Coal Stocks in West Bengal and Bihar

464. SHRI C.K. CHANDRAPPA : Will the Minister of STEEL AND MINES (ISPAT AUR KHAN MANTRI) be pleased to state :

(a) whether Government are aware that huge coal stocks have piled up at the pit-heads in West Bengal and Bihar in between November 1970 and April 1971 ;

(b) if so, the total amount of coal stocks which accumulated at pit-heads in these two States during this period ;

(c) the pit-heads stocks in between 1969 and 1970 ; and

(d) the reasons for this huge accumulation ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (ISPAT AUR KHAN MANTRALAYA MEN RAJYA MANTRI) (SHRI SHAH-NAWAZ KHAN) : (a). Yes, Sir.

(b) and (c). Information is available up to March, 1971 only. As at the end of March, 1971, the pit-head stocks in Bengal-Bihar coalfields were estimated at 7.58 million tonnes, as against 7.06 million tonnes at the beginning of November, 1970. The pit-head stocks in the corresponding period of 1969-70 were 5.22 million tonnes and 4.151 million tonnes respectively.

(d) This was due to non-availability of adequate number of wagons for the movement of coal and poor off-take of coal by steel plants, Railways and other consumers whose coal requirements had been affected by strikes.

Unauthorised Mining by Companies near Asansol

465. SHRI C.K. CHANDRAPAN: Will the Minister of STEEL AND MINES (ISPAT AUR KHAN MANTRI) be pleased to state :

(a) whether Government's attention has been drawn to unauthorised mining by some companies near Barachak Railway Station and Kalipahari area, near Asansol, seriously endangering the railway lines ;

(b) if so, the details thereof ;

(c) the steps taken by the Coal Board in this direction and the expenses involved to rectify the situation ; and

(d) the measures Government have taken or propose to take against this unauthorised mining ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (ISPAT AUR KHAN MANTRALAYA MEN RAJYA MANTRI) (SHRI SHAH NAWAZ KHAN) : (a) The Coal Board has come to know about unauthorised mining of coal due to which the main railway line between Asansol and Barachak stations has been threatened with danger of subsidence. The Board has also come to know of some unauthorised mining of coal in the Kalipahari area near Asansol, which has, however, not affected any railway line.

(b) (i) *Details of unauthorised mining near Barachak Railway Station.*

Inspection has revealed that in an area of about 120 m x 100 m, mostly beneath the railway acquired land, unauthorised mining was going on recently. Underground coal pillars were reduced to very small dimensions causing a dangerous condition which posed a serious risk of subsidence of the railway line.

(ii) *Details of unauthorised mining in Kalipahari Area.*

On investigation it was found that three small quarries had been opened without statutory permission from the Coal Board, in the Kusadanga seam along the Numia river, in the Ghusick mouza near Kalipahari in the Asansol sub-division.

(c) (i) *Towards unauthorised mining near Barachak Railway Station.*

The Coal Board, in consultation with the Director-General of Mines Safety took immediate action in erecting fortythree (43) B.G. sleeper cogs (wooden chocks) in the underground galleries in question in order to support the roof temporarily to guard against any possible collapse of the surface above, over which the railway line passes.

Further precautionary measures adopted included the slowing down of trains by the Railways, while passing over the area, regular inspection of underground workings by the officials of the Coal Board, the D.G.M.S. and the Railways, and the posting of guards.

To provide for permanent stability of the area in question, the following measures have already been adopted by the Coal Board and work to this end is in progress :

- (a) construction of cement concrete pillars ;
- (b) cement concrete walls encasing the weak coal pillars in the underground workings ; and
- (c) the filling up of the remaining voids with sand.

The estimated expenditure of the protective measures outlined above is about Rs. 4-40 lakhs (four lakhs forty thousand rupees only)

(ii) *Towards unauthorised mining in Kalipahari area.*

As these unauthorised mining operations have not endangered any neighbouring mine railway or road, no protective measures and consequent expenditure are involved.

(d) Action against the offenders has already been initiated by the Coal Board.

Decline in production and profits of National Coal Development Corporation

466. **SHRI C. K. CHANDRAPPAN :** Will the Minister of STEEL AND MINES (ISPAT AUR KHAN MANTRI) be pleased to state :

(a) whether the production and profit of the National Coal Development Corporation have sharply declined in 1970-71 in comparison to the previous years and if so, the figures thereof ;

(b) the factors responsible for it ;

(c) whether Government propose to probe into the working of the National Coal Development Corporation in view of the serious criticisms of wastage, lack of planning and general inefficiency and anti-labour policy ; and

(d) if not, the reasons thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (ISPAT AUR KHAN MANTRALAYA MEN RAJYA MANTRI) (SHRI SHAHNAWAZ KHAN) : (a) The production of the National Coal Development Corporation has not declined in 1970-71. The production during the year 1970-71 was 13.77 million tonnes as against 13.75 million tonnes in 1969-70.

The annual accounts for the year 1970-71 have not yet been finalised. The provisional estimate indicates a loss of about Rs. 42 lakhs as against the profit of Rs. 106.42 lakhs in 1969-70.

(b) The factors responsible for the likely loss in 1970-71 are :

(i) Increase in variable dearness allowance of the workers, increase in power tariff, and higher cost of machinery and equipment without corresponding increase in the selling price of coal ;

(ii) Inadequate demand for coal in the first half of the year ; and

(iii) Unsatisfactory transport position.

(c) and (d). The performance of the National Coal Development Corporation during the year 1970-71 (which was an unfavourable one for the entire coal industry) has been fairly satisfactory. It is not correct to say that the Corporation has been following an anti-labour policy, or that there is wastage, lack of planning and general inefficiency. Hence, Government do not propose to conduct any probe into the working of the Corporation at present.

Coal found in Bankura District
(West Bengal)

467. **SHRIMATI BIBHA GHOSH :**
SHRI SUBODH HANSDA :

Will the Minister of STEEL AND MINES (ISPAT AUR KHAN MANTRI) be pleased to state :

(a) whether the Geological Survey had discovered a considerable deposit of coal in Bankura District, West Bengal ;

(b) if so, the details thereof ; and

(c) the steps likely to be taken to locate and utilise this coal deposits ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (ISPAT AUR KHAN MANTRALAYA MEN RAJYA MANTRI) (SHRI SHAH NAWAZ KHAN) : (a) and (b). As a result of the investigations carried out by the Geological Survey of India a small area called Barjora coalfield was discovered in the year 1951. This coalfield spreads over an area of 33 Sq. km. and the total gross reserves are of about 24.7 m. tonnes including 12 m. tonnes of proved reserves of inferior grades of non-coking coal.

(c) Prospect of utilisation of the coal from this field do not seem to be bright, in view of the coal being non-coking and inferior in quality. The seams are generally thin and the proximity of the large Raniganj coalfield supplying better quality coal will also deter utilisation of these coal deposits at present.

Strike by Workers of Chrestien Mica Industries, Sibsagar, Hazaribagh Bihar

468. **SHRI DINEN BHATTACHARYA :** Will the Minister of LABOUR AND REHABILITATION (SHRAM AUR PUNARVAS MANTRI) be pleased to state :

(a) whether the mica workers of Chrestien Mica Industries, Sibsagar, Hazaribagh, District, Bihar, went on a strike during March, 1971 ;

(b) the main demands of the workers ;

(c) whether any steps have been taken by Government to meet the demands ; and

(d) if so, the details thereof ?

THE MINISTER OF LABOUR AND REHABILITATION (SHRAM AUR PUNARVAS MANTRI) (SHRI R. K. KHADILKAR) (a) to (d). The matter falls in State sphere.

Scheme for exploitation of Marine Mineral Resources

469. **SHRI B. NARAYANAN :** Will the Minister of STEEL AND MINES (ISPAT AUR KHAN MANTRI) be pleased to state :

(a) whether any scheme has been formulated by Government to exploit marine mineral resources as an alternative to our dwindling terrestrial reserves, as it has now been proved that the sea floor is strewn over with manganese, iron, nickel, cobalt and copper ; and

(b) if not, whether Government intend to do so by getting experts under P. L. 665 ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (ISPAT AUR KHAN MANTRALAYA MEN RAJYA MANTRI) (SHRI SHAH NAWAZ KHAN) : (a) and (b). The Marine Geology Unit of Geological Survey of India set up in 1965 is carrying out exploration work in off-shore areas in Indian ocean and it has drawn a long term programme for exploration of the entire continental shelf of the country. As a result of the work so far done, sixteen million tonnes of high grade calcareous sand have been proved in two lagoons in Laccadive Islands. A Preliminary Survey of the reported occurrences of Phosphorite off North Andamans has also been taken up by Geological Survey of India and samples collected from the sea bottom are being analysed. The question of exploiting mineral deposits in sea-bed will be considered after the Survey in the off shore areas is completed.

Closure of iron and manganese ore Mines

470. **SHRI DHANDAPANI :** Will the Minister of STEEL AND MINES (ISPAT AUR KHAN MANTRI) be pleased to state :

(a) whether a number of iron and manganese ore mines are likely to be closed if effective steps are not immediately taken to move the ores to the ports of exports ; and

(b) if so, the steps taken to tackle this problem ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (ISPAT AUR KHAN MANTRALAYA MEN RAJYA MANTRI) (SHRI SHAH NAWAZ KHAN) : (a) and (b). Government is not aware of any iron ore or manganese mine about to be closed down for want of wagons to move the ore to the ports.

However, the Government of India are fully aware of the gravity of the situation arising out of shortage of wagons for the movement of iron ore, manganese ore, etc., in the Bengal-Bihar area. This is mainly due to increasing thefts of railway equipment. Steps are being taken, in consultation with State Governments, to improve the position.

Provision of Tube-Wells for Irrigation to Rural Areas of Delhi

471. SHRI DALIP SINGH : Will the Minister of AGRICULTURE (KRISHI MANTRI) be pleased to state :

(a) whether there is any scheme under consideration of Government to provide tube-wells for irrigation purposes in rural areas of Delhi ;

(b) if so, how much time it will take to implement this scheme ; and

(c) if the reply to part (a) above be in the negative, the reasons therefor ?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (KRISHI MANTRALAYA MEN RAJYA MANTRI) (SHRI ANNASAHAB P. SHINDE) : (a) and (b). Yes, Sir. During the Fourth Plan, it is proposed to instal 100 cavity shallow tubewells in rural areas of Delhi territory. Out of these 30 tubewells were installed during 1969-70 and another 30 tubewells

taken up during 1970-71 are nearing completion. The rest of the tubewells are proposed to be installed in the remaining period of the Fourth Plan. Besides, there is a programme for 3600 pumpsets installation (including about 2000 tubewells and 1600 pumpsets on dugwells) during the Fourth Plan through institutional and private investment. About 1800 tubewells/pumpsets were installed during the period 1969-70 and 1970-71 (upto 31.10.1970).

(c) Does not arise.

Issue of licences for setting up of Mini Steel Plants

472. SHRI GADADHAR SAHA : SHRI JYOTIRMOY BOSU :

Will the Minister of STEEL AND MINES (ISPAT AUR KHAN MANTRI) be pleased to state :

(a) whether a number of licences were issued by Government to start mini steel plants in the public and private sectors ;

(b) if so, the details thereof ; and

(c) the total number and details of applications received from the private sector in this regard ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (ISPAT AUR KHAN MANTRALAYA MEN RAJYA MANTRI) (SHRI SHAH NAWAZ KHAN) : (a) to (c). A statement showing the details of all the applications recently received by Government for industrial licences for the manufacture of steel billets/ingots from ferrous scrap by conventional or continuous casting processes, and the present stage of their disposal is laid on the Table of the House. [*Placed in Library. See No LT-210/71*].

आन्ध्र प्रदेश में सोने की खान

473. श्री मोहन स्वयंभू : क्या इरवस्त और खान भंजी यह बताने की कृपा करेंगे कि :

(क) क्या आन्ध्र प्रदेश के एक गांव में एक नई सोने की खान का पता चला है ;

(ख) यदि हां, तो उससे कितना सोना मिलने की आशा है ; और

(ग) खुदाई का काम किस तारीख से आरम्भ किया जायेगा ?

इस्पात और खान मंत्रालय में राज्य मंत्री (श्री शाहनवाज खां) : (क) में (ग). आन्ध्र प्रदेश में मुख्य ज्ञात सोना वाले क्षेत्र अनन्तपुर जिले में रामगिरी सोना क्षेत्र है जहां भारतीय भूवैज्ञानिक सर्वेक्षण द्वारा बिस्मृत अन्वेषण किए गए हैं जिन्होंने यह उपदर्शित किया है कि इस निक्षेप के खान के रूप में विकास किए जा सकने की सम्भावना है। आन्ध्र प्रदेश की राज्य सरकार के परामर्श के साथ निक्षेप के याणिज्यिक मात्रा में समुपयोजन के प्रश्न का परीक्षण किया जा रहा है।

उस राज्य में किसी अन्य नए सोना निक्षेप का पता नहीं चला है। तथापि भारतीय भूवैज्ञानिक सर्वेक्षण तथा खान और भूविज्ञान विभाग, आन्ध्र प्रदेश द्वारा महबूब नगर जिले के नारायन-पेट क्षेत्र में मार्च, 1970 में विस्तृत अन्वेषण किए गए परन्तु इन अन्वेषणों द्वारा इस क्षेत्र में सोना प्राप्ति की कोई सम्भावना उद्घाटित नहीं हुई।

Paid Holiday on Polling Day

474. **SHRI M. RAM GOPAL REDDY :** Will the Minister of LABOUR AND REHABILITATION (SHRAM AUR PUNARVAS MANTRI) be pleased to state :

(a) whether the polling day in the country is not a paid holiday for workers ; and

(b) if so, whether Government would consider amending the law to make polling day a paid holiday for workmen ?

THE MINISTER OF LABOUR AND REHABILITATION (SHRAM AUR PUNARVAS MANTRI) (SHRI R. K.

KHADILKAR) : (a) No, Sir. Government of India however issued instructions to the effect that in respect of Central Government Offices and also in respect of Industrial Establishments under the Central Government a paid holiday may be granted on the polling day, if it does not fall on a Sunday or a paid holiday, provided the State Government concerned have declared that day as a local holiday in the area.

(b) There is no Central enactment relating to Holidays to workmen in general.

Return of Defective Tractors imported from East Germany

475 **SHRI BISHWANATH JHUN-JHUNWALA :**
SHRI T. S. LAKSHMANAN :
SHRI C. CHITTIBABU :

Will the Minister of AGRICULTURE (KRISHI MANTRI) be pleased to state :

(a) whether Government have requested the East German Government to take back tractors supplied by them which later on were found to be defective ;

(b) whether the East German Government have acceded to the request ;

(c) if so, at whose cost and expense the tractors will be sent back ; and

(d) whether the East German Government will take back only the unsold tractors or all the tractors which have been sold by them and which, after sale, developed trouble ?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (KRISHI MANTRALAYA MEN RAJYA MANTRI) (SHRI ANNASAHAB P. SHINDE) : (a) to (d). The GDR Suppliers have agreed to take back modified RS-09 tractors. A copy of the Protocol signed between the State Trading Corporation and the GDR Suppliers on the 21st February, 1971 is laid on the Table of the House. [Placed in Library. See No. LT-211/71]. Return of these tractors is to be arranged by the concerned State Agro-Industries Corporations according to the

terms specified in the Protocol. The formula for sharing the loss as between the farmers and the Agro-Industries Corporations is under active consideration of the latter.

**बेश में बेरोजगारी को दूर करने के लिए अवि-
लम्बनीय कार्यक्रम**

476. श्री रामाबतार शास्त्री
श्री डी० के० दासचौधरी :
श्री डी० के० पंडा :

क्या कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार ने बेरोजगारी को समाप्त करने के लिए (नियत 5) करोड़ रुपये का उपयोग करने के लिए कोई योजना बनाई है ;

(ख) यदि हा, तो उसका ब्योरा क्या है ;

(ग) क्या राज्य सरकारों को भी इस बारे में अपने विचार व्यक्त करने को कहा गया है ; और

(घ) यदि हा, तो राज्य सरकारों द्वारा व्यक्त विचारों का ब्योरा क्या है तथा उस पर केन्द्रीय सरकार की क्या प्रतिक्रिया है ?

कृषि मंत्रालय में राज्य मंत्री (श्री शेर सिंह) : (क) और (ख). वर्ष 1971-72 में 50 करोड़ रु० के परिधाय की ग्राम रोजगार की स्वरित योजना बनाई गई है। यह योजना केन्द्रीय सरकार की शत प्रतिशत वित्तीय सहायता से राज्य सरकारों, केन्द्र शासित क्षेत्रों द्वारा कार्यान्वित की जाएगी। अतिरिक्त रोजगार भ्रम-प्रधान तथा स्थायी स्वरूप की परिसम्पत्तियां तैयार करने वाली विभिन्न किस्मों की ग्राम परियोजनाओं के जाल के माध्यम से पैदा करने का इरादा है। प्रत्येक जिले में कम से कम 1,000 व्यक्तियों को वर्ष भर में दस महीनों के

लिए 100 रु० प्रतिमास तक मजदूरी पर रोजगार दिया जाना है। मजदूरी की लागत के एक चौथाई के बराबर की राशि सामग्री तथा उपकरणों के लिए उपलब्ध होगी। परिधाय की राशि 12.50 लाख रु० प्रति जिला प्रति वर्ष होगी।

(ग) और (घ). यह योजना राज्यों को भेजी गई थी। बारह राज्य सरकारें और सात केन्द्र शासित प्रशासन प्रस्ताव भेज चुके हैं, जिनमें इस योजना के अन्तर्गत आरम्भ की जाने वाली कुछ परियोजनाओं का ब्योरा दिया गया है। आठ राज्यों और छ केन्द्र शासित क्षेत्रों के प्रस्तावों को कार्यान्वित करने के लिए मजदूरी दे दी गई है। शेष राज्यों के प्रस्तावों की जांच की जा रही है।

Import of Suitable Tractors in Replacement of Defective RS-09 Tractors Imported from G.D.R.

478. SHRI R. S. PANDEY : Will the Minister of AGRICULTURE (KRISHI MANTRI) be pleased to state :

(a) whether all the tractors imported from East Germany which were found defective have since been returned to that country ;

(b) the arrangements made by the Government to import better tractor in replacement of defective RS-09 tractors for supply to farmers to whom they were meant to be supplied ;

(c) when the new tractors are likely to be procured and supplied to the farmers ; and

(d) the steps taken to ensure that the new tractors are found suitable to the requirements of the Indian farmers ?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (KRISHI MANTRALAYA MEN RAJYA MANTRI) (SHRI ANNASHEB P. SHINDE) : (a) A Protocol about the return of modified RS-09 tractors was signed between the State

Trading Corporation and the GDR Suppliers on the 21st February, 1971. A copy of the Protocol is laid on the Table of the House. [Placed in Library See No. LT-212/71] The concerned State Agro Industries Corporations are taking steps to arrange return of modified RS-09 tractors according to the terms of that Protocol.

(b) to (d). No special arrangements have been made to import tractors in replacement of defective RS-09 tractors. However, the concerned State Agro-Industries Corporations have been advised to arrange replacement of RS-09 tractors with popular makes of tractors such as Zetor, and Ursus to the extent possible. In case where the farmers do not wish for any other tractor, the Corporations could consider the question of repayment in cash in consultation with the financial institution that had advanced the loan in the first instance. Allotment of these tractors has already been made by this Ministry to the concerned State Agro-Industries Corporations out of current import. More tractors will be allotted to them according to their availability.

आयातित खाद्यान्नों पर भाड़ा

479. श्री हुकम चन्द कछवाय क्या कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) सरकार द्वारा वर्ष 1969-70 और 1970-71 में विदेशों से आयातित खाद्यान्नों को छुट्टर छुट्टर ले जाने पर भाड़े के रूप में कितना खर्च किया गया, और

(ख) वित्तीय वर्ष 1971-72 में इस उद्देश्य के लिए क्या व्यवस्था की गई है ?

कृषि मन्त्रालय में राज्य मन्त्री (श्री अन्नासाहिव पी० शिन्डे) : (क)

वर्ष समुद्री भाड़े की अनुमानित राशि करोड़ रुपये में

1960-70	51.09
1970-71	48.55

(यह खर्च भारतीय खाद्य निगम जिनके खाते में आयात किया गया था द्वारा किया गया था।)

(ख) 1971-72 में समुद्री भाड़े पर 35 करोड़ रुपये के आस-पास खर्च हो सकता है।

Decline in Coal Production

480. SHRI INDRAJII GUPIA. Will the Minister of STEEL AND MINES (ISPAI AUR KHAN MANTRI) be pleased to state

(a) whether Government propose to reduce and cut down the target of coal production fixed in Fourth Plan in view of the serious decline in coal production in 1970,

(b) if so, the specific reasons of this decline

(c) whether Government propose to build major thermal plants and undertake other measures in order to prevent further decline in coal production and reach the anticipated target, and

(d) if not the reasons thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (ISPAI AUR KHAN MANTRALAYA MEN RAJYA MANTRI) (SHRI SHAH NAWAZ KHAN) (a) No, Sir. The target of coal production will, however, be reviewed periodically having regard to the trend of consumption and the progress in the programmes of the consuming industries.

(b) The decline in the production was mainly due to shortage of wagons for the transport of coal and the reduced off-take of coal by steel plants etc.

(c) and (d) Setting up of many major thermal power stations is already envisaged in the Fourth Five Year Plan and more may be taken up in the subsequent Plans. There are similar developmental programmes in some of the other major coal consuming sectors. The Government have set up a High Powered Committee to recommend a

National Fuel Policy and its recommendations are expected to have considerable impact on the future development of the Coal Industry.

Uniformity in Ceiling on Land Holdings

481. SHRI M. KATHAMUTHU :
SHRI DHANDAPANI :
SHRI G. VISWANATHAN :

Will the Minister of AGRICULTURE (KRISHI MANTRI) be pleased to state :

(a) whether the question of bringing about uniformity in State laws on ceiling on land holdings and fix it on the basis of family has been considered by Government ; and

(b) if so, the decisions taken thereon ?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (KRISHI MANTRALAYA MEN RAJYA MANTRI) (SHRI ANNASAHIB P. SHINDE) : (a) and (b). The matter is under the consideration of the Central Land Reforms Committee.

Action for Killing Prohibited Birds

482. SHRI MANORANJAN HAZRA : Will the Minister of AGRICULTURE (KRISHI MANTRI) be pleased to state :

(a) whether the attention of Government has been drawn to the prosecution of two American Importers who had imported 262 neck heckles of Indian grey jungle fowl from Mudumalai Sanctuary, Tamilnadu ; and

(b) if so, the action taken by Government against the persons responsible for the killing of the species which are prohibited in India ?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (KRISHI MANTRALAYA MEN RAJYA MANTRI) (SHRI SHER SINGH) : (a) and (b). Yes Sir. The U.S. Embassy, in New Delhi brought to our notice in February, 1971 a case of importing neck feathers of Grey Jungle Fowls from India into the United

States under false Customs Declaration, by Messrs Herters Inc. Waseca, Minnesota. The number of skins imported and the source from which they were obtained in India are not available. There is no information to show that these neck heckles were removed from Mudumalai Sanctuary in Tamil Nadu. Further investigations regarding other sources of supply are however in progress.

Unhealthy Conditions in Refugee Camps for Displaced Persons from East Pakistan

483. SHRI BIREN DUTTA : Will the Minister of LABOUR AND REHABILITATION (SHRAM AUR PUNARVAS MANTRI) be pleased to state :

(a) whether due to heavy influx of displaced persons from East Pakistan, the camps of refugees are over-crowded ;

(b) whether the camps are failing to maintain sanitary conditions for want of medicine and doctors ; and

(c) if so, the steps Government propose to check break out of epidemic diseases ?

THE MINISTER OF LABOUR AND REHABILITATION (SHRAM AUR PUNARVAS MANTRI) (SHRI R.K. KHADILKAR) : (a) Yes, Sir.

(b) and (c). Due to over-crowding caused by sudden influx of a large number of refugees, there has been initially some difficulty in ensuring the requisite standards of sanitation. But necessary arrangements have now been geared up through the Public Health Departments of the State Governments for providing medical and public health facilities, including water supply and sanitation, to meet the requirements of the refugee population in the camps. Wherever necessary, the Central Government is providing medical stores, drugs, disinfectants, and also, in certain cases, medical personnel to strengthen the State Governments' departmental organisations. Continued vigilance is being kept against the outbreak of epidemic diseases. The refugees are immunized against Cholera and Smallpox after registration at the camp. Other preventive measures which

are being taken include intensification of immunization campaign in the areas bordering East Bengal, stockpiling of adequate quantities of vaccines, disinfectants and drugs, improvement of environmental sanitation, particularly disinfection of water sources, and provision of extra beds for isolation of infectious cases.

पूर्वी बंगाल से आये शरणार्थी

495. श्री धूलचन्द डागा :

श्री हुकम चन्द कछवाय :

क्या भ्रम और पुनर्वास मंत्री यह बताने की कृपा करेंगे कि पूर्वी बंगाल में पाकिस्तान सरकार द्वारा नर-महार किये जाने के कारण मार्च-अप्रैल, 1971 के दौरान कितने शरणार्थी भीमा पार कर भारत में आये हैं और भारत सरकार ने उनके लिए क्या प्रबन्ध किये हैं ?

भ्रम और पुनर्वास मंत्री (श्री आर० के० खाडिलकर) प्रांत सूचना के अनुसार मार्च 1971 में (26.3.1971 से 31.3.1971 तक) 300 शरणार्थी तथा अप्रैल 1971 में 1251, 224 शरणार्थी भारत आये जिनमें 30.4.1971 तक भारत आने वाले शरणार्थियों की कुल संख्या 12,51,544 हो गयी है।

भारत सरकार ने पश्चिम बंगाल, आसाम, मेघालय तथा त्रिपुरा की राज्य सरकारों तथा साथ ही बिहार सरकार को भी, जहाँ पश्चिम बंगाल से होकर कुछ शरणार्थी आ गये हैं, शरणार्थियों को काम चलाऊ आवास तथा खाद्य सामग्री के रूप में राशन देने की हिदायतें दे दी हैं। इसके अतिरिक्त बिस्मिता सुविधाओं की व्यवस्था की गई है और महामारियों के नियंत्रण के लिए कदम उठाये गए हैं।

Scheme for Crash Agricultural Programme in Delhi

486 SHRI B S BHAURA : Will the Minister of AGRICULTURE (KRISHI MANTRI) be pleased to state :

(a) whether the Re. 1 crore scheme of the Delhi Administration for its crash agricultural programme made no headway during the last three years ;

(b) whether the funds provided by the UNICEF for the scheme have been spent for unrelated projects ;

(c) whether Government have made any probe into the working of the scheme ; if so, the findings thereof ; and

(d) the action taken thereon ?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (KRISHI MANTRALAYA MEN RAJYA MANTRI) (SHRI ANNASAHAB P SHINDE) (a) No such scheme is being operated by Delhi Administration.

(b) to (d) Do not arise

Strike by Workers of Chasnala Colliery, Sindri

487. SHRI B. K. MODAK : Will the Minister of STEEL AND MINES (ISPAT AUR KHAN MANTRI) be pleased to state -

(a) whether the workers of the Indian Iron and Steel Company's Chasnala Colliery at Chasnala, Sindri went on strike in the month of April, if so, the details thereof ;

(b) the main demands of the workers ;

(c) whether Government have taken any steps to meet the demands of the workers, and

(d) if so, the details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (ISPAT AUR KHAN MANTRALAYA MEN RAJYA MANTRI) (SHRI SHAH NAWAZ KHAN) : (a) to (d). About 79 workers of East and West Mine of the Chasnala Colliery of M/s. Indian Iron & Steel Co. Limited, P. O. Patherdih (Dhanbad) resorted to tool down strike without notice with effect from the first shift of 24.4.1971, on the ground

that the workmen previously employed by contractors for shaft Furnishing Work in Chasnala Colliery and who were retrenched but later re-employed by the Management of IISCO for a temporary period should be made permanent, on their existing salaries. The strike spread to all the sections of the Mine with effect from 3.4.1971. 831 workers of Chasnala Colliery were directly involved in the dispute. As a result of this strike, the work of the Repeway used for transporting Coal from the Jitpur Colliery to their Chasnala Coal Washery was also stopped; thereby the management was forced to lay off about 2,000 workers of Jitpur Colliery. The strike was sponsored by the Mine Mazdoor Union.

The Assistant Labour Commissioner (Central) Dhanbad-II immediately intervened and called the parties for discussions on 5.4.1971 and 6.4.1971 but no settlement could be reached. While efforts were being made for calling off the strike, the President of the Mine Mazdoor Union resorted to hunger strike with effect from 7 P. M. on 17.4.1971. The strike and the hunger strike were, however, called off with effect from the second shift of 20.4.1971 on the basis of an understanding reached between the parties during the discussions before the Additional Chief Secretary to the Government of Bihar, Patna on 13.4.1971 and further discussions with the Deputy Commissioner, Dhanbad on 20.4.1971.

The issue regarding preference in absorption of workers who were previously employed by contractors against future vacancies in IISCO as also question of wages during the strike period etc. were to be referred to the arbitration of the Chief Labour Commissioner (Central). The arbitration agreement in this regard is awaited from the parties.

Development of Fishing Harbour at Neendakara in Kerala

488. **SHRI C JANARDHANAN :** Will the Minister of AGRICULTURE (KRISHI MANTRI) be pleased to state :

(a) whether Government have sanctioned the second stage of the fishing harbour project Neendakara in Kerala State ; and

(b) it not, the reasons for the delay ?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (KRISHI MANTRALAYA MEN RAJYA MANTRI) (SHRI ANNASAHAB P. SHINDE) : (a) and (b). A project report for a fishing harbour in Neendakara was received in this Ministry in July, 1970. The total estimate was for Rs. 762.33 lakhs consisting of (a) harbour construction (Rs. 195.97 lakhs) and (b) shore constructions (Rs. 566.36 lakhs). The report has been referred to the U.N.D.P. Project for Pre-Investment Survey of fishing harbours to be taken into consideration in connection with their survey of sites for additional fishing harbours at minor ports in Kerala. Current sanction for fishing harbour facilities at minor ports in Kerala is about Rs. 220.00 lakhs. The Government of Kerala have proposed survey by the U.N.-D.P. Project of 10 sites for additional harbours and for extending facilities at existing or sanctioned harbours. Neendakara is included in this list of 10 harbours. The question of sanctioning a harbour at Neendakara will be considered after the U.N.D.P. Project determines priorities in consultation with the Government of Kerala and furnishes its report on selected sites.

Suggestions at Sixth Indian Co-operative Congress

489. **SHRI B. N. REDDY :**
SHRI P. GANGADEB :
SHRI ATAL BIHARI
VAJPAYEE :

Will the Minister of AGRICULTURE (KRISHI MANTRI) be pleased to state :

(a) whether Government have received any suggestions from the Sixth Indian Cooperative Congress, which was held at New Delhi ;

(b) if so, the nature of suggestions and resolutions thereof ; and

(c) the reaction of Government thereto ?

THE DEPUTY MINISTER IN THE MINISTRY OF AGRICULTURE (KRISHI

MANTRALAYA MEN UP MANTRI (SHRI JAGANNATH PAHADIA) : (a) and (b). The 6th Indian Cooperative Congress was convened by the National Cooperative Union of India. The National Cooperative Union of India has sent to the Government draft resolutions of the Congress. These cover the following subjects :

- (i) General approach to Cooperative Movement.
- (ii) Cooperative Credit.
- (iii) Cooperative Marketing, Processing, Storage and Supplies.
- (iv) Consumers Cooperatives.
- (v) Industrial Cooperatives.
- (vi) Urban Credit.
- (vii) Cooperative Housing.
- (viii) Cooperative Insurance.
- (ix) Cooperative Training and Education.
- (x) Women's education.

The National Cooperative Union of India has further intimated that these resolutions are yet to be considered and finalised by the Governing Council of the National Cooperative Union of India.

- (c) Finalised resolutions are awaited.

National Minimum Wage for Handloom Workers

490. **SHRI C.K. CHANDRAPPA** : Will the Minister of LABOUR AND REHABILITATION (SHRAM AUR PUNARVAS MANTRI) be pleased to state :

(a) whether there is any proposal before the Centre to enact law for implementing national minimum wage for the workers in the handloom industry ; and

- (b) if so, the details thereof ?

THE MINISTER OF LABOUR AND REHABILITATION (SHRAM AUR

PUNARVAS MANTRI) (SHRI R. K. KHADILKAR) : (a) No.

- (b) Does not arise.

Expert Committee on Unemployment

491. **SHRI C.K. CHANDRAPPA** : Will the Minister of LABOUR AND REHABILITATION (SHRAM AUR PUNARVAS MANTRI) be pleased to state :

(a) the progress made in the work of the Experts Committee on Unemployment ; and

(b) when the said Committee is expected to submit its report ?

THE MINISTER OF LABOUR AND REHABILITATION (SHRAM AUR PUNARVAS MANTRI) (SHRI R. K. KHADILKAR) : (a) The Committee has done preliminary work and after inviting the views and comments from the general public, organisations, etc., it has finalised the questionnaire which is expected to be issued shortly.

(b) It is not possible to state this at this stage, though the Committee is doing its best to submit the report as early as possible.

रोजगार कार्यालयों में अनुसूचित जातियों तथा अनुसूचित आदिम जातियों के प्रत्याशियों का पंजीकरण

492. **श्री पन्नालाल बाबूपाल** : क्या भ्रम और पुनर्वास मन्त्री यह बताने की कृपा करेंगे कि

(क) क्या अनुसूचित जातियों तथा अनुसूचित आदिम जातियों के लोगों के लिए यह अनिवार्य है कि वे सरकारी तथा गैर सरकारी सेवाओं में रोजगार प्राप्त करने के लिए रोजगार कार्यालयों में अपने नामों का पंजीकरण करावें ; और

(ख) यदि उपरोक्त भाग (क) का उत्तर नकारात्मक है तो इसके क्या कारण हैं कि अनु-

सूचित जाति/आदिम जाति के प्रत्याशी को एक सरकारी विभाग में किसी पद के लिये आवेदन पत्र देने के पश्चात् अपने साथ रोजगार कार्यालय पंजीकरण कार्ड लाना पड़ता है जबकि उनके लिये कुछ पद आरक्षित होते हैं ?

श्रम और पुनर्वास मंत्री (श्री आर० के० खाडिलकर) (क) पदोन्नति/स्थान्तर या आयोजित किमी परीक्षा या माक्षाकार (इन्टरव्यू) के फल स्वरूप संप्रलोक सेवा आयोग, रेलवे सेवा आयोग और इस प्रकार की किमी एजेंसी की सिफारिश के आधार पर भरे हुए रिक्त स्थानों के अतिरिक्त, केन्द्रीय सरकार के अधीन खाली होने वाले स्थानों पर नियुक्ति की पात्रता के लिए (अनुसूचित जातियों एवं अनुसूचित आदिम जातियों से सम्बन्धित व्यक्तियों गृहित) सभी को नियोजन कार्यालय में अपने नाम दर्ज कराना आवश्यक है। अवसर प्राप्त करने के लिए नियोजन कार्यालय की सहायता के नियोजन अवसर पाने का इच्छुक न हो, निजी सेवाओं के अधीन नियुक्ति के लिए काम चाहने वाले के लिए नियोजन कार्यालय में नाम दर्ज कराना आवश्यक नहीं है।

(ख) मबाल ही पैदा नहीं होता।

Return of Profits as Rebates to Farmers by Cooperative Cold Storages

493 **SHRI MUHAMMED SHERIFF** : Will the Minister of AGRICULTURE (KRISHI MANTRI) be pleased to state :

(a) whether Government had advised the co-operative cold storages to plough back bulk of their profits to farmers in the form of rebate ; and

(b) if so, the details thereof and the response achieved in this regard ?

THE DEPUTY MINISTER IN THE MINISTRY OF AGRICULTURE (KRISHI MANTRALAYA MEN UP MANTRI) (SHRI JAGANNATH PAHADIA) : (a) and (b). No Formal communication has been issued by the Government on the utilisation

of profits of cooperative cold storages. However, the first All India Conference of cooperative cold storages convened by the National Cooperative Development Corporation on the 15th and 16th April, 1971, recommended that the cooperative cold storages, after providing for necessary statutory reserves, should utilise a minimum of 50% of the remaining surplus for giving rebate to their members on the basis of storage charges paid by them. The Conference also suggested that this principle should be incorporated in the bylaws of the Cooperative Cold Storages. The National Cooperative Development Corporation will pursue the implementation of this recommendation with State Governments as also the cooperatives concerned.

Lock-out in Victory Colliery (M) Group in Raniganj Burdwan

494. **SHRI MANORANJAN HAZRA** : Will the Minister of LABOUR AND REHABILITATION (SHRAM AUR PUNARVAS MANTRI) be pleased to state :

(a) whether the attention of Government has been drawn to the illegal lock-out of the Victory of Colliery (M) Group in Raniganj, Burdwan ;

(b) if so, the details thereof ;

(c) the reasons for the lock-out ;

(d) the total number of workers thrown out of employment due to the lock-out ; and

(e) the steps taken by Government to lift the lock-out ?

THE MINISTER OF LABOUR AND REHABILITATION (SHRAM AUR PUNARVAS MANTRI) (SHRI R. K. KHADILKAR) : (a) to (c). An industrial dispute was raised before the Assistant Labour Commissioner (Central), Raniganj, on the 8th February, 1971, over the alleged illegal lock-out by the management of Victory Colliery (MJ Group). The management denied the Union's allegation and stated that the workmen had resorted to violence as a result of which the managerial and supervisory staff had refused to work,

According to the management, it was not a lock-out but a strike by the mining staff as well as supervisory officials.

(d) 700 workmen were affected by the work stoppage.

(e) The Officers of the Central Industrial Relations Machinery held a series of discussions with the parties and finally brought about a settlement on the 12th April, 1971. As a result, work in the Colliery has started from the 13th April, 1971.

Report of Agricultural Prices Commission for the Year 1971-72

495. SHRI DASARATHA DEB :
SHRI NIHAR LASKAR :

Will the Minister of AGRICULTURE (KRISHI MANTRI) be pleased to state :

(a) whether the Agricultural Prices Commission has submitted its report for the year 1971-72 ;

(b) if so, the gist of the suggestions thereof ; and

(c) the reaction of Government thereto ?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (KRISHI MANTRALAYA MEN RAJYA MANTRI) (SHRI ANNASAHEB P. SHINDE) : (a) to (c). Presumably, the reference is to the Report of Agricultural Prices Commission for Rabi Foodgrains for 1971-72 season. The main suggestions made in this Report are that (a) the target for the procurement of wheat during the 1971-72 marketing season be fixed at 4 million tonnes, and (b) the procurement prices for wheat be fixed uniformly for all the States at Rs. 68 per quintal for the indigenous red variety and Rs. 74 per quintal for the indigenous common white and the different Mexican varieties. The Government have accepted the recommendation at (a). As regards recommendation (b), it has been decided

that the procurement prices for all varieties of wheat other than indigenous red will continue to be at Rs. 76 per quintal. As regards the indigenous red variety, it has been decided that the State Government will fix its price in consultation with the Central Government provided it is at least Rs. 2 per quintal lower than the prices of the standard variety.

The Commission have also recently submitted Reports on Price Policy for Sugarcane, Cotton and Jute as also on Minimum Support Prices for Kharif Cereals for 1971-72 season. These Reports are under consideration of Government.

Procurement Price of Wheat during Rabi Season

496. SHRI P. GANGADEB :
SHRI N. S. BISHT :

Will the Minister of AGRICULTURE (KRISHI MANTRI) be pleased to state :

(a) whether the Union Government have rejected the recommendation of the Agricultural Prices Commission for a lower procurement price for wheat during the current rabi season ; and

(b) if so, the reasons for the rejection ?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (KRISHI MANTRALAYA MEN RAJYA MANTRI) (SHRI ANNASAHEB P. SHINDE) : (a) A statement giving the summary of the recommendations of the Agricultural Prices Commission and Government's decision thereon is attached.

(b) The prices were announced after consulting the Chief Ministers of State. It was decided not to reduce the prices as recommended by Agricultural Prices Commission as this would have adversely affected procurement and farmer's incentive to increase production.

Statement

Procurement price of wheat recommended by the A P C and the prices fixed by Government for 1971-72 marketing season

(Rupees per quintal)		
	Price as recommended by A P C	Prices as fixed by Government
Indigenous Rcd	Rs. 68 00	Rs 71 00 to 74 00
Mexican Indigenous (Common white)	Rs 74 00	Rs 76 00

Strike by Madras Dock Workers

497 SHRI P GANGADEB
SHRI S M KRISHNA ,

Will the Minister of LABOUR AND REHABILITATION (SHRAM AUR PUNARVAS MANTRI) be pleased to state

(a) whether the Madras Dock workers had gone on an indefinite strike in April 1971 ,

(b) if so, whether the Shram Mantri worked hard to settle the issue between the representatives and the authorities ,

(c) the main reasons for the strike , and

(d) whether Government have accepted their demands ?

THE MINISTER OF LABOUR AND REHABILITATION (SHRAM AUR PUNARVAS MANTRI) (SHRI R. K. KHADILKAR) (a) The dock workers were on strike from the 8th April, 1971 to the 25th April, 1971.

(b) Due to intervention by the Shram Mantri, a settlement was reached on 25.4.71 at New Delhi between the parties according to which the strike was called off from 26.4.71.

(c) Implementation of the Arbitration Award and payment of arrears by 14.4.71, full D A for listed workers and 21 days minimum guaranteed wages for listed workers were the more important demands ,

(d) According to the settlement, the authorities employing the workmen have agreed to implement the Award, and pay the arrears to the workmen by May 31, 1971. Besides, the listed workers of Ore Section will be given minimum guaranteed wages for 16 days in a month with effect from 1st May, 1971

Setting up of Mini-steel Plants

498 SHRI P GANGADEB
SHRI NIHAR LASKAR
SHRI JYOTIRMOY BOSU

Will the Minister of STEEL AND MINES (ISPAT AUR KHAN MANTRI) be pleased to state

(a) whether there is a proposal to set up five mini steel plants in the public or private sector ,

(b) if so, the capacity of each of these plants ,

(c) how far it will reduce the gap between the demand and production of steel , and

* The price in each State has been fixed as recommended by the State Governments concerned.

(d) when the final decision in this regard is likely to be taken ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (ISPAT AUR KHAN MANTRALAYA MEN RAJYA MANTRI) (SHRI SHAH NAWAZ KHAN) (a) and (d) Presumably, the Hon'ble Member is referring to the units, recently approved, comprising electric arc furnaces-cum continuous casting Machines for the production of Steel billets directly from ferrous scrap. Government have cleared the setting up of six such plants in the public and the private sectors, which are expected to come up fairly early and meet the present and anticipated shortage of steel billets.

(b) The capacities of the above-mentioned six units are indicated below

	Tonnes per annum
(i) M/s Punjab Const-sponsored by the Punjab State Industrial Development Corporation,	50,000
(ii) M/s Modi Industries	50,000
(iii) M/s Andhra Steel Corporation	50,000
(iv) M/s Rathie Alloys & Steel Ltd.	40,000
(v) M/s Electro-steel Casting Ltd	40,000
(vi) M/s Steel Complex, Kerala (with shareholding by Kerala State Industrial Development Corporation),	50,000

(c) The recognised capacity of billet re-rollers in the country is approximately 3 million tonnes per annum, while the

production of billets by the Main Steel Plants is about 0.6 million tonnes at present. As the above mentioned six plants are expected to go into production during 1972, it is expected that they would contribute to the reduction of the gap to the extent of about 280,000 tonnes per annum of billets thereafter.

East Pakistan Refugees

499 SHRI P. GANGADLB
SHRI R. V. BADL
SHRI SHYAMNANDAN
MISHRA

Will the Minister of LABOUR AND REHABILITATION (SHRAM AUR PUNARVAS MANTRI) be pleased to state

(a) whether refugees, including Muslims crossed into India during the war of Independence of East Pakistan,

(b) if so, their total number and the number of those who have been provided for in refugee camps in West Bengal, Assam and Tripura respectively,

(c) what steps have been taken to rehabilitate them,

(d) whether any international assistance has been sought for the provision and welfare of the refugees, if so, with what results and

(e) the expenditure so far incurred on them ?

THE MINISTER OF LABOUR AND REHABILITATION (SHRAM AUR PUNARVAS MANTRI) (SHRI R. K. KHADILKAR) (a) and (b) Yes. Refugees belonging to all religions including Muslims, have come from East Bengal following the atrocities there. Upto 24.5.1971, 35.56 lakhs of refugees have entered India of whom 18.19 lakhs have been accommodated in relief camps in West Bengal, Assam, Megha-

laya, Tripura and Bihar. The State-wise distribution is as under :—

	(Persons)
West Bengal	12 98 lakhs
Assam	0 49 „
Meghalaya	1.66 „
Tripura	3 03 „
Bihar	0 03 „
	18 19

(c) As it is expected that these refugees will go back to their homes as soon as normal conditions are available. Government does not propose to take any action for their rehabilitation in India

(d) Yes. The Government of India have sent an appeal to all foreign Governments seeking their help in solving this colossal human problem. Some assistance both in cash and in kind has been received from some International Voluntary Organisations. A delegation from UNHCR has also visited the refugee camps and has made an assessment of the situation and the needs. The quantum of foreign assistance that may be forthcoming, is however, still not known.

(e) The actual expenditure incurred is not available as most of the expenditure is incurred by the State Governments to be eventually reimbursed by the Government of India. A sum of Rs. 6 crores 80 lakhs has been sanctioned to the concerned State Governments etc. as 'on account advances' upto 24.5.1971 for expenditure on relief and Rs. 800 lakhs advanced to the Food Corporation of India for procurement of food grains for these refugees.

Abolition of Land Revenue in States

500. SHRI R. R. SINGH DEO : Will the Minister of AGRICULTURE (KRISHI MANTRI) be pleased to state :

(a) whether the Punjab Government has recently abolished land revenue ;

(b) if so, the reaction of Government in this regard ; and

(c) whether Government propose to impress upon other States to abolish land revenue in order to give incentive to farmers for increasing food production in the country ?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (KRISHI MANTRALAYA MEN RAJYA MANTRI) (SHRI ANNASAHEB P. SHINDE) : (a) Government of Punjab have taken a decision to abolish land revenue. The decision has not yet been implemented.

(b) and (c). Land Revenue is a State subject.

Import of Foodgrains

501. SHRI R. R. SINGH DEO :
SHRI R. S. PANDEY :
SHRI K. S. CHAVDA :

Will the Minister of AGRICULTURE (KRISHI MANTRI) be pleased to state :

(a) the total likely production of wheat and other food-grains in the country during the current year, and the steps taken to boost production of foodgrains ;

(b) the total quantity of foodgrains imported from U.S.A and other countries during the last year and likely imports during the current year ; and

(c) whether Government have decided to stop import of foodgrains either from U.S.A. or from any other country and if so, the details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (KRISHI MANTRALAYA MEN RAJYA MANTRI) (SHRI ANNASAHEB P. SHINDE) : (a) Firm estimates of production of wheat and other food-grains during 1970-71 are not yet available. According to the available indications, total production of foodgrains

during 1970-71 may be of the order of 105 to 106 million tonnes.

The principal measures adopted for increasing food production include introduction of high-yielding varieties, multi-cropping programmes, increased use of fertilizers, larger scale and integrated pest control measures, improvement of irrigation facilities, supply of better seeds and agricultural implements and credit to the farmers and grant of incentives for better production.

(b) About 3.6 million tonnes of food-grains were imported from U.S.A. and other countries during 1970. Foodgrain imports in 1971 may be about 3.0 to 3.5 million tonnes.

(c) It is envisaged that concessional imports of foodgrains would be stopped after 1971.

कृषि विश्वविद्यालयों का सम्मेलन

502. श्री रामचन्द्र विकल : क्या कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या गत वर्ष जालन्धर में और अप्रैल, 1971 में पन्त नगर (उत्तर प्रदेश) में कृषि विश्वविद्यालयों के सम्मेलन में कुछ मांगें रखी गई थीं :

(ख) यदि हां, तो उन मांगों का स्वरूप क्या है ; और

(ग) सरकार उन मांगों को पूरी करने में क्या कठिनाई अनुभव कर रही है ?

कृषि मन्त्रालय में राज्य मंत्री (श्री अण्णा साहिब पी० शिन्दे) : (क) जी हां । कृषि विश्व विद्यालयों के संघ ने लुधियाना (न कि जालन्धर) और पन्त नगर में हुए दो समागमों में कुछ मांगें प्रस्तुत की थीं ।

(ख) ये मांगें प्रशासकीय हैं और अधिकांशतः इनका सम्बन्ध कृषि विश्व विद्यालयों के विकास के लिए वित्तीय सहायता बढ़ाने और

ऐसी सहायता देने के लिए अपनाई गई पद्धति से सम्बन्धित हैं । कुछ मांगों का सम्बन्ध कृषि विश्व विद्यालयों की अनुसन्धान तथा विस्तार विषयक उत्तरदायित्वों से भी है ।

(ग) संघ को यह आश्वासन दिया गया है कि सरकार समस्त कृषि विश्वविद्यालयों को यथासम्भव अधिक से अधिक सहायता देने को उत्सुक है । इन मांगों को पूरी करने में मुख्य कठिनाई देश के विभिन्न प्लान परियोजनाओं के लिये कुल मिलाकर वित्तीय संसाधनों की अपर्याप्तता रही है । परन्तु, सरकार कृषि विश्व विद्यालयों की मांगों पर सदा ही सहानुभूतिपूर्वक विचार करती है । कृषि विश्वविद्यालयों की विकास परियोजना को उचित प्राथमिकता दी गई है ।

Increase in Procurement Price of Wheat

503. SHRI SHYAMNANDAN MISHRA : Will the Minister of AGRICULTURE (KRISHI MANTRI) be pleased to state :

(a) whether Government are contemplating to increase the procurement price of wheat ; and

(b) if so, the reasons therefor ?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (KRISHI MANTRALAYA MEN RAJYA MANTRI) (SHRI ANNASAHEB P. SHINDE) : (a). No, Sir.

(b) Does not arise.

Meeting of Central Land Reforms Committee

504. SHRI SHYAMNANDAN MISHRA :
SHRI ATAL BIHARI VAJPAYEE :

Will the Minister of AGRICULTURE (KRISHI MANTRI) be pleased to state :

(a) whether the Central Land Reforms Committee met in April, 1971 ; and

(b) if so, the subjects discussed and the conclusions arrived at ?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (KRISHI MANTRALAYA MEN RAJYA MANTRI) (SHRI ANNASAHEB P. SHINDE) : (a). Yes, Sir.

(b) A meeting of the Central Land Reforms Committee was held on April 16, 1971. Chief Ministers of Bihar, Maharashtra, Punjab and Revenue Minister of Tamilnadu (on behalf of the Chief Minister, Tamilnadu) attended as special invitees. The following points were discussed at the meeting :

1. *Level of ceiling*

It was noted that in a number of States the level of ceiling was still on the high side. However, since the data available with the Committee was considered inadequate it was decided that before any decision with regard to lowering of ceiling was taken further information should be collected from the various States.

2. *Unit of application of ceiling*

With regard to the unit of application of ceiling, it was decided that the manner in which ceiling should be made applicable to the aggregate area held by all the members of a family should be decided after detailed information has been received about the working of the provisions of the existing legislation in the various States.

3. *Exemptions*

It was agreed that the exemptions from ceiling should be curtailed to the minimum in the light of local conditions,

Chief Ministers Conference for fixing Foodgrains Prices

505. SHRI SHYAMNANDAN MISHRA : Will the Minister of AGRICULTURE (KRISHI MANTRI) be pleased to state :

(a) whether a conference of Chief Ministers was held recently for the fixation of prices of foodgrains ; and

(b) if so, the broad results of the deliberations ?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (KRISHI MANTRALAYA MEN RAJYA MANTRI) (SHRI ANNASAHEB P. SHINDE) : (a). A Chief Ministers' Conference was held on 17-4-1971 to discuss the price policy for rabi foodgrains for 1971-72 season.

(b) A statement is attached.

Statement

Recommendations of the Chief Ministers' Conference held on 17-4-1971.

1. The target of procurement of wheat for 1971-72 marketing season, recommended at 4 million tonnes, was accepted.
2. In order to provide continued incentive to the farmer, most of the States felt that there was no justification for reducing the procurement price.
3. The issue prices should not be increased in view of the need to protect the poorer sections of the society.
4. The need for reviewing the functioning of public agencies handling foodgrains to work on the principle of minimum costs, was emphasized.
5. It was agreed to eliminate intermediaries as far as possible and foodgrains procured directly from the cultivators. The services of the cooperatives for opening procurement centres in the village to be utilised to the maximum extent possible.
6. In view of the rapid build-up of stocks, the need for expediting construction of storage godowns, was emphasized. It was agreed that the State Governments will give maximum possible assistance in acquiring land for the purpose of storage construction works.

7. It was agreed that necessary planning of movement be done in consultation with the Ministry of Railways to ensure that procurement and movement go on smoothly during the Rabi season.

8. Considering the improved availability of foodgrains, it was felt that the remaining restrictions on the movement of wheat in the statutorily rationed areas of Bombay, Calcutta and the Asansol-Durgapur industrial complex should be removed.

Inclusion of Head-Load Workers in Food Corporation of India within the Purview of Trade Union Act.

506. SHRI A. K. GOPALAN : Will the Minister of LABOUR AND REHABILITATION (SHRAM AUR PUNARVAS MANTRI) : be pleased to state :

(a) whether Government propose to include the head-load workers who are working in the food Corporation of India within the purview of Trade Union Act ;

(b) if so, the details thereof ;

(c) whether the attention of Government has been drawn to the appeal made by the Union leaders in regard to this ; and

(d) if so, when the decision is likely to be taken ?

THE MINISTER OF LABOUR AND REHABILITATION (SHRAM AUR PUNARVAS MANTRI) (SHRI R. K. KHADILKAR) : (a) to (d). There is nothing in the Trade Unions Act, 1926, which precludes Head load workers of F.C.I. from forming a trade union and getting it registered under the Act subject to the fulfilment of the conditions prescribed in this behalf. The question of Government taking action to include the workers within the purview of the Trade Unions Act does not therefore, arise. Government is not aware any of representation.

Non-payment of Wages to Workers by Coal Mines Owners In Asansol Coal Belt, West Bengal

507. SHRI ROBIN SEN : Will the Minister of LABOUR AND REHABILITATION (SHRAM AUR PUNARVAS MANTRI) be pleased to state :

(a) whether the attention of Government has been drawn to the alleged non-payment of workers' wage dues by the Coal-mine owners in Asansol Coal belt, West Bengal ;

(b) the reasons for the non-payment of dues ;

(c) the total number of the coal companies who have not paid the wage dues ; and

(d) whether any steps have been taken by the Government to force the managements of the coal companies to clear the wage dues ?

THE MINISTER OF LABOUR AND REHABILITATION (SHRAM AUR PUNARVAS MANTRI) (SHRI R. K. KHADILKAR) : (a). Yes, Sir.

(b) Reasons for non-payment are stated to be accumulation of coal stock, financial stringency, labour trouble etc.

(c) Complaints have been received in respect of the following collieries :—

1. Manoharbahal Colliery.
2. South Jayramdanga Colliery.
3. Nimcha Colliery.
4. Victory (MJ) Group Colliery.
5. Mithapur Colliery.
6. Selected Samla Colliery.
7. Radhamadhavpur Colliery.
8. Ghusik Colliery
9. Muslia Colliery.

10. Victory (GL Group) Colliery.
11. Khas Jambad Colliery.
12. Searsole Colliery.
13. Kalipahari Colliery.
14. New Ghusick Colliery.

(d) Appropriate action under the law is being taken by the officers of Central Industrial Relations Machinery to secure payment of wage and other legal dues to the workers by the management.

Non-Payment of Wages by new Dimagoria Coal Company

508. SHRI SAMAR MUKHERJEE : Will the Minister of LABOUR AND REHABILITATION (SHRAM AUR PUNARVAS MANTRI) be pleased to state :

(a) whether the management of New Dimagoria Coal Company, Sulanpur Distt. Burdwan, West Bengal is refusing to pay the wages of the workers for the last two months ;

(b) if so, the details thereof ;

(c) whether any action has been taken by Government to insist upon the management to pay the due wages ; and

(d) if not, the reasons therefor ?

THE MINISTER OF LABOUR AND REHABILITATION (SHRAM AUR PUNARVAS MANTRI) (SHRI R. K. KHADILKAR) : (a) No, Sir.

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

Complaints Re: Supply of Bad Quality of Rice to West Bengal

509. SHRI SAMAR MUKHERJEE : Will the Minister of AGRICULTURE (KRISHI MANTRI) be pleased to state :

(a) whether his attention has been drawn to the complaint that Government

are allocating bad quality of rice to West Bengal ;

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

(c) whether Government propose to take immediate steps to supply boiled and good quality rice to West Bengal ?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (KRISHI MANTRALAYA MEN RAJYA MANTRI) (SHRI ANNASAHAB P. SHINDE) : (a) A complaint was received from the Government of West Bengal relating to the quality of rice despatched from Orissa.

(b) A Committee consisting of the representatives of the West Bengal Government and the Food Corporation of India has been set up at Calcutta to decide the disputes about quality of rice.

(c) Only rice of standard quality is allotted from the Central pool to the deficit States including West Bengal. As availability of boiled rice in the Central pool is limited, it is not possible to meet the entire commitment of supply to West Bengal in the shape of boiled rice.

Steps for Increase in Production of Coconut

510. SHRI M. M. JOSEPH : Will the Minister of AGRICULTURE (KRISHI MANTRI) be pleased to state :

(a) whether any steps have been taken by Government to increase the production of coconut in the country ; and

(b) if so, the details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (KRISHI MANTRALAYA MEN RAJYA MANTRI) (SHRI ANNASAHAB P. SHINDE) : (a) Yes.

(b) With a view to stepping up the coconut production in the country the following Centrally-sponsored Schemes have been taken up by the Government of India during the

Fourth Five Year Plan at a total cost of Rs. 30 lakhs —

- (i) Package programmes with a view to increasing the productivity of the existing gardens. For this purpose, the additional staff required by the States is being provided
- (ii) Production and distribution of hybrid coconut seedlings to the farmers for building up high yielding palm plantation
- (iii) Setting up of Elite Seed Farm with the object of producing quality planting material
- (iv) A special programme for production and supply of Coconut seedlings at subsidized rate to develop the potential coastline for development of coconut gardens

बन काटने के कारण भूमि के कटाव को रोकने सम्बन्धी योजना

511 श्री नरेन्द्रसिंह बिष्ट क्या कृषि मंत्री यह बताने की कृपा करेंगे कि

(क) क्या गत तीन वर्षों में बहुत अधिक भूभाग बनों को साफ कर दिया गया है जिसके परिणामस्वरूप बड़े पैमाने पर भूमि का कटाव हुआ है,

(ख) यदि हा, तो तत्सम्बन्धी व्यापार क्या है,

(ग) अधिक वर्षों के लिये और भूमि कटाव को रोकने के उद्देश्य से सरकार द्वारा विशेषकर उत्तर प्रदेश में आरम्भ की जाने वाली प्रस्तावित वनरोपण योजना का ढोंग क्या है, और

(घ) इसके परिणामस्वरूप कितने व्यक्तियों को रोजगार मिलने की संभावना है ?

कृषि मन्त्रालय में राज्य मंत्री (श्री शेर सिंह)

(क) जी हा। पिछले तीन वर्षों में (1967, 1968 और 1969) 1, 227-80 हजार हेक्টার क्षेत्र को

अन्य स्थायी प्रयोगों के लिए साफ कर दिया गया है।

(ख) साफ किये गये क्षेत्रों का राज्य-वार विवरण सभा-पटल पर रखा गया है। [प्रबालय में रखा गया। देखिये सत्र LT—213/71]

(ग) इन क्षेत्रों का अन्य स्थायी प्रयोगों के लिए बनों मूलन किया गया है। उत्तरोत्तर पंच-वर्षीय योजनाओं में पुनर्वनारोपण और वनारोपण के लिये कई योजनाएँ चलाई गईं। मुख्य वनारोपण यान्त्रिक निम्न की —

(1) शीघ्र उगने वाली किस्मों का पौद्रोपण।

(2) औद्योगिक और वाणिज्यिक कार्यों के लिये मितव्ययी पौद्रोपण।

(3) फार्म वनारोपण-तथा ईंधन लकड़ी का पौद्रोपण।

(4) क्षतिग्रस्त बनों का उद्धार।

दश में 1966-67, 1967-68 और 1968-69 की अवधि में इन योजनाओं के आधीन लाये गये क्षेत्र का व्योरा निम्नलिखित है —

(हजार हेक्টার)	
योजना	वनरोपण किया गया क्षेत्र
1 शीघ्र उगने वाली किस्मों के पौद्रोपण	164 60
2 औद्योगिक और वाणिज्यिक कार्यों के लिये मितव्ययी पौद्रोपण	152.69
3 फार्म वनारोपण-तथा-ईंधन लकड़ी का पौद्रोपण	49 80
4 क्षतिग्रस्त बनों का उद्धार	77 51
	जोड़
	442 60

चौथी योजना के दौरान, देश में इन वन-रोपण योजनाओं के अन्तर्गत लगभग 833.90 हजार हैक्टर क्षेत्र लाने का प्रस्ताव है।

1966-67 से 1968-69 के तीन वर्षों के दौरान उत्तर प्रदेश राज्य में इन योजनाओं के अन्तर्गत, 68.35 हजार हैक्टर क्षेत्र में पौध लगाये गये। चौथी योजना के दौरान, राज्य में इस योजना के अन्तर्गत लगभग 148 हजार हैक्टर का क्षेत्र राज्य द्वारा लाया जायेगा।

जहाँ तक भू-क्षरण का सम्बन्ध है, वनों-मूलन और तत्पश्चात् के समय, जब क्षेत्र अन्य नार्यों के लिये प्रयोग किये जाते हैं, सम्बन्धित राज्य वन विभाग साधारणतः उचित कदम उठाते हैं।

(घ) वन पौध बनाने के लिये, वन अस्थायी और मीसमी रोजगार के समाधानों की पर्याप्त व्यवस्था उपलब्ध करते हैं। पौधरोपण योजनाओं में लगे कामियों की सख्या के सम्बन्ध में राज्य वन विभागों ने कोई विशिष्ट अध्ययन अभी तक नहीं किये हैं। फिर भी, राज्य वन विभागों के मार्गदर्शन के लिये मन्त्रालय ने श्रम समाधानों के बारे में अनुमान लगाये हैं। इन अनुमानों से पता चलता है कि पौधरोपण कार्यक्रमों में श्रम समाधान काफी अधिक है। इसके अनुसार इस कार्य के लिये 146.6 लाख व्यक्तियों के श्रम का एक दिन प्रयोग किया, जो 1966-67 से 1968-69 की अवधि में राज्यों और संघ क्षेत्रों द्वारा 442.60 हजार हैक्टर में पौधरोपण करने के लिये 48,900 कामियों को पूर्णकालिक राजगार प्रदान करने के बराबर है।

बेरोजगारी भत्ता

512 श्री नरेन्द्र सिंह बिष्ट . क्या श्रम तथा पुनर्वासि मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार ने बेरोजगार व्यक्तियों को बेरोजगारी भत्ता देने का कोई निर्णय किया है; और

(ख) यदि हा, तो यह भत्ता किस तारीख से दिया जायेगा तथा इस प्रयोजनार्थ क्या माप-दण्ड अपनाये जायेंगे ?

श्रम और पुनर्वासि मंत्री (श्री आर० के० खाडिलकर) (क) जी नहीं।

(ख) गवाल पैदा नहीं होता।

चीड़ उद्योग के उत्पादों का अध्ययन करने हेतु सम्मेलन

513 श्री नरेन्द्र सिंह बिष्ट . क्या कृषि मंत्री यह बताने की कृपा करेंगे कि

(क) क्या चीड़ उद्योग में प्रोत्साहन देने के उद्देश्य से अप्रैल, 1971 में चीड़ उद्योग के उत्पादों का अध्ययन करने हेतु नई दिल्ली में एक सम्मेलन आयोजित किया गया था।

(ख) यदि हा, इस सम्मेलन में भाग लेने वाले व्यक्तियों के क्या नाम हैं ;

(ग) क्या चीड़ उद्योग में काम करने वाले व्यक्तियों को भी उक्त सम्मेलन में आमन्त्रित किया गया था , और

(घ) उन्होंने इस सम्बन्ध में सरकार को क्या सुझाव दिये हैं ?

कृषि मन्त्रालय में राज्य मंत्री (श्री शेर सिंह):

(क) बिरोजा तथा तागपीन के उत्पादकों तथा परिसंस्करणकर्ताओं द्वारा, विज्ञान भवन, नई दिल्ली में 13 तथा 14 अप्रैल, 1971 को एक विचार गोष्ठी प्रत्यायोजित की गई थी। भारतीय रसायन निर्माता संघ, भारतीय पेपर मिल संघ, भारतीय पेन्ट संघ आदि जैसे विभिन्न अखिल भारतीय संगठन इसके सह-प्रायोजक थे। विचार गोष्ठी का विषय 'भारत के आर्थिक तथा औद्योगिक विकास में पाइन रेजिन की भूमिका' था।

(ख) प्रायोजकों ने विचार गोष्ठी से सम्मिलित होने वाले व्यक्तियों की सूची प्रस्तुत की

है, जो कि सभा पटल पर रख दिया गया है।
[सम्मेलन में रखा गया। देखिये सत्र 214/71]

(ग) पाइन रेजिन उद्योगों से सम्बन्धित सभी व्यक्तियों को आमन्त्रित करते हुए प्रायोजकों द्वारा समाचार पत्रों के माध्यम से इस विचार गोष्ठी के सम्बन्ध में समुचित प्रचार किया गया था।

(घ) विचार गोष्ठी को तीन अधिवेशनों में विभाजित किया गया था —

अधिवेशन I. भारत में पाइन रेजिन का इतिहास, विकास तथा भविष्य,

अधिवेशन II. विरोजा का उपयोग, विरोजा योगिका का विकास तथा उसके उपयोग का उद्योग, और

अधिवेशन III. तारपीन का उपयोग तथा तारपीन के मृदको से औद्योगिक उपयोग के लिये तारपीन (टेरपीन) योगिकों का विकास।

विचार गोष्ठी के आयोजकों ने सरकार द्वारा अभी तक कोई सुझाव नहीं प्राप्त हुआ है।

Distribution of Iron and Steel in Kerala

514. SHRI M K KRISHNAN Will the Minister of STEEL AND MINES (ISPAI AUR KHAN MANTRI) be pleased to state

(a) whether Government propose to supply iron and steel to the small-scale industries in Kerala at controlled price,

(b) whether Government have received any memorandum from the small scale industrialists in this regard, and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (ISPAI AUR KHAN MANTRALAYA MEN RAJYA MANTRI) (SHRI SHAH NAWAZ

KHAN) (a) All items of iron and steel are sold by the main producers throughout the country, including the State of Kerala, at uniform prices fixed by the Joint Plant Committee. Small quantities of steel material—less than a wagon load are distributed at regulated uniform prices through the stockyards of the main producers spread over the country. In Kerala there is a stockyard each of HSL and TISCO at Cochin, which cater to the requirements of the actual consumers in Small Scale Sector in that State.

(b) No, Sir

(c) Does not arise

राष्ट्रीय खनिज विकास निगम द्वारा बेल्लाडिला में पेलेटाइजेशन संयंत्र की स्थापना

515 श्री जगन्नाथ राव जोशी क्या इस्पात और खान मंत्री यह बताने की कृपा करेंगे कि

(क) क्या बेल्लाडिला लोह अयस्क परियोजना से बहुत अधिक मात्रा में लोह अयस्क सूक्ष्म प्राप्त हुए हैं,

(ख) क्या इस समय इन का किसी प्रकार का उपयोग नहीं हो रहा है,

(ग) क्या उक्त सूक्ष्मों के आधार पर बेल्लाडिला में पेलेटाइजेशन संयंत्र की स्थापना करने का प्रस्ताव राष्ट्रीय खनिज विकास निगम के विचारधीन है, और

(घ) यदि हा, तो यह प्रस्ताव इस समय किस अवस्था पर है और कब तक इसे स्थापित किया जायेगा?

इस्पात और खान मंत्रालय में राज्य मंत्री (श्री शाहनवाज खाँ) (क) से (ख). जी हा, इन सूक्ष्मों को भविष्य में प्रयोग के लिए पृथक्कृत भण्डारित किया जा रहा है। इन सूक्ष्मों पर आधारित पेल्टीकरण संयंत्र की स्थापना के लिए साध्यता अध्ययन का सूत्रपात किया गया है। आशा की जाती है कि साध्यता अध्ययन शीघ्र ही समाप्त हो

आयेगा। पेलटीकरण संयंत्र की स्थापना और उसकी समय सारिणी के बारे में विनिश्चय प्रायोजना की प्रीयोग—आर्थिक साध्यता पर निर्भर रहेगा।

Transfer of Officers from Andaman and Nicobar Islands

516. SHRI JAGANNATHRAO JOSHI: Will be Minister of AGRICULTURE (KRISHI MANTRI) be pleased to state :

(a) the number of Forest Officers who have requested for their transfer from the Andaman and Nicobar Islands to the mainland during the last three years ;

(b) the number of Officers already transferred and position of the other Officers who have applied for their transfers to the mainland ;

(c) whether some transfers have been made on medical advice ; and

(d) the action taken by Government on such requests ?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (KRISHI MANTRALAYA MEN RAJYA MANTRI) (SHRI SHER SINGH) : (a) Three.

(b) One IFS Officer has been transferred from Andaman & Nicobar Islands to NEFA Forest Department. The requests of other two IFS Officers could not be acceded to on account of administrative difficulties.

(c) No.

(d) No request has been received for the transfer of any officer on grounds of his ill-health.

कम उपज वाले क्षेत्रों में उपज बढ़ाने के लिये मध्य प्रदेश को केन्द्रीय सहायता।

517. श्री जगन्नाथ राव जोशी :
श्री हुकम चन्द कछवाय :

क्या कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) मध्य प्रदेश में इस समय कृषि योग्य ऐसा कितना क्षेत्र है जहाँ सिंचाई सुविधाओं के अभाव के कारण लक्ष्यों के अनुपात में उपज नहीं हो रही है ; और

(ख) इस सम्बन्ध में राज्य सरकार को गत दो वर्षों में कितनी महायता दी गई तथा वित्त वर्ष 1971-72 के दौरान कितनी महायता देने का प्रस्ताव है ?

कृषि मंत्रालय में राज्य मंत्री (श्री शेर सिंह):

(क) वर्ष 1969-70 के उपलब्ध नवीनतम आँकड़ों के अनुसार, मध्य प्रदेश में लगभग 170 लाख हेक्টার कृषि भूमि में सिंचाई की सुविधाओं का अभाव रहा।

(ख) चालू पद्धति के अनुसार, केन्द्रीय सहायता सामूहिक ऋण तथा अनुदान के रूप में दी जाती है और किसी अलग कार्यक्रम से सम्बद्ध नहीं होती। फिर भी, राज्य योजना के अन्तर्गत उपलब्ध धनराशि में से, राज्य सरकार ने वर्ष 1969-70 में सिंचाई योजनाओं पर, जिनमें मुख्य, मध्यम तथा लघु योजनाएँ शामिल हैं, 13.97 करोड़ रु० खर्च किए और वर्ष 1970-71 में 18.69 करोड़ रु० खर्च किए (पूर्वानुमानित) सन् 1971-72 में सिंचाई की योजनाओं के लिए 24.80 करोड़ रुपये के उपबन्ध की सिफारिश की गई है।

भूमिहीनों में होने वाले कृषि योग्य परती भूमि बाँटने हेतु मध्य प्रदेश को केन्द्रीय निर्देश

518. श्री जगन्नाथ राव जोशी :
श्री हुकम चन्द कछवाय :

क्या कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) मध्य प्रदेश में अनुमानतः ऐसी कृषि योग्य भूमि कितनी है जिसका आवंटन नहीं हुआ है और संसाधनों की कमी के कारण जिसकी इस समय जुताई नहीं की जा रही है ; और

(ख) कृषि योग्य परती भूमि को भूमिहीनों में बांटने और उक्त भूमि को और अधिक उपजाऊ बनाने के लिए केन्द्रीय सरकार ने राज्य सरकार को क्या निर्देश जारी किये हैं और इस सम्बन्ध में केन्द्रीय सरकार ने राज्य सरकार को कितनी सहायता दी है और दृग वारे में भावी नीति क्या है ?

कृषि मंत्रालय में राज्य मंत्री(श्री अन्नासाहिब पी. शिन्दे : (क) और (ख). जानकारी एकदम की जा रही है और सभा पटल पर रख दी जायेगी।

Discontinuance of supply of 1/4 Litre Bottle of Milk by Delhi Milk Scheme

519. SHRI B. K. DASCHOWDHURY : Will the Minister of AGRICULTURE (KRISHI MANTRI) be pleased to state :

(a) whether Delhi Milk Scheme has stopped the supply of 1/4 litre bottle of milk to the public ;

(b) if so, the reasons therefor ; and

(c) whether any representations have been received to restore its supply and the decision taken on it ?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (KRISHI MANTRALAYA MEN RAJYA MANTRI) (SHRI SHER SINGH) : (a) The supply of milk in 1/4 litre bottles was temporarily suspended by Delhi Milk Scheme from 18-1-1971.

(b) The change was made for the sake of operational convenience. The demand for supply of milk in quarter-litre bottles is much less as compared to 1/2 litre bottles. Difficulties arose in procuring 1/4 litre bottles. Change over of packing from 1/2 litre bottles to 1/4 litre bottles also presented operational difficulties.

(c) Yes After considering these representations, it has been decided to restore supply of milk in quarter-litre bottles. Necessary arrangements are being made by Delhi Milk Scheme to purchase additional quantity of 1/4 litre bottles and supply will be

resumed as soon as these bottles are received.

Strike by Coal Miners of National Coal Development Corporation's Bhurkunda Colliery, Bihar

520. SHRI JAGADISH BHATTACHARYYA : Will the Minister of LABOUR AND REHABILITATION (SHRAM AUR PUNARVAS MANTRI) be pleased to state :

(a) whether the coal miners of National Coal Development Corporation's Bhurkunda Colliery in Hazaribagh District (Bihar) went on a strike recently, if so, the details thereof ;

(b) the main demands of the workers ; and

(c) whether any measures have been taken to meet their demands ; if so, the details thereof ?

THE MINISTER OF LABOUR AND REHABILITATION (SHRAM AUR PUNARVAS MANTRI) (SHRI R. K. KHADIKAR) : (a) to (c). 709 piece-rated miners of Bhurkunda Colliery of National Coal Development Corporation Ltd. went on strike from the first shift of 15-3-71 demanding immediate supply of miners' safety boots. Following mutual discussions settlement between the parties, the strike ended from the second shift of 18-3-1971. After settlement, the management has supplied 1050 pairs of Hunter type boots and 400 pairs of approved types to the underground workers of the Colliery.

Loss incurred in Heavy Engineering Corporation, Ranchi

521. SHRI JAGADISH BHATTACHARYYA : Will the Minister of STEEL AND MINES (ISPAT AUR KHAN MANTRI) be pleased to state :

(a) the total loss incurred by the Heavy Engineering Corporation, Ranchi till now ;

(b) the reasons for the same and the steps taken by Government to avoid the loss ; and

(c) the total number of officers working in the Heavy Engineering Corporation, Ranchi in the scale of more than Rs. 15 per month ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (ISPAT AUR KHAN MANTRALAYA MEN RAJYA MANTRI) (SHRI SHAH NAWAZ KHAN) : (a) The cumulative loss incurred up to the 31st March, 1970 is Rs. 58.90 crores. The estimated loss during 1970-71 is Rs. 16.00 crores.

(b) In the initial years of production, losses in a project of this size and type are inevitable due to heavy investments and a long gestation period. To a certain extent, the losses incurred by Heavy Engineering Corporation can also be attributed to slow build-up of production due to a combination of factors, including unsatisfactory industrial relations. The heavy burden of interest, depreciation and overheads have also contributed to these losses.

A number of steps have been and are being taken over a wide front to improve planning and production control, instal objective-oriented programmes, improve the efficiency of management and the productivity of workers. As a result of these measures, the performance of Heavy Engineering Corporation is expected to improve significantly over the next two years.

(c) 67.

Loss of Cotton Produce Due to Slump in its Price in Gujarat

522. SHRI D. D. DESAI : Will the Minister of AGRICULTURE (KRISHI MANTRI) be pleased to state :

(a) whether cotton growers of Gujarat have lost heavily as cotton prices have slumped, despite a smaller all-India crop of about 53 lakhs bales ;

(b) whether it is due to introduction of a new set of tightened credit restrictions by the Central banking authorities and the present policy of the Government towards cotton ; and

(c) if so, the steps proposed to be taken by Government to ensure that Gujarat's cotton growing farmers are not discriminated and forced to sell their cotton at lower prices ?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (KRISHI MANTRALAYA MEN RAJYA MANTRI) (SHRI ANNASHAHIB P. SHINDE) : (a) In Gujarat, as well as in other cotton producing States, prices of cotton (lines) recorded sharp increases between September 1970 (the beginning of the current cotton season) and January, 1971. From February 1971, however, prices showed some fall. Despite this fall, the present prices are generally higher than those in the beginning of the season or at the corresponding period last year. The Economic Adviser's Index Number of Wholesale Prices for raw Cotton for the week ending 1st May, 1971 stood at 223.8, compared to the corresponding index 188.7 a year ago, thus showing a rise of about 19%.

(b) The fall in prices in recent months is due mainly to the withdrawal of the subordinated demand for cotton by cotton mills ; actual and prospective arrivals of imported cotton ; Credit restrictions imposed by the Reserve Bank of India and other price regulatory measures taken by Government.

(c) It is not correct to say that there is any discrimination against Gujarat's cotton growing farmers or forcing them to sell their cotton at lower prices. Whatever steps are taken are taken on the national level.

Representation from MPs regarding grievances of workers of Heavy Engineering Corporation, Ranchi

523. SHRI DINESH JOARDER :
SHRI A. K. SAHA :

Will the Minister of STEEL AND MINES (ISPAT AUR KHAN MANTRI) be pleased to state :

(a) whether Government have received a letter from any Members of Parliament regarding the grievances of the workers of the Heavy Engineering Corporation, Ranchi ;

(b) if so, the details thereof ;

(c) whether any action has been taken on the letter , and

(d) if not, the reasons therefor ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (ISPAAT AUR KHAN MANTRALAYA MEN RAJYA MANTRI) (a) to (d) Recently, some letters have been received from Members of Parliament regarding the interpretation of a clause, relating to dearness allowance, in the agreement between the management and workers of Heavy Engineering Corporation, concluded in 1969. This issue has since been satisfactorily resolved in negotiations between the management and representatives of the workers

बिहार में अकालग्रस्त तथा अभावग्रस्त क्षेत्र

524. श्री रामावतारशास्त्री क्या कृषि मंत्री यह बताने की कृपा करेंगे कि

(क) क्या बिहार सरकार ने कुछ क्षेत्रों को अकाल ग्रस्त क्षेत्र तथा कुछ क्षेत्रों को अभावग्रस्त क्षेत्र घोषित किया था ,

(ख) यदि हाँ, तो उनका पृथक-पृथक ब्यौरा क्या है ,

(ग) क्या बिहार सरकार ने राहत कार्यों के लिये केन्द्र सरकार से सहायता माँगी है ; और

(घ) यदि हाँ, तो तत्सम्बन्धी ब्यौरा क्या है तथा सरकार की इस बारे में क्या प्रतिक्रिया है ?

कृषि मंत्रालय में राज्य मंत्री (श्री अण्णा-साहेब धी० शिन्डे) (क) जी हाँ ।

(ख) जिलों की खंडों की क्षेत्र जनसंख्या सख्या सख्या (वर्ग कि० (लाखों मी० में)

(1) बिहार सरकार

द्वारा घोषित

अकाल से प्रभावित

क्षेत्र 8 20 6400 0 18.00

(2) बिहार सरकार

द्वारा घोषित

कमी में प्रभा-

वित्त क्षेत्र । 12 100 24000 0 94 00

(ग) जी हा ।

(घ) राज्य सरकार ने 12 35 करोड़ रुपये के परिव्यय की एक योजना बनाई है और भारत सरकार से 3 करोड़ रुपये की तदर्थ वित्तीय सहायता माँगी है । निर्धारित कार्य अवधि के अनुसार स्थल पर ही स्थिति का जायजा लेने के लिए योजना आयोग के अधीन अधिकारियों का एक केन्द्रीय दल गठित किया जा रहा है । दल की रिपोर्ट प्राप्त होने पर केन्द्रीय सहायता सम्बन्धी राज्य सरकार के अनुरोध पर निर्णय लिया जाएगा । दल के शीघ्र ही राज्य से दौरे पर जाने की आशा है और इसकी सूचना राज्य सरकार को भी दे दी गई है ।

अप्रैल, 1971 में वर्षा के कारण रबी की फसल को हुई हानि

525. श्री रामावतार शास्त्री . क्या कृषि मंत्री यह बताने की कृपा करेंगे कि .

(क) क्या अप्रैल, 1971 में हुई, असमय वर्षा के कारण देश के विभिन्न भागों में रबी की फसल को बहुत क्षति पहुँची है ।

(ख) यदि हा, तो तत्सम्बन्धी ब्यौरा क्या है ;

(ग) क्या इस वर्ष वर्षा के कारण बिहार और उत्तर प्रदेश के कृषकों को सबसे अधिक हानि हुई है ; और

(घ) यदि हां, तो सरकार ने उनको सहायता देने के लिये क्या कार्यवाही की है ?

कृषि मंत्रालय में राज्य मंत्री (श्री अण्णा-साहिब पी. शिन्दे) : (क) जी हां ।

(ख) से (घ) : बिहार, उत्तर प्रदेश राज्यों और चण्डीगढ़ प्रशासन में अप्रैल, 1971 में बेमौसमी वर्षा होने के कारण रबी की फसल को क्षति होने की रिपोर्टें मिली हैं । उपलब्ध जानकारी निम्न प्रकार है :—

बिहार : राज्य में अप्रैल, 1971 माह में कुछ खड़ी फसलों को क्षति पहुंचने के सम्बन्ध में रिपोर्टें मिली थी, परन्तु यह क्षति अधिकांशतः खलिहान में कटे हुए गेहूँ को 20 से 25 प्रतिशत तक पहुंची । क्षतिग्रस्त लोगों को राहत देने के लिए राज्य सरकार ने सहायता की मांग की है । एक केन्द्रीय अध्ययन दल को शीघ्र ही इस राज्य के दौरे पर जाना है और इस दल की रिपोर्टें प्राप्त होने पर आवश्यक कार्यवाही की जाएगी ।

उत्तर प्रदेश

अप्रैल, 1971 में उत्तर प्रदेश के कुछ जिलों में बेमौसमी वर्षा से काफी दूर-दूर तक क्षति हुई है । राज्य सरकार ने राहत के लिए 16,22,400 रुपये निशुल्क राहत तथा 1,35,00,000 रुपये की रकम तकावी के रूप में वितरण के लिए आवंटित की है ।

चण्डीगढ़ प्रशासन

6 ग्रामों के 420 एकड़ क्षेत्र में खड़ी फसलें बुरी तरह से प्रभावित हुई हैं । राजस्व प्राधिकारी राहत के लिए सहायता के प्रस्ताव तैयार कर रहे हैं ।

Non-Payment of Colliery Workers Wages by Victory Colliery (M) Group and Nimcha Colliery Karnari Managements

526. SHRI DINEN BHATTACHARYA : Will the Minister of LABOUR AND REHABILITATION (SHRAM AUR PUNARVAS MANTRI) be pleased to state :

(a) whether the Victory Colliery (M) Group and Nimcha Colliery Karnari managements, Raniganj, Burdwan, are withholding the workers' payments for many weeks if so, the details thereof ;

(b) whether Government have received any representation on the subject ; and

(c) whether any action has been taken by Government to force the managements of these collieries to clear the due wages to the workers ; if so, the details thereof ?

THE MINISTER OF LABOUR AND REHABILITATION (SHRAM AUR PUNARVAS MANTRI) (SHRI R. K. KHADILKAR) : (a) to (c). Information is being collected and will be placed on the Table of the House.

Increase In Minimum Bonus

527. SHRIMATI BHARGAVI THAKKAR : Will the Minister of LABOUR AND REHABILITATION (SHRAM AUR PUNARVAS MANTRI) be pleased to state :

(a) whether Government are going to increase minimum bonus from four to eight per cent ; and

(b) if so, when this decision will be implemented ?

THE MINISTER OF LABOUR AND REHABILITATION (SHRAM AUR PUNARVAS MANTRI) (SHRI R. K. KHADILKAR) : (a). There is no such proposal at present.

(b). Does not arise.

Amendments to Employees Provident Fund Act to Include Establishments having only Ten Workers

528. SHRIMATI BHARGAVI THAN-KAPPAN :
SHRI R. P. YADAV :

Will the Minister of LABOUR AND REHABILITATION (SHRAM AUR PUN-ARVAS MANTRI) be pleased to state :

(a) whether Government are considering amendments to the Employees Provident Fund Act in order to cover industrial establishments having only 10 workers ; and

(b) if so, the details of the decision taken in the matter ?

THE MINISTER OF LABOUR AND REHABILITATION (SHRAM AUR PUN-ARVAS MANTRI) (SHRI R. K. KHADILKAR) (a) and (b). The recommendation of the National Commission on Labour to extend the Act to establishments employing between 10 and 20 workers is under consideration. The proposal involves amendment of the Employees' Provident Fund and Family Pension Fund Act, 1952 and it is proposed to place the matter before the Indian Labour Conference.

Setting up of Salem Steel Plant

529. SHRI M. KATHAMUTHU :
SHRI SAMINATHAN :
SHRI S. RADHAKRISHNAN

Will the Minister of STEEL AND MINES (ISPAT AUR KHAN MANTRI) be pleased to state :

(a) what further progress has been made in setting up the Salem Steel Plant ; and

(b) the total expenditure incurred in this respect so far ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (ISPAT AUR KHAN MANTRALAYA MEN RAJYA MANTRI) (SHRI SHAH NAWAZ KHAN) : (a) The work of preparation of the Techno-economic Feasibility Studies for the Salem Special Steels Project has been

entrusted to M/s. M. N. Dastur & Co. Private Limited, Calcutta. Their report is expected by the end of August, 1971. On the advice of the Consultants, a composite block consisting of about 2,750 acres for the plant proper has been demarcated. This falls within the area already notified by the State Government under Section 4 (i) of the Land Acquisition Act. It has also been decided to go ahead with the land acquisition proceedings in phased manner. The area for the development of the township has also been provisionally demarcated. Hindustan Steel Works Construction Limited have been entrusted with the work of carrying out exploratory work in connection with the mining of Kanjimalai iron ore deposits and preliminary site work and soil studies. Hindustan Steel Works Construction Limited have also set up an office at Salem. Negotiations with the concerned agencies, for the tests to be conducted on various raw materials are in progress. The Survey of India have undertaken the detailed topographical survey work of the project site and the township area. The printed survey maps are expected to be ready in June, 1971. The Railways have also commenced survey work for the provision of marshalling and exchange yards and other railway facilities etc.

(b) The total expenditure incurred so far on the Sale Project is about Rs. 6.33 lakhs.

Scheme for Distribution of Seeds, Fertilisers and Plant Protection Materials

530. SHRI M. KATHAMUTHU : Will the Minister of AGRICULTURE (KRISHI MANTRI) be pleased to state :

(a) whether a study conducted by the U. P. Agricultural University, Pantagar has shown that the gap between the market price of high-yielding varieties and the 'deshi' seeds is widening ;

(b) whether the study has also shown that the farmers with limited resources find it difficult to use improved seeds because of the high costs of inputs required for the adoption of such seeds ; and

(c) if so, whether Government have any proposal to set up a suitable machinery

for the distribution of seeds, fertilisers and plant protection materials at reasonable rates ?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (KRISHI MANTRALAYA MEN RAJYA MANTRI) (SHRI ANNASAHFB P. SHINDE): (a) No, Sir.

(b) No, Sir. Generally both big and small farmers use less than the recommended dosages of inputs.

(c) The State Governments are responsible for distribution of all inputs like seeds, fertilisers and pesticides through departmental agencies, cooperatives, agro-industries corporations and private dealers. So far as seeds are concerned, there has been a downward trend in prices. There is, however, no statutory control over the price of seeds and pesticides. Nevertheless, in order to bring down the prices of pesticides, the Government of India have given reduction in customs duty on 63 essential items of pesticides when imported in technically pure form. Moreover, pesticides which are mostly distributed by the State Departments of Agriculture are purchased on rate contract/tender and sold to farmers on no-profit-no-loss basis or at subsidised rates. In case of epidemics pesticides are supplied to farmers at 50 % cost under the Calamities Relief Fund of the Central Government. As regards fertilisers, the maximum selling price of four important nitrogenous fertilisers are statutorily controlled. Besides, recently the price of urea has been

reduced by Rs. 20/- per ton. The imported fertilisers are distributed by the Central Fertiliser Pool at a uniform fixed price throughout the country upto the nearest railhead destinations. The Central Fertiliser Pool operates on a no-profit-no-loss basis. The economies made in the import of fertilisers are generally sought to be passed on to the farmers by way of price reduction.

Prices of Bars, Rods and Torsteel

531. SHRI YAMUNA PRASAD MANDAL :
SHRI INDER J. MALHOTRA :

Will the Minister of STEEL AND MINES (ISPAT AUR KHAN MANTRI) be pleased to refer to the reply given to Starred Question No. 309 on the 24th November, 1970 regarding prices of bars, rods and torsteel and state :

(a) whether Government have since taken any decision to fix the prices of bars ; rods and torsteel manufactured by re-rollers ; and

(b) if so, the details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (ISPAT AUR KHAN MANTRALAYA MEN RAJYA MANTRI) (SHRI SHAH NAWAZ KHAN : (a) Yes, Sir.

(b) The following table gives the schedule of prices of or bars & rods from 1.5.1971 :

Schedule of Prices
(Effective from midnight of 30-4-71/1-5-71)

Category	Base price in Rupees per tonne FOR/FCT (Free on Truck) Re-rollers Works		
	Standard IS-226	Commercial IS-1977	Offgrade
(a) Bars & Rods (excl. Flats) 14mm & below in straight lengths.	1061	1051	1041
(b) Bars & Rods (excl. Flats) 14mm & below in coils.	1046	1036	1026
(c) Flats not exceeding 10mm in thickness.	1051	1041	1031
(d) Bars, Rods & Flats other than (a), (b) and (c).	1041	1031	1021

Existing J P C extras for sections sizes, quality and all other applicable extras will be in addition to the above base prices

Rise in prices of Steel

532 SHRI YAMUNA PRASAD MANDAL
SHRI SHIVNATH SINGH

Will the Minister of STEEL AND MINES (ISPAT AUR KHAN MANTRI) be pleased to state

(a) whether prices of steel have gone high during the last three months

(b) if so, by how much the prices of steel in 1971 have gone up as compared to 1968 and the last year separately, and

(c) the steps taken to bring down the prices of steel

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (ISPAT AUR KHAN MANTRAIAYA MEN RAJYA MANTRI) (SHRI SHAHNAWAZ KHAN) (a) No Sir The OPC prices and HSL stockyard prices of steel have remained unchanged since 1 1 1970

In order to bring down the prices of re rolled products, Government have however, evolved a scheme to regulate the distribution and prices of Billet re-rollers' products The Scheme came into effect from 1 5 1971 In this connection the announcement by B R C (No 1 dated April 26, 1971) may be seen in the Statement laid on the Table of the House [Placed in Library See No I T-215 71]

(b) Since 1968, there have been two revisions of OPC prices, other than what has been mentioned in para (a) above One revision was in July, 1968, resulting in an average increase in price of approximately Rs. 46 per tonne The second increase was effective from 1st January, 1970, raising prices by about Rs 75 per tonne

(c) There is no proposal at present to bring down the OPC prices

बेलाडिला में एक इस्पात कारखाने की स्थापना

533 श्री हुसम खन्ड कछवाय क्या इस्पात तथा खान मंत्री यह बताने की कृपा करेंगे कि

(क) क्या यह बात पूरी तरह निश्चित हो गई है कि बस्तर में बेलाडिला के स्थान पर एक इस्पात कारखाना स्थापित किया जा सकता है,

(ख) क्या बेलाडिला में एक इस्पात कारखाना स्थापित करने का निर्णय कर लिया गया है, और

(ग) यदि नहीं, तो इसके क्या कारण हैं ?

इस्पात और खान मन्त्रालय में राज्य मंत्री (श्री शाह नवाज खान) (क) जी नहीं।

(ख) और (ग) भविष्य में स्थापित किए जाने वाले इस्पात कारखानों के स्थल निर्धारण के बारे में आगे अध्ययन करते समय देश के अन्य उपयुक्त स्थलों के साथ-साथ बेलाडिला पर भी विचार किया जाएगा।

बेरोजगार डाक्टर

534 श्री हुसम खन्ड कछवाय क्या भ्रम और पुनर्वासि मंत्री यह बताने की कृपा करेंगे कि (क) पिछले दो वर्षों के दौरान बेरोजगार कार्यालयों में कितने डाक्टरों ने अपना नाम पंजीकृत कराया है,

(ख) इस समय देश में बेरोजगार डाक्टरों की संख्या कितनी है,

(ग) क्या बेरोजगार डाक्टरों को बेरोजगार उपलब्ध कराने सम्बन्धी कोई योजना सरकार के विचाराधीन है, और

(घ) यदि हा, तो तत्सम्बन्धी व्यौरा क्या है और बित्तीय वर्ष 1971-72 के दौरान कितने

डाक्टरों को रोजगार उपलब्ध किये जाने की सम्भावना है ?

भ्रम और पुनर्वास मंत्री (श्री आर० के० खाडिलकर) : (क) 1969 के दौरान 2,404 और 1970 के दौरान 4,011 ।

(ख) यथा तथ्य जानकारी उपलब्ध नहीं है । उपलब्ध जानकारी केवल नियोजन कार्यालयों के चालू रजिस्ट्रारों में दिनांक 31-12-1970 तक दर्ज लोगों की संख्या से सम्बन्धित है जो 2,497 थी ।

(ग) और (घ) . यह तथ्य है कि ग्रामीण क्षेत्रों में डाक्टरों की कमी है और इसलिए डाक्टरों में बेरोजगारी नहीं होनी चाहिये । फिर भी हो सकता है कि ग्रामीण क्षेत्रों में जाने के लिए डाक्टरों के राजी न होने के कारण चिकित्सा-सनातक शहरी इलाकों में नियुक्ति अवसरपाने में कठिनाई अनुभव करते हों । डाक्टरों को ग्रामीण क्षेत्रों में काम करने का प्रोत्साहन देने के लिए विशेष उपायो यथा विशेष भत्ता देकर परिलब्धियां बढ़ाना और अन्य सुविधाएं जैसे रहने और काम करने के लिये स्थान का प्रबन्ध करना, सभी ऋतुओं में उपयुक्त आने जाने का रास्ता आदि की सुविधा जुटाने पर विचार किया जा रहा है । सरकार ने देश के ग्रामीण क्षेत्रों में अपनी सेवाएं सुलभ करने के लिए डाक्टरों से विशेष अनुरोध भी किया है ।

Educated Unemployed

535. **SHRI R.S. PANDEY :**
SHRI P.K. DEO :
SHRI C. CHITTIBABU :

Will the Minister of **LABOUR AND REHABILITATION (SHRAM AUR PUNARVAS MANTRI)** be pleased to state :

(a) whether unemployment among the highly educated and technically qualified men in the country is assuming alarming proportions ;

(b) if so, what steps are contemplated to create suitable employment opportunities for these classes ;

(c) whether consultations have taken place with the State Governments on this issue and if so, what are their views ; and

(d) whether Government would evolve a policy to afford employment to the highly qualified youngmen on priority basis and make categories of the unemployed as per their qualifications ?

THE MINISTER OF LABOUR AND REHABILITATION (SHRAM AUR PUNARVAS MANTRI) (SHRI R. K. KHADILKAR) : (a) Precise information regarding the number of unemployed (including the educated) in the country is not available. However, there has been an increase in the number of educated unemployed registered with the employment exchanges.

(b) and (c). A statement is attached.

(d) The question of providing employment to the highly qualified youth is being constantly examined by the Government. Unemployed persons are already being registered and categorised by educational qualifications at the Employment Exchanges.

Statement

Continuous efforts are being made to create more and more employment opportunities for unemployed persons (including the educated) through implementation of various development programmes included in the Fourth Five Year Plan in the field of agriculture, industry, transport, communication, irrigation and power, social services such as education, health and family planning and social welfare.

Increasing stress on rural electrification and diversification of industrial activity in rural areas and the development of agro-based industries would require persons with higher qualifications ; educated youth in rural areas are likely to benefit by these developments. Organised industries and mining are likely to offer a large number of

openings to engineers, technicians, skilled, semi-skilled and unskilled workers. The services sector such as general administration, education, health and family planning are also expected to provide considerable employment opportunities to teachers and doctors and para-medical personnel.

For certain categories of highly educated persons like engineers and technicians, special measures for meeting the situation have been initiated.

Steps are also being taken to strengthen the Career Advising and Vocational Guidance Services in Universities and Schools to channelise the youth into productive employment/self-employment. Simultaneously, a programme for training-in-industry and reorientation of existing training programmes is envisaged with a view to making the educated unemployed (particularly the engineers and craftsmen) better equipped for self-employment and employment.

A Conference of Chief Secretaries of all States and Union Territories was held in June 1970 where the various special schemes such as the small farmers' agencies and rural works programmes (including schemes for chronically drought affected areas) were discussed with the State Government/Union Territories to ascertain views and difficulties in implementing these schemes. Another Conference of Chief Secretaries was held in April, 1971 with a view to discussing the various aspects of employment generating schemes.

Bangla Desh Refugees in Tripura

536. SHRI BIREN DUTTA : Will the Minister of LABOUR AND REHABILITATION (SHRAM AUR PUNARVAS MANTRI) be pleased to state :

(a) the number of displaced persons who have entered into Tripura since "Swadhin Bangla" movement started ;

(b) how many camps have been started to give them shelter ;

(c) what amount of food is provided per individual ;

(d) whether any central officers have been appointed for the relief work ; and

(e) if so, the nature of his work ?

THE MINISTER OF LABOUR AND REHABILITATION (SHRAM AUR PUNARVAS MANTRI) (SHRI R. K. KHADILKAR) : (a) Upto 18-5-1971, 6,17,777 persons had entered Tripura from East Bengal as per break-up given below :—

	In Camps	Outside Camps	Total
	3,02,777	3,15,000	6,17,777
(b) 15.			
(c) Rice	...	400 Grams	
Dal	...	100 Grams	
Vegetable	...	300 Grams	

In addition cooking oil, spices and salt are also supplied.

(d) and (e). A Liaison Officer is being appointed by the Department of Rehabilitation to liaise with the State Government for the purpose of coordination of work relating to relief.

Strike by Workers in Office of Food Corporation of India, Calcutta

537. SHRIMATI BIBHA GHOSH : Will the Minister of AGRICULTURE (KRISHI MANTRI) be pleased to state :

(a) whether the employees who are engaged in loading and unloading of food in Food Corporation of India, Calcutta went on a hunger strike before the office of Zonal Manager of the Corporation during April, 1971 ;

(b) if so, the details thereof ;

(c) the main demands of the workers ; and

(d) whether Government have taken any measures to redress their grievances ?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (KRISHI MANTRALAYA MEN RAJYA MANTRI) (SHRI ANNASAHEB P. SHINDE) : (a). Yes, Sir.

(b) From 9th April, 1971 the workers resorted to relay fasts, demonstrations, gherao of officers and adopted go-slow tactics.

(c) The main demands of the workers were :

(i) Departmentalisation of labour working at railway sidings at Calcutta, in the Pandua depot, in Jagannathghat group of depots in Calcutta, CWC/SWC depots where labour has not yet been departmentalised and in the three depots in Bihar viz. Jamshedpur, Gaya and Mokameh ;

(ii) Re-employment of about 700 workers alleged to have been retrenched by the storing agents and abolition of storing agency system ;

(iii) Introduction of monthly wages for departmentalised workers.

(d) A negotiated settlement had been reached and the hunger strike was called off from the afternoon of 11th May, 1971.

Loss incurred by the Mysore Iron and Steel Limited

538 SHRI G.Y. KRISHNAN : Will the Minister of STEEL AND MINES (ISPAT AUR KHAN MANTRI) be pleased to state :

(a) whether the Mysore Iron and Steel Limited has shown heavy losses ;

(b) if so, the details thereof ; and

(c) the steps Government have taken to improve the working of the Mysore Iron and Steel Limited ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (ISPAT AUR KHAN MANTRALAYA MEN RAJYA MANTRI) (SHRI SHAH NAWAZ KHAN) : (a) and (b). According to the information furnished by the Mysore Iron & Steel Limited which is an Undertaking of the Government of Mysore, the Company has been incurring losses since 1967-68. The losses year-wise, are given below :

Year	Net loss in lakhs of rupees
1967—68	Rs. 206.66
1968—69	Rs. 268.32
1969—70	Rs. 239.37
1970—71	Rs. 151.05 (provisional)

(c) Mysore Iron and Steel Limited are taking advance action for timely procurement of essential spares and raw materials to ensure continuous production and they are also formulating proposals for reduction of heavy interest charges by converting part of the loans into equity. A close watch is also being kept on the rate of production.

Demand for Compensation due to Defective RS-09 Tractors Purchased

539. SHRI G.Y. KRISHNAN :
SHRI P.K. DEO :

Will the Minister of AGRICULTURE (KRISHI MANTRI) be pleased to state :

(a) whether several State Governments and Associations have demanded compensation for the loss suffered due to the defective RS-09 tractors ;

(b) if so, the names thereof ; and

(c) the reaction of Government thereto ?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (KRISHI MANTRALAYA MEN RAJYA MANTRI) (SHRI ANNASAHEB P. SHINDE) : (a) to (c). A demand was received from the Government of Andhra Pradesh and also the Andhra Pradesh RS-09 Tractor Owner's Association for compensation for the loss suffered due to the defective RS-09 tractors. A reference about the losses by the farmers

on account of defective RS-09 tractors was also received from the Punjab RS-09 Tractor Owner's Association. However, the main demand was about the return of RS-09 tractors and their replacement with other tractors. A Protocol about the return of modified RS-09 tractors has been signed by the S.T.C. with the G.D.R. Suppliers on 21-2-1971. The concerned State Agro-Industries Corporations have also been informed to replace these tractors with Zetor and Ursus tractors to the extent possible.

Workers' Wage Freeze

540. SHRI S. M. BANERJEE : Will the Minister of LABOUR AND REHABILITATION (SHRAM AUR PUNARVAS MANTRI) be pleased to state :

(a) whether Government had no intention to have wage freeze in respect of workers ;

(b) whether any final decision has been taken in this regard ; and

(c) if not, the reason for the same ?

THE MINISTER OF LABOUR AND REHABILITATION (SHRAM AUR PUNARVAS MANTRI) (SHRI R. K. KHADILKAR) : (a) Government had no such intention.

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

Abolition of Contract System of Labour

541. SHRI S. M. BANERJEE : Will the Minister of LABOUR AND REHABILITATION (SHRAM AUR PUNARVAS MANTRI) be pleased to state :

(a) where State Governments have agreed to abolish contract system in accordance with the law passed by the Centre ;

(b) if not, the names of those States which have not agreed ; and

(c) the reasons for the same ?

THE MINISTER OF LABOUR AND REHABILITATION (SHRAM AUR

PUNARVAS MANTRI) (SHRI R. K. KHADILKAR) : (a) to (c). The Central Government have brought the provisions of the Contract Labour (Regulation and Abolition) Act, 1970 and the Rules framed thereunder into force with effect from the 10th February, 1971. So far as the establishments, for which the State Governments are the Appropriate Government, are concerned, the State Governments have been requested to frame rules and enforce the Act. They are taking action accordingly.

Strike by Employees Provident Fund Organisation Workers

542. SHRI S. M. BANERJEE : Will the Minister of LABOUR AND REHABILITATION (SHRAM AUR PUNARVAS MANTRI) be pleased to state :

(a) whether the employees of the Employees Provident Fund Organisation throughout the country went on a day's token strike on the 16th April, 1971 ;

(b) if so, their demands ;

(c) whether these demands are outstanding since long, despite several assurances by the Shram Mantri and Mantralaya ; and

(d) what further steps have been taken to settle these demands by bi-partite talks ?

THE MINISTER OF LABOUR AND REHABILITATION (SHRAM AUR PUNARVAS MANTRI) (SHRI R. K. KHADILKAR) : The administration of the Employees' Provident Fund is the concern of the Central Board of Trustees set up under the Employees' Provident Funds and Family Pension Fund Act, 1952 and not the direct concern of the Government of India. The Provident Fund authorities have intimated as under :—

(a) On the 16th April, 1971, of the 16 offices of the Employees' Provident Fund Organisation (including Central Office) a majority of the employees of the Central Office and six Regional Offices of Bihar, Gujarat, Maharashtra, Mysore, Rajasthan and Uttar Pradesh absented themselves from duty without authority.

(b) A statement containing the 9 demands of the All India Employees' Provident Fund Staff Federation is attached.

(c) Of the 9 demands, 7 had been included in the 2nd Charter of demands submitted by the Federation in June 1969. These were pending because the Federation did not furnish the grounds in support of the demands, for nearly 16 months. No assurances have been given by the Shram Mantri or the Shram Mantralaya about the acceptance of these demands.

(d) By-partite talks on the 9 demands had, however, taken place between the Central Provident Fund Commissioner and the representatives of the All India Employees Provident Fund Staff Federation at New Delhi on 18-1-71 and a report was submitted to the Central Board of Trustees. The Central Board of Trustees set up a Committee to examine the demands. The recommendations of the Central Board of Trustees on the report of the Committee will be referred to Government shortly for appropriate action, where necessary.

Statement

1. Revision of pay scales to bring the scales of the pay of the employees with those available in the Reserve Bank of the 'A' Class Banks pending provision of a need based living minimum wage.

2. Payment of House Rent allowance at the rate of 20% of the pay in respect of the employees in Andhra Pradesh, Assam, Bihar, Gujarat, Kerala, Madhya Pradesh, Mysore, Orissa, Punjab, Rajasthan and Uttar Pradesh, at the rate of 25% in respect of the employees of West Bengal, Delhi and Tamil Nadu and at the rate of 30% of the pay of the Employees of Maharashtra Region (pay means basic pay plus dearness pay).

3. Sanction of staff in different cadres as per the existing yardstick to start with pending creation of adequate posts as demanded by the Federation.

4. Reduction of workload (i.e.) 1000 accounts per Auditor in the Accounts side

and 25 exempted/unexempted establishments per clerk in the enforcement side; the yardstick in respect of the Central Office should be prescribed.

5. Amalgamation of the Lower Division and Upper Division Clerk cadres into a common clerical cadre.

6. Reservation of 25% of clerical vacancies for promotion of unqualified Class IV staff on completion of 7 years service and creation of new posts such as Record Sorters, Record Keeper, Gestetner Operators, additional posts of Daftries etc. to increase the promotional avenues of the Class IV employees.

7. Grant of recognition to the All India Employees' Provident Funds Staff Federation and its affiliated units, a list of which has already been furnished.

8. Regularisation of all ad-hoc appointments in various cadres irrespective of the length of service put in by the ad-hoc appointees.

9. Withdrawal of all repressive measures such as terminations, suspensions, stoppage of increments, pay cuts etc.

कर्मचारी राज्य बीमा निगम का अध्यक्ष डिजाइन

543. श्री अटल बिहारी वाजपेयी क्या भ्रम और पुनर्वास मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार का ध्यान प्राक्कलन समिति की इस आशय की सिफारिश की ओर दिलाया गया है कि कर्मचारी राज्य बीमा निगम के अध्यक्ष पद पर भ्रम मंत्री को नियुक्ति करने के बजाय किसी ऐसे प्रमुख जनसेवी को नियुक्त किया जाना चाहिए जिसे भ्रमियों के कल्याण कार्य का अनुभव हो; और

(ख) यदि हाँ, तो अभी तक इस सिफारिश को स्वीकार न किये जाने के क्या कारण हैं ?

धन और पुनर्वास मंत्री (श्री आर० के० खाडिलकर) : (क) जी, हाँ।

(ख) कर्मचारी राज्य बीमा अधिनियम, 1948 के अन्तर्गत केन्द्रीय सरकार अन्य बातों के साथ (क) नियोजकों द्वारा दिये जाने वाले अंशदान की दर निश्चित करने और (ख) योजना के कार्य संचालन में मानको तथा लाभों की एक-रूपता और विभिन्न राज्य सरकारों में समन्वय बढ़ाने के लिए उत्तरदायी है, जबकि राज्य सरकारें कर्मचारी बीमा योजना के अन्तर्गत चिकित्सा की देख-रेख के प्रशासन के लिए जिम्मेदार हैं। निगम हाल ही में वित्तीय कठिनाइयों का सामना करता रहा है। उपलब्ध साधनों के अन्दर व्यय को सीमित करने के लिए हमने कुछ निर्णय लिए, जिनमें प्रति कर्मचारी के वार्षिक चिकित्सा देख-रेख करने वाले व्यय की सीमा निश्चित करना शामिल है। सरकार के मत में, इस योजना के प्रशासन में राज्य सरकारों का सहयोग लेने और व्यय में बचत करने के लिए उठाये गये कुछ प्रयासों की क्रियान्वित करवाने के लिए फलहाल केन्द्रीय मंत्री को इस निगम का अध्यक्ष बनाये रखना आवश्यक है।

इस प्राक्कलन समिति की सिफारिश पर भी कर्मचारी राज्य बीमा निगम की स्थायी समिति तथा निगम ने भी विचार किया और दोनों ही का यह मत था कि निगम के व्यापक हित में कुछ समय के लिए वर्तमान व्यवस्था को जारी रखा जाना चाहिए।

इसलिए सरकार प्राक्कलन समिति की सिफारिश नहीं मान सकती। परन्तु समिति ने हाल ही में अपनी सिफारिश पर पुनः जोर दिया है। मामले की और छानबीन की जा रही है।

Setting up of New Steel Plants

544. SHRI SAMAR GUHA : Will the Minister of STEEL AND MINES (ISPAI AUR KHAN MANTRI) be pleased to state :

(a) whether Government have decided to set up new steel plants ;

(b) if so, the places where such plants will be set up ;

(c) whether tenders have been floated for designing and construction of such steel plants ;

(d) whether any engineering concern received order for designing and constructing such plants ; and

(e) if so, the names of the concerning of such designers and constructing concerns ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (ISPAI AUR KHAN MANTRALAYA MEN RAJYA MANTRI) (SHRI SHAH NAWAZ KHAN) : (a) and (b) Yes, Sir. The decision to set up a special steel plants at Salem in Tamil Nadu ; an integrated mild steel plant each at Hospet in Mysore and in the coastal region of Visakhapatnam in Andhra Pradesh was announced by the Prime Minister in the Lok Sabha on April, 17, 1970.

(c) to (e). The Central Engineering and Design Bureau of Hindustan Steel Limited have been appointed Consultants for the preparation of the Techno-economic Feasibility Report for the Hospet Project and Messrs M N Dastur & Company Private Ltd. have been appointed Consultants for the preparation of such Reports for the Salem and Visakhapatnam Projects. It is only after the Feasibility Reports are submitted and approved that work can commence on the preparation of Detailed Project Reports. The question of taking up the construction work will be considered after this stage. Certain preliminary site studies have, however, been entrusted to the Hindustan Steel Works Construction Limited (a Public Sector Undertaking).

Working Conditions of Collieries near Andal, West Bengal

545. SHRI S.A. MURUGANANTHAM: Will the Minister of LABOUR AND REHABILITATION (SHRAM AUR PUNARVAS MANTRI) be pleased to state :

(a) whether the underground working conditions of the proper Kajera Colliery near

Andal and Madra Colliery (Birlas) near Andal have been thoroughly inspected by the Khan Vibhag in between September, 1970 to April, 1971; if so, when;

(b) whether numerous violations of the Mines Act, Rules and Regulations have been detected, if so, the details thereof;

(c) what specific steps have been taken against the managers, agents and directors of the concern for these violations; and

(d) whether all the defects and irregularities as pointed out by the Khan Vibhag have been removed?

THE MINISTER OF LABOUR AND REHABILITATION (SHRAM AUR PUNARVAS MANTRI) (SHRI R.K. KHADILKAR): (a) to (d). A statement giving the information in regard to the Proper Kajora and Moira Collieries is laid on the Table of the House. [*Placed in Library.* See No. LT-216/71].

Steps to check losses suffered by Consumers Cooperatives

547. SHRI S. A. MURUGANANTHAM: Will the Minister of AGRICULTURE (KRISHI MANTRI) be pleased to state:

(a) whether a large number of Consumer Cooperatives in the country have incurred losses in their working;

(b) if so, the reasons therefor;

(c) whether efforts have been made to run these Cooperatives economically; and

(d) If so, the details of the steps taken in this direction?

THE DEPUTY MINISTER IN THE MINISTRY OF AGRICULTURE (KRISHI MANTRALAYA MEN UP MANTRI) (SHRI JAGANNATH PAHADIA): (a) Yes, Sir.

(b) The main reasons are: (i) decline in their sales turnover in recent years due

to relaxation of controls on food-grains and sugar, which formed bulk of their business; (ii) adverse fluctuation in prices of agricultural commodities; (iii) high overhead costs as against low margins of profit, especially on controlled commodities; (iv) large over-dues from member societies, against supplies made on credit; (v) injudicious purchases and lack of inventory control; (vi) comparative inexperience of management and staff; and (vii) in some cases, mismanagement, heavy shortage in stocks, pilferages, and other mal-practices.

(c) Yes, Sir.

(d) Through inspections and studies conducted at Central and State levels, the reasons for uneconomic working of Consumer Cooperatives in general, as also of individual institutions, have been identified, and measures for improvement in their working have been spelt out. General guidelines, together with detailed suggestions in respect of various Cooperative Stores, have been sent to State Governments. The problems, and the remedial measures therefor, are discussed at Conferences, Seminars, meetings of the Central Advisory Committee on Consumer Cooperatives, and other forums, and the decisions and recommendations circulated to all concerned. A Sub-Committee of the Central Advisory Committee on Consumer Cooperatives studied the working of Consumer Cooperatives in five States, and its reports, containing its observations and recommendation for improvement have been circulated to State Governments.

Amendment of Employees Provident Fund Act

548. SHRI S. A. MURUGANANTHAM: Will the Minister of LABOUR AND REHABILITATION (SHRAM AUR PUNARVAS MANTRI) be pleased to state:

(a) whether Government propose to amend the Employees provident Fund Act;

(b) if so, the nature of amendments proposed to be made; and

(c) when the amending Bill is proposed to be brought before Parliament?

THE MINISTER OF LABOUR AND REHABILITATION (SHRAM AUR PUNARVAS MANTRI) (SHRI R. K. KHADILKAR) : (a) to (c). A proposal to amend the Employees' Provident Funds and Family Pension Fund Act, 1952 to make *inter-alia* the penal provisions more stringent is under consideration.

Threat by Bihar Government to Sugar Mills

549. SHRI N. K. SANGHI : Will the Minister of AGRICULTURE (KRISHI MANTRI) be pleased to state :

(a) whether the final sugar levy prices have not been fixed since 1969-70 and that the deliveries are being continued at the provisional rates fixed for 1969-70 season ;

(b) whether this has not created financial crisis in the sugar industry with the result that large amounts are due from the mills for their cane purchases ;

(c) whether the Bihar Government have threatened the mills that the stocks held by them would be seized and sold to make payments for their cane purchases ; and

(d) the steps proposed to be taken to meet the difficulties faced both by the mills and the cane growers ?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (KRISHI MANTRALAYA MEN RAJYA MANTRI) (SHRI SHER SINGH) : (a) The prices of levy sugar for 1969-70 season which was initially fixed on 20th February, 1970 and renotified without excise duty on 1st March, 1970 were revised on 23rd April, 1970 in respect of some zones. No further revision was considered necessary. Control over price and distribution of sugar has now been removed.

(b) No, Sir.

(c) The Government of Bihar have directed the local officers to take legal steps for enforcing payment of cane price and instructed them to ensure priority being given

to the payment of arrears of cane price to the farmers out of the proceeds of sale of sugar.

(d) (i) The authorities concerned have been requested to arrange adequate credit facilities by commercial banks to sugar factories.

(ii) To reduce the disparity in proportion of stocks with factories, releases of sugar for sale have been linked to stocks instead of to production. Additional quantities of sugar have also been released to such factories for free sale.

(iii) The State Governments have been asked to arrange for prompt payment of cane dues by factories and to take stringent measures including coercive steps against the defaulting factories.

Procurement Target and Supply of Rice to States

550. SHRI N. K. SANGHI : Will the Minister of AGRICULTURE (KRISHI MANTRI) be pleased to state :

(a) whether the Green Revolution had the least effect on rice production and if so, the steps being taken to increase the production ;

(b) the procurement target for rice this year ;

(c) whether West Bengal alone have requested the Centre for supply of 6.95 lakh tonnes of rice which is 50 per cent more than the procurement target for the State this year ; and

(d) whether other States have made similar requests and if so, their names ?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (KRISHI MANTRALAYA MEN RAJYA MANTRI) (SHRI ANNASHEB P. SHINDE) : (a)

Between 1966-67 and 1969-70, the Green Revolution has been most pronounced in the case of wheat production whereas in the case of rice its impact has been relatively small. However, the coverage under high yielding varieties and production during 1969-70 and 1970-71 give hope for considerable progress in rice production in the coming years. Steps being taken to increase rice production include trials with several newly evolved high yielding varieties, intensive coordinated research, emphasis on irrigation and water management, supply of inputs and credit and farmer's training.

(b) A statement showing the target of rice procurement recommended by the Agricultural Prices Commission for 1970-71 is enclosed.

(c) The latest assessment of the Government of West Bengal places their requirements of rice from the Central pool during 1971 at 6.25 lakh tonnes for Public distribution and an additional 2 lakh tonnes for East Pakistan evacuees.

(d) The only State in the case of which the requirement of rice from the Central pool is 50 per cent or more than the procurement target is Kerala.

Statement

Targets of procurement of rice during 1970-71 marketing season (1st November, 1970 to 31st October, 1971) recommended by the Agricultural Prices Commission

State	Target (In '000 tonnes)
1	2
Andhra Pradesh	650
Assam	225
Bihar	100
Gujarat	50
Haryana	275

* The State Government had revised this target to 4.5 lakh tonnes.

1	2
Jammu & Kashmir	75
Kerala	150
Madhya Pradesh	425
Maharashtra	250
Mysore	125
Orissa	350
Punjab	400
Rajasthan	—
Tamil Nadu	700
Uttar Pradesh	275
West Bengal	600*
Union Territories	50
Total	4700

Rated Capacity and actual Production of Steel in Public Sector Steel Plants

551. SHRI N. K. SANGHI :
SHRI BHOGENDRA JHA :
SHRI S. R. DAMANI :

Will the Minister of STEEL AND MINES (ISPAT AUR KHAN MANTRI) be pleased to state :

(a) whether steel output has suffered a set back and is short of target production by one million tonnes ;

(b) the rated capacity and actual production in each of the public sector steel plants ;

(c) the reasons for the shortfall ; and

(d) the steps being taken to achieve the target production ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (ISPAT AUR KHAN MANTRALAYA MEN RAJYA MANTRI (SHRI SHAH NAWAZ KHAN) : (a) and (b) The following table shows the rated capacity, target

and actual production of saleable steel in the three public sector steel plants during the year 1970-71. It will be seen from the table that the actual production of 2.6 million tonnes was short of the target of 3.4 million tonnes by 0.8 million tonnes.

Production of Saleable Steel in 1970-71

Name of Plant	Rated capacity	Target	('000 tonnes) Actual Production
Bhilai	1965	1707 0	1548.6
Durgapur	1239	695.1	412 6
Rourkela	1225	1044.4	683.6
	4429	3446 5	2644 8

(c) Production in Bhilai has been adversely affected by shortage of refractories and locos. Industrial relations were disturbed throughout the year in Durgapur and during the first half of the year in Rourkela. There were also certain technical/operational deficiencies at these Plants.

(d) Hindustan Steel Limited expect that, subject to satisfactory industrial relations, production of steel from their steel plants at Bhilai, Rourkela and Durgapur in 1971-72 would exceed the actual production in 1970-71 by nearly 10 million tonnes of steel ingots. Towards this end, they are taking all necessary measures which include organisation of maintenance programmes for enhancement of equipment availability, speeding up major capital programmes so as to correct existing imbalances in production facilities, procurement of raw materials, essential spares, refractories, locos and introduction of technological improvements etc. For this, a three-year rolling plan is being prepared for each plant. A close watch is being kept on the rate of production and the organisation is being geared up to attain the annual production targets.

Setting up of a Refractory Project at Bhilai

552. SHRI SUBODH HANSIDA : Will the Minister of STEEL AND MINES (ISPAT AUR KHAN MANTRI) be pleased to state :

(a) whether a refractory project is proposed to be installed at Bhilai with a capacity of one lakh tonnes ; and

(b) the plan outlay of the project and when it is likely to be started and completed ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (ISPAT AUR KHAN MANTRALAYA MEN RAJYA MANTRI) (SHRI SHAH NAWAZ KHAN) : (a) Yes, Sir.

(b) On the basis of the feasibility Study, the capital outlay for the project is estimated at Rs. 13.1 crores. The Detailed Project Report is now under preparation. The construction of the Plant is likely to start in the third quarter of 1972 and the

Plant is expected to be commissioned in 1975.

Prices of Stainless Steel Goods

553. SHRI SUBODH HANSDA : Will the Minister of STEEL AND MINES (ISPAT AUR KHAN MANTRI) be pleased to state :

(a) whether the prices of finished goods of stainless steel are very high, in comparison to 1969-70 ;

(b) whether this is due to defective distribution as well as shortage of steel in the country ; and

(c) if so, whether Government have any plan to bring down the prices ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (ISPAT AUR KHAN MANTRALAYA MEN RAJYA MANTRI) (SHRI SHAH NAWAZ KHAN) : (a) There is no price or distribution control on finished goods of stainless steel such as utensils, fountain pen nibs, watch straps, razor blades, watch parts, hospital equipment etc. Hence precise information is not available.

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

Financial Aid from United Nations Development Programme for Coconut

554. SHRI R. KADANAPALLI :
SHRI B. NARAYANAN :

Will the Minister of AGRICULTURE (KRISHI MANTRI) be pleased to state :

(a) whether recently the Asian Coconut Community has been assured of technical help and financial assistance under United Nations Development Programme ;

(b) whether the Food and Agriculture Organisation has also pledged to help in intensifying research connected with the step-

ping up of production plant protection and processing of cocount products ; and

(c) if so, the details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (KRISHI MANTRALAYA MEN RAJYA MANTRI) (SHRI ANNASAHIB P. SHINDE) : (a) to (c). The observers of the United Nations Development Programme and the Food and Agriculture Organisation who attended the 4th Session of the Asian Coconut Community held recently in New Delhi indicated that the two organisations would be willing to give favourable consideration, within the limits of their resources, to any specific request that is made to them particularly with regard to mutual visits of suitable technical staff of the countries, exchange of breeding material, provision of the services of consultants in certain fields and feasibility studies to determine marketability of coconut products and the type of plant that would be best suited for the manufacture of products.

Grants from USA for Research in Agriculture and Ecology

555. SHRI R. KADANAPALLI : Will the Minister of AGRICULTURE (KRISHI MANTRI) be pleased to state :

(a) whether U. S. Government had approved to give grants to some Indian institutions for research on various aspects of agriculture and ecology; and

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

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (KRISHI MANTRALAYA MEN RAJYA MANTRI) (SHRI ANNASAHIB P. SHINDE) : (a) Yes.

(b) Uptil now grants for research under PL. 480 funds have been sanctioned to 78 Indian institutions. The total number of research projects sanctioned so far is 311 with a total outlay of Rs. 9.78 crores approximately.

**Closure of East Baraboni Colliery,
Jamuria, Asansol**

556. SHRI MADHURYA HAI DER : Will the Minister of LABOUR AND REHABILITATION (SHRAM AUR PUNARVAS MANTRI) be pleased to state :

(a) whether the attention of Government has been drawn to the recent closure of East Baraboni Colliery, Jamuria, Asansol ;

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

(c) the total number of workers rendered jobless;

(d) whether any steps have been taken by Government to reopen the closed colliery; and

(e) if not, the reasons thereof ?

THE MINISTER OF LABOUR AND REHABILITATION (SHRAM AUR PUNARVAS MANTRI) (SHRI R. K. KHADILKAR) (a) Yes.

(b) Non-availability of working faces and exhaustion of coal.

(c) About 600.

(d) No.

(e) An industrial dispute was raised over the closure of the Colliery before the Assistant Labour Commissioner (Central) on the 30th March, 1971. It was withdrawn by the Union for mutual discussion. Subsequently, the parties mutually discussed and arrived at a bipartite settlement on the 13th April, 1971 providing for the payment of legal dues and compensation under the Labour Laws and also an ex-gratia amount of Rs. 25/- per head to each of the workers, whose services were terminated due to closure of the Colliery. These payments have been made.

Supply of Coal to New Steel Plants

557. SHRI INDER J. MALHOTRA : Will the Minister of STEEL AND MINES (ISPAT AUR KHAN MANTRI) be pleased to state :

(a) whether the study team appointed to study the problem of coal supplied to new Steel Plants at Visakhapatnam and Hospet by Government has since submitted its report to Government ;

(b) if so, the recommendation made by the study team ; and

(c) the decision taken by Government on these recommendations ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (ISPAT AUR KHAN MANTRALAYA MEN RAJYA MANTRI) (SHRI SHAH NAWAZ KHAN) (a) The Committee on Coal appointed in June, 1970 to study the problem of coal supplies to the proposed integrated steel plants at Visakhapatnam and Hospet submitted its Report in August 1970.

(b) The Committee's Report indicated that the requirement of coking coals both for the Visakhapatnam and Hospet Plants can be met from indigenous sources, that the railway transport facilities are largely available, and to the extent that they are not, they can be developed. However, taking note of the limited reserves, rising ash content, additional investments required on mining, washeries and transport, the Committee also suggested that the economics of importing low ash coking coals and using them in blend with indigenous coals in the new steel plants should be examined by the Consultants and their views incorporated in the Feasibility Reports.

(c) Government have accepted, in principle, the recommendations made by the Coal Committee.

Responsibility of Quality Inspectors of Food Corporation of India for fall in Price of Bajra in Rajasthan

558. SHRI BISHWANATH JHUNJHUNWALA : Will the Minister of AGRICULTURE (KRISHI MANTRI) be pleased to state :

(a) whether there was a steep fall in the price of Bajra in Rajasthan during the last procurement season ;

(b) whether the fall in the price of Bajra was due to the apathy shown by the 'Quality Inspectors' of the Food Corporation of India to procure them ;

(c) whether complaints have been lodged with Government about the activities of these Inspectors particularly their complicity in the purchase of Bajra ; and

(d) if so, the findings of the enquiry made ?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (KRISHI MANTRALAYA MEN RAJYA MANTRI) (SHRI ANNASAHEB P. SHINDE) : (a) and (b). Due to late rains in some parts of Rajasthan bajra became discoloured. As the stocks offered were below the prescribed standard, the FCI could not make purchases and consequently the prices of rain affected bajra fell considerably. In the interest of the farmers the specifications were relaxed but even then some stocks did not come up to the relaxed standard. The State Government thereafter decided to purchase below specification bajra @ Rs. 48.00, with the agency of the FCI, on State Government account. The position eased thereafter.

(c) and (d). Some complaints about malpractices by the FCI staff have been received and FCI is taking suitable action. In a specific complaint on purchase from traders instead of purchase from producers at Alwar & Ramgarh an enquiry was conducted. The complaint was also associated with the enquiry. Complicity of the FCI officials was not established.

Assessment of Stock of Foodgrains keeping in view the Influx of Refugees from East Pakistan

559. SHRI BISHWANATH JHUNJHUNWALA : Will the Minister of AGRICULTURE (KRISHI MANTRI) be pleased to state :

(a) whether considering the heavy influx of refugees from Bangla Desh, Government have assessed the stock of food-grains in the country to ensure that it would be adequate enough to meet the growing needs ; and

(b) if not, whether Government propose to resort to imports ?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (KRISHI MANTRALAYA MEN RAJYA MANTRI) (SHRI ANNASAHEB P. SHINDE) : (a) Yes, sir.

(b) While no additional commercial or concessional imports are contemplated specifically to meet the additional requirements of foodgrains as a result of the heavy influx of evacuees from East Pakistan, efforts are being made to obtain some additional foodgrains from other countries as aid for feeding the evacuees.

Fall in Capacity Utilization in Durgapur Steel Plant

560. SHRI BISWANATH JHUNJHUNWALA : Will the Minister of STEEL AND MINES (ISPAT AUR KHAN MANTRI) be pleased to state :

(a) whether the working conditions of Durgapur Steel Plant are fast deteriorating and since January 1971 the Plant is producing at 25 to 30 percent of its rated capacity of 1.6 million tonnes ;

(b) whether during 1969-70, the capacity utilization was 50 per cent of its rated capacity ; and

(c) if so, the reasons for the fall in capacity utilization ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (ISPAT AUR KHAN MANTRALAYA MEN RAJYA MANTRI) (SHRI SHAH NAWAZ KHAN) : (a) Production during the period January 1971 to April 1971 was 232,132 tonnes of ingots. This rate of production was about 44% of the rated capacity.

(b) During 1969-70 production was to the extent of 818,000 tonnes of ingots which in relation to rated capacity was about 50%.

(c) The fall in capacity utilisation during the period January 1971 to April 1971 was mainly due to unsatisfactory industrial relations and certain technological constraints.

Working of Public Sector Steel Plants and Heavy Engineering Corporation, Ranchi

561. SHRI BISWANATH
JHUNJHUNWALA
SHRI S. R. DAMANI

Will the Minister of STEEL AND MINES (ISPAT AUR KHAN MANTRI) be pleased to state :

(a) whether Government have ordered a study in depth into the working of the public sector steel plants and Heavy Engineering Corporation, Ranchi ,

(b) if so, when the study report is expected to be ready , and

(c) whether a copy of each of the report will be laid on the Table ?

THE MINISTER OF STEEL IN THE MINISTRY OF STEEL AND MINES (ISPAT AUR KHAN MANTRALAYA MEN RAJYA MANTRI) (SHRI SHAH NAWAZ KHAN) (a). No, Sir.

(b) and (c). Do not arise

Procurement and Handling of Foodgrains

562. SHRI S. R. DAMANI. Will the Minister of AGRICULTURE (KRISHI MANTRI) be pleased to state :

(a) the quantities of wheat and rice procured during 1970-71 and the cost thereof ;

(b) the present position of buffer stocks and the demands to be met from States ;

(c) the profit or loss on account of procurement and handling of foodgrains and how it compares with the previous two years' working figures ; and

(d) in case of loss, the reasons for the same and whether they are similar to the reasons in previous years and if so, why they were not rectified ?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (KRISHI MANTRALAYA MEN RAJYA MANTRI) (SHRI ANNASAHEB P. SHINDE): (a). The quantities and values of wheat and rice procured by the Food Corporation of India during 1970-71 are given below :-

Grain	Quantity procured (in lakh tonnes)	Value in crores of rupees
<i>Indigenous procurement</i>		
Wheat	31.36	272.85
Rice	25.79	265.59
<i>Imports</i>		
Wheat	22.85	140.44
Rice	3.15	23.82

The procurement of wheat and rice by State Governments and other agencies on their behalf was :

	Figures in lakh tonnes
Wheat	0.56
Rice	5.95

Information about the cost of procurement by the State Governments and other agencies is not available.

(b) The total stock of foodgrains both with the Central and the State Governments at the end of April 1971 amounted to about 5.5 million tonnes. Of this, about 2 million tonnes can be considered as operational stock and the balance of 3.5 million tonnes as buffer stock.

The demands of the States for foodgrains from the Central pool keep varying from month to month depending upon the open

market availability in the State, the level of prices in the open market etc. The average monthly demand from the State Governments for foodgrains from the Central pool is, however, not expected to exceed 5.8 lakh tonnes.

(c) and (d). The loss on account of procurement and handling of foodgrains during the three years 1968-69 to 1970-71 is as follows :

Year		Amount of loss
1968-69	...	16.71 crores
1969-70	...	31.08 "
1970-71	(estimated)	8.52 "

with effect from 1.4.1969 all operations relating to import/procurement, storage and distribution of foodgrains were transferred to the F.C.I. So far as 1968-69 is concerned, the port operations were handed over to the F.C.I. in stages—in December 1968 and March 1969. Therefore, the loss indicated for 1968-69 also takes into account the result of operations handled by Food Department. As the payments booked in a year take also into account some of the payments relating to earlier years, the loss mentioned above does not all relate to the operations of the same year.

The loss in the food supply operations is due to issue of foodgrains at subsidised prices i.e. at a price less than the economic cost, in the interest of the consumer, especially the vulnerable sections of the people. So long as such subsidy is necessary in the interest of the vulnerable sections, loss in food supply operations is inevitable.

Intensive Cultivation Programme for Raising Yield of Cotton, Jute and Oilseeds

563. SHRI S. R. DAMANI : Will the Minister of AGRICULTURE (KRISHI MANTRI) be pleased to state :

(a) whether any programmes have been drawn up for intensive cultivation and raising the per acre yields of cash crops like cotton, jute, oilseeds, etc. ; and

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

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (KRISHI MANTRALAYA MEN RAJYA MANTRI) (SHRI ANNASAHAB P. SHINDE) : (a) Yes, Sir.

(b) The main features of these programmes are :—

1. To increase production by adopting package of practices, such as use of improved seeds, seed treatment, application of chemical fertilisers, extension of irrigation wherever feasible, adoption of plant protection measures and cultural practices.
2. Making available the required inputs and technical advice in time.
3. Laying out demonstration plots to convince the farmers of the benefits of package practices.
4. Extending subsidy on plant protection chemicals and hand operated equipment.
5. Organisation of ground/aerial plant protection measures on a campaign basis.
6. Demonstrations on foliar application (aerial/ground sprayings) of urea on jute, mesta and cotton. An amount of Rs. 483.63 lakh has been provided for these programmes during 1971-72. In addition, research work on cash crops has also been taken up under the All India Coordinated Research Projects on these crops for which an outlay of Rs. 113.96 lakhs has been made during 71-72.

Survey Conducted to Ascertain the Cost of Production of Agricultural Products

564. SHRI S. R. DAMANI : Will the Minister of AGRICULTURE (KRISHI MANTRI) be pleased to state :

(a) whether in view of the wide adoption of intensive agricultural practices

and the very high yields thereby Government have conducted a country-wide survey to ascertain the costs of agricultural production in different regions of the country specially for cereals ; and

(b) how long back this was carried out and what are its findings ?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (KRISHI MANTRALAYA MEN RAJYA MANTRI) (SHRI ANNASAHIB P. SHINDE) : (a) and (b). The Government of India have approved a comprehensive scheme for studying the cost of Cultivation of Principal Crops, including cereals, in a phased manner, in different regions of the country. The required information will be collected from a sample of cultivators systematically for the study. Necessary sanctions for the implementation of the Scheme in fifteen States have been issued recently. In some of these States, the agencies entrusted with the implementation of the Scheme have already started collection of data while in others they are undertaking the preliminaries connected with the selection of sample cultivators.

East Pakistan Refugees Settled in Purnea (Bihar)

565. SHRI D. K. PANDA : Will the MINISTER OF LABOUR AND REHABILITATION (SHRAM AUR PUNARVAS MANTRI) be pleased to state :

(a) whether the East Pakistan refugees settled in Purnea District of Bihar had recently come to New Delhi to represent their case to the Government ;

(b) if so, what are their grievances ; and

(c) the action taken to redress those grievances ?

THE MINISTER OF LABOUR AND REHABILITATION (SHRAM AUR PUNARVAS MANTRI) (SHRI R. K. KHADILKAR) : (a) Yes, Sir.

(b) 56 families from Kishanganj and 6 families from Madhubani, in Purnea District

of Bihar, came to Delhi on 7-4-1971. All these families have been re-settled in small trade.

The families from Kishanganj represented that they should be given further loans for running their business. They also said that the homestead plots allotted to them had many pits and holes, on account of which they had to spend more money on the levelling of the area before building the houses.

The main grievance of the families from Madhubani was that, because of a 'nala' in between the colony and the Purnea town, they were facing difficulty of communication. It was also represented that 10 families of this colony were not being allowed to do business in the Maranga (Purnea) camp premises and that they had been served with notices to vacate the business plots in the camp.

(c) An officer of this Department visited these colonies in the last week of April, 1971, and discussed the problems of these settlers with the officers of the State Government.

The following action has been taken for the rehabilitation of these families :—

Kishanganj Colony.

The Government of Bihar had sent 67 families of East Pakistan migrants for resettlement in small trade/business in this Colony in March, 1969. A sum of Rs. 1,30,542.70 has been spent on the development of the residential area, on such items as the levelling of the ground, sinking of nine tube-wells, construction of road, drains and 36 septic latrines etc. Details of further assistance given to these families are as under :—

Nature of assistance	No. of families
1	2
(i) Business loan varying from Rs. 1,200/- to Rs. 2,000/- per family, depending on the nature of trade.	

1	2
(ii) House construction loan @ Rs. 2,000/- per family.	67
(iii) Loan for construction of business premises @ Rs. 500/- per family.	59

The families were also given maintenance assistance, as admissible to small trader families.

Five families deserted, after getting the first instalment of loan. Three families, being milkmen, did not need loan for the construction of stalls.

The Government of Bihar has not recommended the grant of any additional loans to the families settled at Kishanganj.

Madhubani Colony.

The Government of Bihar have recently forwarded the estimates for the construction of a road with hump pipe culverts to facilitate communication between the colony and the town. The proposal is receiving attention.

It has been reported that these families were carrying on business at the Purnea Camp in an unauthorized manner.

Coal Mines Provident Fund Office, Asansol

566. SHRI D. K. PANDA : Will the Minister of LABOUR AND REHABILITATION (SHRAM AUR PUNARVAS MANTRI) be pleased to state :

(a) whether the attention of Government has been drawn to the serious corruption and other malpractices in the Coal Mines Provident Fund Office at Asansol ;

(b) whether any enquiry has been made regarding the functioning of that office ;

(c) if so, when and by whom ; and

(d) the results thereof ?

THE MINISTER OF LABOUR AND REHABILITATION (SHRAM AUR PUNARVAS MANTRI) (SHRI R. K. KHADILKAR) : The administration of the Coal Mines Provident Fund is the concern of the Board of Trustees, Coal Mines Provident Fund, set up under the Coal Mines Provident Fund, Family Pension and Bonus Schemes, Act, 1948 and is not the direct concern of Central Government. The Coal Mines Provident Fund Authorities have reported as follows :—

(a) Some cases of wrong payment have been detected in the Regional Office, Asansol. A general complaint of corruption in that office has also come to notice.

(b) to (d). The question of a probe into the matter of wrong payments has already been taken up with the appropriate agency. Steps have also been taken to minimise cases of corruption which emanates mainly from cash payments. A proposal to restrict the system of cash payments is under consideration of a Sub-Committee set up by the Board of Trustees. In the meantime, some members of the staff have been transferred from the Asansol office.

Expansion of Bhilai Steel Plant

567. SHRI D. K. PANDA : Will the Minister of STEEL AND MINES (ISPAT AUR KHAN MANTRI) be pleased to state :

(a) whether the expansion plan for the Bhilai Steel Plant has been finalised ;

(b) if so, the details thereof ; and

(c) the estimated cost of the plan ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (ISPAT AUR KHAN MANTRALAYA MEN RAJYA MANTRI) (SHRI SHAH NAWAZ KHAN) : (a) to (c). A feasibility study on the expansion of the Bhilai Steel Plant prepared by the Central Engineering and Design Bureau of Hindustan Steel Limited indicated that the Plant could be expanded from its existing capacity of 2.5 million of steel ingots to 4.2 million tonnes steel ingots per annum, at an estimated cost of Rs. 227 crores.

The Feasibility Report has been considered and it has been decided to undertake the preparation of a Detailed Project Report for the expansion of the Bhilai Steel Plant on the basis of optimum utilisation of available hot metal, and the Central Engineering and Design Bureau (of HSL) have been advised to take up the work of preparing the Detailed Project Report

Non-Payment of Wages in Coal Mines

568 SHRI D K PANDA Will the Minister of LABOUR AND REHABILITATION (SHRAM AUR PUNARVAS MANTRI) be pleased to state

(a) whether Government are aware of serious discontent among workers in coal mines because of non payment of weekly wages, monthly salaries and other legal dues by the mine owners

(b) the names of coal mines where serious complaints of non payment have been received and

(c) what steps Government have taken to compel these mine owners to pay wages etc. in time ?

THE MINISTER OF LABOUR AND REHABILITATION (SHRAM AUR PUNARVAS MANTRI) (SHRI R K KHADILKAR) (a) Yes

(b) The names of coal mines in respect of which complaints of non-payment have been received are given below —

West Bengal Region

- 1 Manoharbahal Colliery
- 2 South Jayramdanga Colliery.
- 3 Nimcha Colliery
- 4 Victory (MJ) Group Colliery
- 5 Mithapur Colliery
- 6 Selected Samla Colliery
- 7 Radhamadhavpur Colliery

- 8 Ghusick Colliery
- 9 Musliu Colliery
- 10 Victory (GI Group) Colliery
- 11 Khas Jambad Colliery
- 12 Seaisole Colliery
- 13 Kalipahari Colliery
- 14 New Ghusick Colliery

Bihar Region :

- 1 Kedla Colliery
- 2 Jharkhand Colliery
- 3 Bainsdeopur Colliery
- 4 New Hintodih Colliery
- 5 Benidih Colliery
- 6 Nudkharkee Colliery
- 7 Diamond Pitsa Colliery
- 8 South Jharia Colliery
- 9 North Kujama Colliery
- 10 Topsa Colliery
- 11 Toera Colliery and
- 12- New Standard Iodna Colliery

(c) Appropriate action under the law is being taken by the officers of Central Industrial Relations Machinery to secure payment of wage and other legal dues to the workers by the management

Bombay Customs House Agents Labour Pool Scheme

569 SHRI D K PANDA Will the Minister of LABOUR AND REHABILITATION (SHRAM AUR PUNARVAS MANTRI) be pleased to state

(a) whether Bombay Customs House Agents would set up a Labour Pool for unprotected workers from 1st May, 1971 ;

(b) whether this labour pool will benefit the workers ; and

(c) if so, whether Government propose to introduce 'Labour Pool' scheme in other parts of the country ?

THE MINISTER OF LABOUR AND REHABILITATION (SHRAM AU'R PUN-ARVAS MANTRI) (SHRI R. K. KHADILKAR) : (a) A pool has been set up from 4 h May, 1971.

(b) Yes Sir.

(c) This is a private bipartite arrangement and is not part of any scheme which the Government has framed under the Dock Workers (Regulation of Employment) Act, 1948.

Appointment of a Committee to test prototype RS-09 Tractor

570. SHRI T. S. LAKSHMANAN : Will the Minister of AGRICULTURE (KRISHI MANTRI) be pleased to state :

(a) whether Government appointed a Committee to test the prototype of RS-09 Tractor ;

(b) if so, whether a copy of their Report will be placed on the Table of the House ;

(c) In view of the fact that all the RS-09 tractors supplied by East Germany are being taken back by them, what action Government have taken to bring the guilty responsible for the import of these defective tractors to book ; and

(d) whether the case will be handed over to C.B.I. for an impartial enquiry ?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (KRISHI MANTRALAYA MEN RAJYA MANTRI) (SHRI ANNASAHEB P. SHINDE) : (a)

and (b). Yes, Sir. A Committee of Technical Experts was appointed by the Government on 4th November, 1970 with a view to verifying and inspecting the records relating to the tests conducted on RS-09 tractors at Budni in 1965 and other related matters. The Committee has since submitted its Report and it is under consideration of the Government.

(c) and (d). This question will be considered after the report of the Technical Committee has been fully examined by Government.

Assistance from United Nations International Children's Emergency Fund for Dairy Industry

571. SHRI T. S. LAKSHMANAN : Will the Minister of AGRICULTURE (KRISHI MANTRI) be pleased to state :

(a) whether the Executive Board of UNICEF has recently approved of fresh assistance for the development of our dairy industry ; and

(b) if so, the details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (KRISHI MANTRALAYA MEN RAJYA MANTRI) (SHRI SHER SINGH) : (a) and (b). Towards implementation of the World Food Programme Project 618—Milk Marketing and Dairy Development—the UNICEF were requested to provide an assistance of \$ 2.5 million for the import of dairy processing equipment, components and stainless steel materials for meeting the requirements of first phase during the years 1970-71 and 1971-72. The Executive Board of the UNICEF have already agreed to provide, free of cost, equipment and stainless steel of the value of US \$ 1.5 million including freight ; and a formal Plan of Operation between Government of India and the UNICEF has already been signed. The Plan of Operation provides for the supply of dairy processing equipment, components and stainless steel of the value of \$ 1.5 million (including freight) for expansion of the installed capacities of the Public Sector Milk Plants in the four metropolitan cities of Bombay, Calcutta, Delhi and Madras. The UNICEF equipment of India have requested for the

supply of additional 9 million dollar worth of dairy equipment and stainless steel during 1971-72 in addition to the commitment made by the UNICEF for supply of \$ 1.5 million worth of equipment during 1970-71. The requests had been sent by the local UNICEF office to the Executive Board. The approval of the Executive Board has not yet formally been communicated to the Government of India.

Estimated demand for Steel during the 4th Plan

572. SHRI T. S. LAKSHMANAN : Will the Minister of STEEL AND MINES (ISPAAT AUR KHAN MANTRI) be pleased to state :

(a) the estimated demand for steel in the country during the Fourth Five Year Plan period ;

(b) whether the steel plants can meet the demand , and

(c) if not, how the shortfall is proposed to be met ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (ISPAAT AUR KHAN MANTRALAYA MEN RAJYA MANTRI) (SHRI SHAIL NAWAZ KHAN) : (a) The Steering Group on Iron and Steel set up by Ministry of Steel & Heavy Engineering, whose report was submitted in February 1969, had estimated the domestic demand for steel in 1973-74 at 7.12 million tonnes. Earlier in 1968 the National Council of Applied Economic Research had estimated the demand for steel at 7.401 million tonnes in 1970-71 and at 11.934 million tonnes in 1975-76. Since both these studies have become somewhat out of date, fresh estimates of demand for steel are being attempted now.

(b) and (c). The rated capacity of the five main steel plants in the country is at present 6.7 million tonnes of saleable steel. In addition, there are a large number of electric furnaces using scrap and they are also expected to produce substantial amount of steel by 1973-74. By the end of the 4th Plan, first stage of Bokaro with capacity of

2.5 million ingot tonnes will also be ready. Production from all these sources will largely meet the domestic demand.

Cancellation of Licence of M/s. Indian Agro-Machines for Manufacture of RS-09 Tractors

573. SHRI CHITTIBABU : Will the Minister of AGRICULTURE (KRISHI MANTRI) be pleased to state :

(a) whether in view of intrinsic defects in RS-09 tractors, Government propose to revoke the licence given to M/s. Indian Agro-Machines for the manufacture of these tractors in Hyderabad ; and

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

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (KRISHI MANTRALAYA MEN RAJYA MANTRI) (SHRI ANNASAHAB P. SHINDE) : (a) and (b). M/s Indian Agro-Machines, New Delhi have not so far been issued an industrial licence for the manufacture of RS-09 agricultural tractors and as such the question of revoking the same does not arise.

Demand of Tractors at the end of Fourth Five Year Plan

574. SHRI C. CHITTIBABU : Will the Minister of AGRICULTURE (KRISHI MANTRI) be pleased to state :

(a) whether an estimate of the demand of tractors required by agriculturists by the end of the Fourth Five Year Plan has been evaluated ;

(b) if so, the number and horse power of the tractors required ; and

(c) the steps taken to meet the demand ?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (KRISHI MANTRALAYA MEN RAJYA MANTRI) (SHRI ANNASAHAB P. SHINDE) : (a) to (c). The Working Group on Agricultural

Machinery and Implements had assessed the requirement of tractors in different horse power ranges during the Fourth Five Year Plan and the demand estimated by it by the end of the Plan is as under :—

H. P. range	Number (1973-74)
12-20 DBHP	25,000
21-35 DBHP	45,000
36-50 DBHP	18,000
51 and above	2,000
Total :	90,000

With a view to meeting the overall demand of tractors, efforts are being made to step up indigenous production as far as practicable. Units have been licenced for the production of 56,000 tractors per annum. Besides, Letters of Intent have been issued for the production of 1,18,800 tractors per annum. Schemes for the manufacture of 33,000 tractors per annum are also under consideration. As the indigenous production has not been able to keep pace with the increasing demand, import of tractors is being allowed to the extent necessary.

Production of Steel in Steel Plants

575. SHRI C. CHITTIBABU :
SHRI MARTAND SINGH :
DR. KARNI SINGH :

Will the Minister of STEEL AND MINES (ISPAT AUR KHAN MANTRI) be pleased to state :

(a) the total tonnage of steel produced during 1970-71 vis-a-vis the target of production and the rated capacity of the steel plants in India ;

(b) the reasons for the shortfall in production in the various steel plants ; and

(c) the steps taken to increase production to the rated capacity of the steel plants ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (ISPAT AUR KHAN MANTRALAYA MEN RAJYA MANTRI) (SHRI SHAH NAWAZ KHAN) : (a) The following table shows the rated capacity, target and actual production in 1970-71.

Production of Saleable Steel in 1970-71

('000 tonnes)

Name of the Plant	Rated Capacity	Target	Actual Production
Bhilai	1965	1707.0	1548.6
Durgapur	1239	695.1	412.6
Rourkela	1225	1044.4	683.6
	4429	3446.5	2644.8
Tata Iron & Steel Co. Limited	1500	Figures are not available	1374.6
Indian Iron & Steel Co. Limited	800		523.2
Grand Total	6729		4342.6

(b) Production in Bhilai has been adversely affected by shortage of refractories and locos. Industrial relations were disturbed throughout the year in Durgapur and during the first half of the year in Rourkela. There were also certain technical/operational deficiencies at these Plants.

In TISCO, the reduction in output of saleable steel during the year 1970-71, as compared to that in 1969-70 was primarily due to reduced tonnage of purchased ingots available for rolling. The Plant had also operational troubles at the Coke Ovens and blast furnaces, non-availability of adequate quantities of purchased coke, shortage of furnace oil, etc.

The production in IISCO was affected by disturbed industrial relations.

(c) Hindustan Steel Limited expect that, subject to satisfactory industrial relations, production of steel from their steel plants at Bhilai, Rourkela and Durgapur in 1971-72 would exceed the actual production in 1970-71 by nearly 10 million tonnes of steel ingots. Towards this end, they are taking all necessary measures which include organisation of maintenance programmes for enhancement of equipment availability, speeding up major capital programme so as to correct existing imbalances in production facilities, procurement of raw materials, essential spares, refractories, locos and introduction of technological improvements etc. For this, a three-year rolling plan is being prepared for each plant. A close watch is being kept on the rate of production and the organisation is being geared up to attain the annual production targets.

Similar steps are also being taken by the managements of TISCO.

Industrial Relations Commission

576 SHRI B. NARAYANAN Will the Minister of LABOUR AND REHABILITATION (SHRAM AUR PUNARVAS MANTRI) be pleased to state

(a) whether the proposal to set up Industrial Relations Commission has been finalised, and

(b) the reasons for the delay and whether Government have any alternative proposal in mind to remove the crisis of confidence between management and labour?

THE MINISTER OF LABOUR AND REHABILITATION (SHRAM AUR PUNARVAS MANTRI) (SHRI R. K. KHADILKAR) (a) No, Sir.

(b) Though the Standing Labour Committee had favoured the proposal in July 1970, some central organisations of workers which did not attend the Committee's meeting had expressed reservations on the subject. The question of having the most suitable dispute settlement machinery came up again before the Conference of representatives of Trade Union Organisations held on May 20-21, 1971 and the Conference of the representatives of Employers' Organisations held on May 22, 1971. This and other aspects of industrial relations policy are to be discussed further at a tripartite meeting.

World Bank Loan for Purchase of Agricultural Spraying Aircraft

577 SHRI B. NARAYANAN Will the Minister of AGRICULTURE (KRISHI MANTRI) be pleased to state

(a) whether there is any plan to utilise the agricultural spraying aircraft for protecting food-crops, as the recent World Bank Loan has enabled various companies to buy these aircraft, and

(b) the amount of loan sanctioned by the World Bank for this purpose and the number of aircraft purchased and the names of companies which bought them?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (KRISHI MANTRALAYA MEN RAJYA MANTRI) (SHRI ANNASAHEB P. SHINDE) : (a) Yes, Sir.

(b) The World Bank has offered a credit of 6 million dollars to be utilised for the import of 82 agricultural aircrafts. An agreement has been signed with the World Bank and the credit is still to become effective after which the funds for the import of

these agricultural aircraft will be released by the Bank.

Popularisation of Cooperative Movement

578. **SHRI SAMINATHAN :** Will the Minister of AGRICULTURE (KRISHI MANTRI) be pleased to state :

(a) whether Government have drawn out any scheme of action for universalizing the co-operative movement for activating its membership and for cutting down the deadwood of a defunct unit ;

(b) whether any inquiry is proposed at national level in order to foster people's faith in the movement ; and

(c) the details of the steps taken in this direction ?

THE DEPUTY MINISTER IN THE MINISTRY OF AGRICULTURE (KRISHI MANTRALAYA MEN UP MANTRI) (SHRI JAGANNATH PAHADIA) : (a) Growth with stability being the key note of the Fourth Plan, agricultural cooperatives on the one hand and consumer cooperatives on the other occupy a central position in the strategy of cooperative development in the Country. It has been recognised that it is important for planned development to bring about the growth of cooperatives in all parts of the country and to ensure the coordinated operations of various types of cooperative organisations including activation of existing societies by increasing their resources and membership and by weeding out units which have no chances of rehabilitation or revival. The Plan includes various programmes towards this end.

(b) There is no such proposal under consideration of Government at present.

(c) Does not arise.

Membership of Trade Union Organisation

579. **SHRI A. P. SHARMA :** Will the Minister of LABOUR AND REHABILITATION (SHRAM AUR PUNARVAS MANTRI) be pleased to state :

(a) which national trade union organisation has the largest membership in the

country and what is the method to ascertain this membership ; and

(b) whether Government are in a position to state the membership of the various national trade unions as on the 31st March, 1971 ?

THE MINISTER OF LABOUR AND REHABILITATION (SHRAM AUR PUNARVAS MANTRI) (SHRI R. K. KHADILKAR) : (a) The Indian National Trade Union Congress has the largest membership in the country in terms of the verified membership as on the 31st December 1968. The membership of trade unions affiliated to the four Central Trade Union Organisations, namely, the Indian National Trade Union Congress ; the All India Trade Union Congress ; the Hind Mazdoor Sabha ; and the United Trades Union Congress, is verified in accordance with the procedure for verification adopted in pursuance of decision taken at the 16th Session of the Indian Labour Conference held in 1958.

(b) No, Sir. The verification of membership is undertaken once in two years on calendar year basis instead of financial year.

Assessment of Unemployment Position

580. **SHRI A. P. SHARMA :**
SHRI SEZHIYAN :

Will the Minister of LABOUR AND REHABILITATION (SHRAM AUR PUNARVAS MANTRI) be pleased to state :

(a) the number of unemployed persons (both educated and uneducated) in the country as on the 31st March, 1971 ;

(b) the steps Government propose to take to provide employment to these persons ; and

(c) whether they are going to be employed in phases or whether Government have chalked out some scheme for their employment, State-wise and District-wise ?

THE MINISTER OF LABOUR AND REHABILITATION (SHRAM AUR

PUNARVAS MANTRI (SHRI R K KHADJI KAR) (a) The only information available on the subject relates to the number of job seekers on the live register of employment exchanges which was 42.21 lakhs. The number of educated job-seekers (matriculates and above) among them was 18.22 lakhs.

(b) and (c) Various development programmes included in the Fourth Five Year Plan in the fields of agriculture, industry, transport and communications, irrigation and power and social services which are expected to create more and more employment opportunities for the unemployed (including the educated), have been spelt out in detail in the Fourth Five Year Plan (1969-74) document.

Apart from the programmes included in the Fourth Five Year Plan, some special schemes designed for the benefit of the weaker sections of the society, particularly in the rural sector have also been taken up for creating increasing number of employment opportunities. The details of these schemes have been spelt out in the document "Towards Growth with Social Justice" distributed to the Honourable Members along with Budget papers for 1970-71. Some of the more important of these schemes are setting up of small farmers' development agencies, scheme for marginal farmers and agricultural labour, scheme for development of dry farming, rural works programmes, area development schemes. Special emphasis is also being laid on the promotion of medium and small scale industries. A scheme for providing technical and managerial "know-how" as well as necessary credit through the State Bank of India, nationalised Banks and other institutions like the National Small Industries Corporation to technically qualified persons to come forward as entrepreneurs, is being implemented.

More recently, a crash programme for rural employment has been introduced with effect from April, 1971. The programme, which has a provision of Rs. 50 crores per year during the fourth Plan, envisages employment of a minimum of 1,000 persons in each district of the country on works of an infra-structure nature which would ultimately dovetail into area development plans of the District.

Necessary steps are also being taken for strengthening the Career Advice and Vocational Guidance programmes in Universities and Schools to channelise the youth into productive employment/self-employment. Simultaneously, the existing training programmes are being re-organised and re-oriented with a view to making the persons with technical qualifications, particularly engineers and craftsmen better equipped for self employment and employment.

Import and Export Prices of Steel

581 SHRI JYOTIRMOY BOSU Will the Minister of STEEL AND MINES (ISPAT AUR KHAN MANTRI) be pleased to refer to the reply given to Unstarred Question No. 60 on the 30th March, 1971 regarding import and export prices of steel and state

(a) the reasons for the vast difference between the average f.o.b. Indian export prices on actual exports during April-December 1970 and the average price at which four categories of steel was imported, particularly from the U.S.A., and the U.K.,

(b) the total loss, if any incurred by India on this account during the same period,

(c) the average production cost for each category of steel in India during 1970-71,

(d) the difference between the production cost and average f.o.b. export prices on actual exports during 1970-71, and

(e) the loss or gain on this account?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (ISPAT AUR KHAN MANTRALAYA MEN RAJYA MANTRI) (SHRI SHAH NAWAZ KHAN) (a) As mentioned in reply to Unstarred Question No. 60 on 30th March 1971, none of the categories of steel exported were imported in significant quantities. A meaningful comparison of prices is, therefore, not possible.

(b) Does not arise, as there was no import of these categories.

(c) to (e). Detailed data relating to cost of production are not available in a form to make a meaningful comparison.

Production, procurement and price of Cereals in West Bengal

582. SHRI JYOTIRMOY BOSU : Will the Minister of AGRICULTURE (KRISHI MANTRI) be pleased to state :

(a) the total production of rice, wheat and other cereals in West Bengal in 1969-70 and 1970-71 and the anticipated production in 1971-72 ;

(b) the total procurement of rice by the Food Corporation of India in 1969-70 and 1970-71 and the target of procurement for the year 1971-72 ;

(c) whether in spite of rise in production, prices of rice in West Bengal, outside the area under rationing, have increased in the recent period ; if so, the causes thereof ; and

(d) the steps, if any, taken to stabilise prices ?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (KRISHI MANTRALAYA MEN RAJYA MANTRI) (SHRI ANNASAHAB P. SHINDE) : (a) The total production of rice, wheat and other cereals in West Bengal during 1969-70 was estimated at 68.6 lakh tonnes. Estimates of production during the year 1970-71 will be available only in July or August 1971. It is too early to make any estimate of production during the agricultural year 1971-72 which will commence only in July 1971.

(b)

Year	Quantity procured by FCI in West Bengal
1969-70 (Nov., 69 to Oct., 70)	4.11 lakh tonnes
1970-71 (Nov., 70 to 6.5.71)	2.42 lakh tonnes

It is too early to fix a procurement target for 1971-72.

(c) In the absence of final estimates of production during 1970-71, the rise in production cannot be confirmed. Some seasonal rise in prices of rice during this part of the year is a normal phenomenon. Other factors responsible for the rise in prices this year are :—

- (1) Lower production of Aman rice this year (according to preliminary estimates).
- (2) Serious law and order situation in the State.
- (3) Mid-term election which kept the Distt. Administration and the Police busy.
- (4) Pre-election uncertainty disturbing the market.
- (5) Heavy influx of people from East Bengal.

(d) Supplies of foodgrains from the Central pool to West Bengal have been increased. Larger number of people particularly poorer sections have been brought under modified rationing coverage and progressively greater allotments of rice are being made by the State Government, for deficit districts and deficit pockets of surplus districts. Arrangements have also been made by the State Government, for open market supply of levy free portion of rice mills' production. As a result of all these measures the rice prices in West Bengal have shown a steady to easy trend from the beginning of May, 1971.

Amendments of State Cooperative Acts to Provide Loans for Agricultural and Landless Labourers

583. SHRI BHOGENDRA JHA : Will the Minister of AGRICULTURE (KRISHI MANTRI) be pleased to state :

(a) whether the State Cooperative Act at present provides for giving loans to landless peasants, share croppers and agricultural labourers ;

(b) whether this excludes about two-thirds of the rural population from getting any benefits from the Co-operatives and

bars them from getting any institutional credit ;

(c) whether it is proposed to immediately amend the Cooperative Acts and Rules to provide for and ensure separate co-operatives of agricultural labourers and landless peasants in each panchayat of the country ; and

(d) if so, the details thereof ?

THE DEPUTY MINISTER IN THE MINISTRY OF AGRICULTURE (KRISHI MANTRALAYA MEN UP MANTRI) (SHRI JAGANNATH PAHADIA) : (a) and (b). The Cooperative Societies Acts and rules framed thereunder do not preclude landless peasants, share-croppers and agricultural labourers from enlisting themselves as members of cooperatives and getting credit facilities and other services.

(c) and (d) In view of reply to parts (a) and (b) above, the question of amendment of the cooperative Societies Acts and Rules does not arise. Amendments of these laws is a continuous process which is being attended to by State Governments since the subject matter falls within the State list under the Constitution of India.

Under the Crop loan system all possible steps are being taken to make the loaning policies and procedures of cooperatives production-oriented instead of being security based and thus be of benefit to landless peasants, share-croppers and agricultural labourers etc.

Government has also set up 41 Small Farmers Development Agencies and 34 Marginal Farmers and Agricultural Labourers' Projects. These institutions are expected to increase the availability of credit, inputs and other services to small farmers, landless peasants and agricultural labourers through institutional agencies like Cooperatives and Commercial Banks.

Rehabilitation of Muslim Employees of Heavy Engineering Corporation, Ranchi

584 SHRI BHOGENDRA JHA : Will the Minister of STEEL AND MINES (ISPAT AUR KHAN MANTRI) be pleased to state :

(a) whether hundreds of Muslim employees of the Heavy Engineering Corporation, Ranchi uprooted during the communal riots of 1967 have not yet been rehabilitated and

(b) if so, the steps taken for their immediate rehabilitation ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (ISPAT AUR KHAN MANTRALAYA MEN RAJYA MANTRI) (SHRI SHAH NAWAZ KHAN) : (a) About 500 Muslim employees who were affected in the riots, were temporarily accommodated in two hostels of the company. Sixty-one of these employees returned in 1970 to the quarters in the township allotted to them. Out of these, 26 have since surrendered their quarters and made their own arrangements. It has not been possible so far to persuade more employees to accept allotment of quarters in the township ;

(b) This is a delicate social problem requiring the willing cooperation of all concerned. Earnest efforts in this regard are being continued by the Management of the Corporation.

Production and Demand of Sugar and Payment of Dues to Cane-Growers

585. SHRI SEZHIYAN :
SHRI BISHWANATH ROY :

Will the Minister of AGRICULTURE (KRISHI MANTRI) be pleased to state :

(a) the position of production and demand of sugar for the past two years in the country ; and

(b) the steps taken by Government to pay the cane-growers their dues and to clear the surplus stocks of sugar in the market and with the mills ?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (KRISHI MANTRAYALAY MEN RAJYA MANTRI) (SHRI SHER SINGH) : (a) The production

and off-take of sugar during the two years 1968-69 and 1969-70 was as under :

Year	Production	(Lakh tonnes) Off-take
1968-69	35.59	26.09
1969-70	42.62	32.61

- (b) (i) The State Governments have been asked from time to time to arrange for prompt payment of cane dues by factories and to take stringent measure against the defaulting factories.
- (ii) The authorities concerned have been requested to allow increased bank credit to sugar factories.
- (iii) In order to reduce disparity in proportion of stocks with factories, releases of sugar for sale are now linked to stocks instead of production. Additional quantities of sugar have also been released for sale in the open market to factories having larger proportion of stocks.
- (iv) Restrictions on price and distribution of sugar have been removed.

Creation of Special Agency to Tackle East Bengal Refugees Problem

586. SHRI TRIDIB CHAUDHURI : Will the Minister of LABOUR AND REHABILITATION (SHRAM AUR PUNARVAS MANTRI) be pleased to state :

(a) whether Government are considering the necessity of creating any special agency to tackle the problem of new refugees from East Bengal who have crossed the border to seek shelter and safety from military oppression perpetrated in East Bengal since the 25th March, 1971 ;

(b) whether Government are also considering to treat the responsibility of

looking after these new refugees as an entirely Central responsibility under items 10, 12, 17, and 19 of the Union List of subjects and item 27 of Concurrent List of subjects under the Seventh Schedule of the Constitution ; and

(c) if so, what is the structure and nature of such specialised organisation ?

THE MINISTER OF LABOUR AND REHABILITATION (SHRAM AUR PUNARVAS MANTRI) (SHRI R. K. KHADILKAR) : (a) and (b). No, Sir. The Union Department of Rehabilitation, with the assistance of the State Governments, are providing necessary relief facilities to the refugees coming from East Bengal ; all expenditure incurred in this connection is being borne by the Central Government.

(c) Does not arise, as no special agency outside the existing Department of Rehabilitation has been created.

Additional supply of Foodgrains to West Bengal

587. SHRI TRIDIB CHAUDHURI : Will the Minister of AGRICULTURE (KRISHI MANTRI) be pleased to state :

(a) what are the additional supplies of foodgrains in terms of rice and wheat that the Government of West Bengal have asked for this year (1970-71) over and above the promised quota of central supplies on account of the shortages in the food procurement programme in the State ; and

(b) whether the Food Minister of West Bengal had any discussion with him recently in New Delhi in this regard ; and if so, the outcome thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (KRISHI MANTRALAYA MEN RAJYA MANTRI) (SHRI ANNASAHAB P. SHINDE) : (a). Demands for rice are received from the Government of West Bengal on the basis of calendar year and those for wheat on a monthly basis. For the calendar year 1971, the State's original demand for rice as communicated in October 1970 was 4 lakh tonnes. This was raised to 5 lakh tonnes in March 1971 and again to 6.25 lakh tonnes

in April 1971. In addition, they have now communicated a requirement of 2 lakh tonnes of rice for East Bengal evacuees.

As regards wheat, the monthly demands received from the State Government during the financial year 1970-71 totalled up to 12.45 lakh tonnes. Their demand for April 1971 was 125 th. tonnes and for each of the months of May and June was 135 th. tonnes.

(b) The increased demand for 6.25 lakh tonnes of rice was communicated by the State Government after their Food Minister's discussion with the Union Agriculture Minister on 17.4.1971. The Government of West Bengal have been told that their revised requirement of rice has been noted and that efforts would be made to meet their full reasonable requirements. Adequate stocks of rice are held by FCI on behalf of the Central Government in their godowns in West Bengal. More rice from other States is being moved to these godowns and releases from stocks in these godowns are made to the State Government every month according to their requirements. The State Government's demands for wheat are already being met in full.

Damage of Foodgrains by Rats

588. SHRI K. S. CHAVDA : Will the Minister of AGRICULTURE (KRISHI MANTRI) be pleased to state :

(a) whether the attention of Government has been drawn to the news appearing in a section of the Press that there are about, 2,400 million rats—an average of over four rats to a person in the country—and they eat away as much as 2.4 million tonnes of foodgrains annually ; and

(b) if so, the steps Government propose to take to stop the eating away of foodgrains either by reducing rat population or by other adequate measures ?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (KRISHI MANTRALAYA MEN RAJYA MANTRI) (SHRI ANNASAHEB P. SHINDE) : (a) Yes Sir. The news item has been noticed by Government.

(b) The Central Government and the State Governments have taken up rat control work. Until the year 1969-70, a scheme to eradicate rats by the use of Rodenticides was being implemented by the Government of India as a Centrally-sponsored scheme through the State Governments, which has been transferred to the State Sector from 1969-70. The various methods of rat control such as trapping, baiting, gassing of burrows are used to control the rat population. The Central Food Department has also intensified the extension work for making improved type of receptacles popular at the farmers' level. Storage of foodgrains is also being modernised by the application of the latest scientific techniques of storage and pest control in order to minimise the damage to foodgrains on account of rats.

चीनी मिलों की ओर गन्ने की मूल्य की बकाया राशि

589. श्री मोहन स्वरूप

श्री बी० एन० पी० सिंह :

क्या कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार को ज्ञात है कि अप्रैल मास समाप्त होने पर भी उत्तर प्रदेश की चीनी मिलों की ओर गन्ने के मूल्य के रूप में लाखों रुपए की राशि बकाया है जिमका भुगतान उन्होंने रोक लिया है ;

(ख) यदि हां, तो क्या सरकार ने उसके कारण जानने का यत्न किया है ; और

(ग) किसानों को गन्ने के मूल्य की बकाया राशि दिलाने के लिए क्या प्रभावी कार्यवाही की जा रही है ?

कृषि मंत्रालय में राज्य मंत्री (श्री शेर सिंह) :

(क) 1970-71 में 30 अप्रैल 1971 तक खरीदे गए गन्ने के मूल्य के 9257.82 लाख रुपयों में से उस तारीख तक 7282.41 लाख रुपए का भुगतान गन्ना उत्पादकों को कर दिया गया था और

मौसम के शुरू में पिछले मौसम (1969-70) के गन्ने के मूल्य के 812.31 लाख रुपए की बकाया राशि में से चालू मौसम (1970-71) के दौरान 30 अप्रैल, 1971 तक 619.59 लाख रुपए का भुगतान कर दिया गया था। अतः गन्ने के मूल्य का भुगतान पूर्णतया रुका नहीं पड़ा है।

(ख) गन्ने के मूल्य की अधिकतर बकाया राशि मुख्यतः 1969-70 के दौरान रिकार्ड उत्पादन होने से चीनी का स्टॉक इकट्ठा हो जाने और पिछले मौसम में अधिक स्टॉक के बच जाने के कारण अदा नहीं की गई है।

(ग) भारत सरकार ने राज्य सरकार से कहा है कि वे चूककर्ता चीनी मिलों के विरुद्ध सख्त से सख्त उपाय करें ताकि गन्ने के मूल्य की बकाया राशि का समय पर भुगतान होता रहे। 15 अप्रैल, 1971 को गन्ने के मूल्य की बकाया स्थिति के आधार पर उत्तर प्रदेश में 26 चूककर्ता चीनी कारखानों के विरुद्ध वसूली प्रमाण पत्र जारी किए गए हैं। आठ चीनी कारखानों को रिसीवरशिप के अधीन लाया गया है। कलक्टों ने 5 चीनी कारखाने की नीलामी की घोषणा की है। एक चीनी मिल के मालिक को गन्ने के मूल्य की राशि का भुगतान रोकने के कारण मालगुजारी हवालात में रखा गया था। तीन चीनी कारखानों ने बकाया राशि का किश्तों में भुगतान करने के लिए राज्य सरकार से करार किया है।

कृषि साधनों के मूल्य में वृद्धि

590. श्री मोहन स्वरूप : क्या कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या कृषि वस्तुओं के मूल्य में कमी आती जा रही है और किसानों द्वारा खरीदी जाने वाली वस्तुओं के मूल्य बढ़ते जा रहे हैं;

(ख) यदि हां, तो क्या कृषि वस्तुओं और औद्योगिक वस्तुओं के मूल्यों में अनुपात स्थापित करने का कोई प्रस्ताव है ;

(ग) क्या कृषि के लिये आवश्यक साधन भी बहुत महंगे हो गये हैं; और

(घ) यदि हां, तो सरकार की इस पर क्या प्रतिक्रिया है ?

कृषि मंत्रालय में राज्य मंत्री (श्री अजना साहिब पी० शिन्धे) : (क) गत दशाब्दी (1961-62 से 1970-71) की अवधि में, कृषि जिनसे का मूल्य प्रायः दुगुना हो गया है, जबकि कृषकों द्वारा क्रय की जाने वाली रई से निमित्त वस्तुयें, माचिस, तम्बाकू, चाय तथा नमक जैसी बहुत सी वस्तुओं के मूल्यों में केवल 15 से 60 प्रतिशत तक की वृद्धि हुई है।

1970-71 की अवधि में, कृषि जिनसे के मूल्यों में 1969-70 की अवधि की तुलना में, 3.4 प्रतिशत की वृद्धि हुई, किन्तु कृषकों द्वारा खरीदी जाने वाली कुछ वस्तुओं, जैसे रई से निमित्त वस्तुयें, चाय तथा नमक के मूल्यों में होने वाली वृद्धि कहीं अधिक अर्थात् 9.2 प्रतिशत से लेकर 29.7 प्रतिशत तक थी। तम्बाकू तथा चर्म उत्पादों (जूतों) के मूल्यों में कुछ ह्रास आया, किन्तु माचिस के मूल्यों में 1970-71 की अवधि में 1969-70 की तुलना में स्थिरता रही। कृषि जिनसे के अन्तर्गत खाद्यान्नों के मूल्यों में कुछ वृद्धि देखने में आई, किन्तु खाद्यान्नों के मूल्य में 1970-71 की अवधि में कुछ कमी आई।

(ख) जी नहीं।

(ग) महत्वपूर्ण कृषि आदानों अर्थात् उर्वरकों बिजली, डीजल, तेल, सीमेंट कीटनाशी औषधियों औजारों तथा उपकरणों, स्नेहक तेलों, लोहे तथा इस्पात निमित्त वस्तुओं के मूल्यों में 1961-62 से 1970-71 की अवधि में, केवल 21 और 64 प्रतिशत के मध्य वृद्धि हुई, जब कि इसी अवधि में कृषि जिनसे के मूल्यों में शत प्रतिशत से अधिक वृद्धि हुई है।

(घ) गत कुछ वर्षों की अवधि में अधिक उत्पादनशील किस्मों को विस्तृत पैमाने पर

अपनाने के फलस्वरूप होने वाले अधिक उत्पादन तथा कृषि उत्पादनों के मूल्यों में होने वाली वृद्धि ने आदातों के मूल्यों में हुई वृद्धि को प्रायः नगण्य बना दिया है। जहाँ तक उर्वरकों का सम्बन्ध है यह आशा है कि अद्यतन तकनीकों के आधार पर स्थापित विशाल उर्वरक कारखानों की स्थापना से, उत्पादन लागत के साथ-साथ, उर्वरकों के मूल्य में भी कमी आ जायेगी।

किसानों को गेहूँ का उचित मूल्य

591. श्री मोहन स्वरूप : क्या कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार द्वारा गेहूँ का वसूली मूल्य 76 रुपये प्रति क्विंटल निर्धारित किये जाने के बावजूद भी किसानों को बाजार में केवल 70 अथवा 72 रुपये प्रति क्विंटल ही मिल रहा है;

(ख) क्या भारतीय खाद्य निगम का विचार गेहूँ को ऐजेण्टों के माध्यम की अपेक्षा सीधे किसानों से खरीदने का है; और

(ग) किसानों को गेहूँ के उचित मूल्य दिलाने के लिये और क्या कार्यवाही करने का विचार है ?

कृषि मंत्रालय में राज्य मंत्री (श्री अण्णा साहिब पी. शिन्दे) : (क) किसानों को उचित औसत किस्म के गेहूँ के लिए 76 रुपये प्रति क्विंटल की दर से भुगतान किया जा रहा है। उचित औसत किस्म से घटिया गेहूँ के मूल्य का भुगतान निर्धारित निर्दिष्टियों के अनुसार किस्म सम्बन्धी कटौती के बाद किया जाता है।

(ख) जी हाँ। भारतीय खाद्य निगम की नीति तथा सम्भव अधिक से अधिक मात्रा में सीधे ही किसानों से अथवा सहकारी समितियों के समितियाँ माध्यमों से गेहूँ खरीदने की है। फिर भी, जिन क्षेत्रों में इस समय सहकारी खाद्य निगम की ओर से अधिप्राप्ति का कार्य करने के लिए आगे नहीं आ रही है अथवा इस कार्य को

करने में समर्थ नहीं हैं वहाँ खाद्य निगम ऐजेण्टों के माध्यम से खरीदारी कर रहा है। तथा शीघ्र निगम इस व्यवस्था को समाप्त कर सीधे किसानों से खरीदारी करने और सहकारी समिति के माध्यम से खरीदारी करने के लिए प्रयत्नशील है।

(ग) ऋय केन्द्रों की संख्या बढ़ाकर, शीघ्र भुगतान सुनिश्चित करने के लिए ज्यादा भुगतान कार्यालय खोलकर और निगम तथा राज्य सरकारों के दौरा करने वाले अधिकारियों द्वारा बराबर निगरानी रखकर किसानों को निर्धारित अधिप्राप्ति मूल्य का भुगतान सुनिश्चित करने के लिए उपाय किए गए हैं।

Procurement of Rice

592. SHRIMATI JYOTSNA CHANDA : Will the Minister of AGRICULTURE (KRISHI MANTRI) be pleased to state :

(a) whether procurement of rice has been made upto the target, State-wise ;

(b) whether target has not been reached ; if so, the reasons for the same ; and

(c) whether Government propose to supply rice to those State where refugees from East Pakistan have settled ?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (KRISHI MANTRALAYA MEN RAJYA MANTRI) (SHRI ANNASAHAB P. SHINDE) : (a) and (b). As kharif procurement season in most of the States is from November to October, procurement of rice in the States is still going on. While the targets recommended by the Agricultural Prices Commission for Madhya Pradesh and Punjab have already been exceeded, the target is likely to be achieved or nearly achieved in Andhra Pradesh, Haryana, Maharashtra and Uttar Pradesh before the season is over. On the basis of present indications, the targets may not be achieved in the State of Assam, Bihar, Jammu and Kashmir, Kerala, Mysore, Orissa, Tamil Nadu and West Bengal. In Gujarat, no procurement is being made this year as the State Governments are

holding substantial stocks carried over from last year and the offtake from fair price shops is very poor on account of easy availability in the open market. Some of the reasons for non-achievement of targets of procurement recommended by the Agricultural Prices Commission are lower production in certain States than that anticipated at the time of the APC's recommendations, high prices and law and order problems (in the case of West Bengal).

(c) Yes, Sir.

Recommendations of Coal Wage Board

593. SHRI R. N. SHARMA : Will the Minister of LABOUR AND REHABILITATION (SHRAM AUR PUNARVAS MANTRI) be pleased to state :

(a) whether the Wage Board for Coal Mining Industry recommended in February, 1967 for coal mine workers provisions for gratuity, increased quantum of earned leave with wages, introduction of casual leave with pay, House rent, minimum wages for the apprentices and deletion of attendance qualification from the quarterly bonus scheme ;

(b) the reasons why these recommendations have not been accepted by the Government so far ; and

(c) when Government propose to accept them ?

THE MINISTER OF LABOUR AND REHABILITATION (SHRAM AUR PUNARVAS MANTRI) SHRI R. K. KHADILKAR : (a) to (c). The need for a gratuity scheme has been accepted in principle. The proposal involves legislation and is being processed in consultation with the concerned Ministries/Departments. The question of deleting the minimum attendance qualification from the Quarterly Bonus Scheme is also being examined. Recommendation regarding increase in the quantum of earned leave, introduction of casual leave with pay and house rent allowance have not been accepted because of the additional financial burden involved. The recommendation regarding remuneration to apprentices and learners is being examined in all its implications.

Implementation of Recommendations of Wage Board for Coal Mining Industry

594. SHRI R. N. SHARMA :
SHRI ROBIN SEN :

Will the Minister of LABOUR AND REHABILITATION (SHRAM AUR PUNARVAS MANTRI) be pleased to state :

(a) whether a large number of collieries have not implemented the Recommendations of the Wage Board for Coal Mining Industry ;

(b) the number of collieries which have paid the variable Dearness Allowance at the rate of Rs. 1.86 per day with effect from the 1st April, 1971 ;

(c) whether public sector undertakings were asked to purchase coal from such collieries which have implemented the recommendations of the Wage Board in full ;

(d) whether the Variable Dearness allowance at the rate of Rs. 1.86 per day has been paid only by the collieries of the National Coal Development Corporation and M/s. Tata Iron and Steel Co. Ltd ; and

(e) whether Government will consider making the recommendations of the Wage Boards statutory and their violation punishable with imprisonment ?

THE MINISTER OF LABOUR AND REHABILITATION (SHRAM AUR PUNARVAS MANTRI) (SHRI R. K. KHADILKAR : (a) to (e). Information is being collected.

Displaced Persons in Tripura

595. SHRI DASARATHA DEB : Will the Minister of LABOUR AND REHABILITATION (SHRAM AUR PUNARVAS MANTRI) be pleased to state :

(a) whether any steps are being taken to settle the displaced persons, who entered Tripura during 1970-71, outside Tripura ; and

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

THE MINISTER OF LABOUR AND REHABILITATION (SHRAM AUR PUNARVAS MANTRI) (SHRI R. K. KHADILKAR) (a) and (b) Rehabilitation of families who entered Tripura during the year 1970-71 forms part of the over-all programme of rehabilitation of new migrants who had entered the border States. The families are moved to transit camps at Mana and elsewhere and from there to rehabilitation sites in a phased programme correlated to the progress of the Rehabilitation Projects. Agriculturist families are resettled on land in the existing rehabilitation projects Maharashtra, Madhya Pradesh, Mysore etc. They are also resettled in Dandakaranya. Various State Governments have also been requested to provide additional land to cope with the increased requirements. The non-agricultural families are resettled under various schemes, including the grant of business loans and employment in industrial schemes.

Out of 5,818 persons who entered Tripura during 1970-71, 5,305 persons were admitted to camps in Tripura. Out of the 5,305 persons admitted to camps in Tripura, 3,846 persons have already been shifted from Tripura in the process indicated above. 1,000 persons are being shifted shortly. The balance consists mainly of persons of Long Term Liability Categories who will be provided accommodation in the Permanent Liability Homes in Tripura.

Resettlement of Landless Agricultural Labour in Tripura

596 **SHRI DASARATHA DEB** Will the Minister of LABOUR AND REHABILITATION (SHRAM AUR PUNARVAS MANTRI) be pleased to state

(a) whether there is any scheme for the resettlement of landless agricultural labourers in Tripura

(b) if so, the details thereof and

(c) how far the Scheme has been implemented?

THE MINISTER OF LABOUR AND REHABILITATION (SHRAM AUR PUNARVAS MANTRI) (SHRI R. K. KHADILKAR) (a) Yes

(b) The scheme was taken up for the first time during the Third Plan period and relates to resettlement of landless agricultural labourers other than Scheduled Castes, Tribes and Refugees.

During the Fourth Plan period it is intended to resettle 1500 families @ 300 families per year at a cost of Rs. 29.00 lakhs.

(c) During the Third Plan period 840 families were rehabilitated.

Supply of Foodgrains to Tripura

597 **SHRI DASARATHA DEB** Will the Minister of AGRICULTURE (KRISHI MANTRI) be pleased to state

(a) the total amount of foodgrains (rice and wheat separately) allotted to Tripura during 1970-71 and April 1971

(b) whether in view of the recent development in 'Bangla Desh' and in view of heavy influx of displaced persons this allotment will be increased,

(c) the total amount of Rice and Atta already despatched to Tripura from Centre during this period and

(d) whether this despatched quantity is inadequate?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (KRISHI MANTRAIA YAS MEN RAJYA MANTRI) SHRI ANNASAHIB P. SHINDE (a) While the allotments of rice from Central pool to Tripura are made for the whole of a calendar year those of wheat are made on a monthly basis. For the calendar year 1971, allotments amounting to 22.5 thousand tonnes have so far been made to Tripura. For the calendar year 1970, the quantity of rice actually supplied to Tripura from the Central pool was 15.5 thousand tonnes.

The total quantity of wheat allotted to Tripura during the financial year 1970-71 was 3,000 tonnes. The allotment of wheat made to them for April 1971 is 2.5 tonnes.

(b) The additional requirements of Tripura Government for East Pakistan evacuees also be met.

(c) Against the allotments of 22.5 th. tonnes of rice made for the calendar year 1971. 13.3 th. tonnes has already been despatched. The quantity of wheat despatched to Tripura during the financial year 1970-71 was 2.2 th. tonnes. The quantity despatched during April 1971 was 205 tonnes. Further despatches are in progress.

(d) No, Sir.

राजस्थान में अकाल राहत कार्यों का पूरा किया जाना

59. श्री शिवनाथ सिंह : क्या कृषि मंत्री यह बताने की कृपा करेंगे कि

(क) क्या राजस्थान के उन दग जिलों में प्रत्येक में जिन्हें वहाँ अकाल पड़ने के कारण पिछड़ा हुआ समझा जाता है अपूर्व अकाल राहत कार्यों को पूरा करने के लिए दो करोड़ रुपये की लागत की कोई योजना है ;

(ख) यदि हाँ, तो उनके चयन का क्या आधार है ,

(ग) क्या सरकार का विचार झुसुनू और सीकर जिलों में पानी तथा वर्षा की कमी, और उन क्षेत्रों के प्रतिवर्ष अकालग्रस्त हो जाने की स्थिति को ध्यान में रखते हुए दोनों जिलों को उक्त योजना में शामिल करने का है ;

(घ) जिन जिलों को योजना द्वारा सहायता प्रदान करने के लिए चुना गया है क्या सीकर और झुसुनू जिलों की हालत उनसे अधिक खराब है; और

(ङ) इसके क्या कारण हैं ?

कृषि मंत्रालय में राज्य मंत्री (श्री शेर सिंह)
(क) निम्नरूप सूखा ग्रस्त क्षेत्रों के लिये ग्राम निर्माण कार्यक्रम के आधीन, लघु सिंचाई, भूमि संरक्षण, बनारोपण और संचार सुविधायें जैसे क्षेत्रों में श्रम वाली और उत्पादनीमुखी योजनायें अपनाई जाती हैं। राजस्थान राज्य में इस कार्य-

क्रम के कार्यान्वयन के लिये जैसलमेर, बारमेर, पाली, जालौर, बीकानेर, चुरू, जोदपुर, बसवाड़ा नागौर, और डूंगरपुर नामक 10 जिले चुने गये हैं। चुने गये प्रत्येक जिले के लिए, चौथी योजना काल में लगभग 2 करोड़ रुपये का परिव्यय उपलब्ध किया जायेगा। यद्यपि, कार्यक्रम का मंतव्य अधूरे अकाल राहत कार्यों को पूरा करना नहीं है, तथापि यदि अन्य शर्तें पूरी होती हों तो ऐसे कार्यों को प्राथमिकता दी जायेगी।

(ख) ग्राम निर्माण कार्यक्रम जिलों का चुनाव जो सूखा ग्रस्त क्षेत्रों के केन्द्र बिन्दु है, वहाँ के सूखे की स्थिति पर किया जाता है। यह स्थिति वहाँ कितनी बार और कौसी वर्षा होती है, कितनी अवधि और किम सीमा तक सूखा पड़ता है, जिले में कुल फसल आधीन क्षेत्र के कितने प्रतिशत भाग में सिंचाई होती है और अन्य सम्बन्धित तथ्यों जैसी वास्तविक कमीटियों से जानी जाती है।

(ग) जी नहीं।

(घ) जी नहीं।

(ङ) प्रश्न नहीं होता।

कृषि उत्पादों के मूल्यों में गिरावट को रोकने के लिये कार्यवाही

599. श्री शिवनाथ सिंह : क्या कृषि मंत्री यह बताने की कृपा करेंगे कि .

(क) 1970 वर्ष की तुलना में 1971 वर्ष के दौरान गेहूँ, चना, चावल तथा बाजरा जैसे कृषि उत्पादों के मूल्य में गिरावट की प्रतिशतता क्या थी और इसे रोकने के लिये सरकार द्वारा क्या कार्रवाई की जा रही है;

(ख) क्या भारतीय खाद्य निगम खाद्यान्नों के मूल्यों में गिरावट को रोकने में असफल रहा और भारतीय खाद्य निगम के अधिकारियों और कर्मचारियों के विरुद्ध ऐसी शिकायतें प्राप्त हुई,

कि उन्होंने सीधा किसानों से ख़ाद्यान्न न खरीद कर ख़ाद्यान्न व्यापारियों से खरीदा ; और

(ग) यदि हा, तो सरकार द्वारा हम दिशा में क्या कार्रवाई की जा रही है ?

कृषि मन्त्रालय में राज्य मन्त्री (श्री अण्णा साहिब पी० शिन्डे) (क) एक विवरण सलग्न है।

अधिप्राप्ति गेजमियों को अधिप्राप्ति मूल्यों पर गेहूँ तथा बाजरा खरीदने की मलाह दी गई है। सरकार ने चने के लिए कोई अधि-प्राप्ति साहाय्य मूल्य निर्धारित नहीं किया है।

(ख) और (ग) खाद्य निगम निर्दिष्टियों के अन्तर्गत आने वाले ख़ाद्यान्नो की मूल्य साहाय्य खरीदारी कर रहा है और वह सरकार द्वारा निर्धारित मूल्यों पर उत्पादकों को सहायता देने में काफी हद तक सफल रहा था। कुछ शिकायतें प्राप्त हुई हैं कि खाद्य निगम व्यापारियों के माध्यम से ख़ाद्यान्नो की खरीदारी कर रहा है और न कि सीधे किसानों से। जब कभी ऐसी शिकायतें प्राप्त होती हैं, उन पर गौर किया जाता है और खरीद की कार्यविधि की उगम सुधार करने की दृष्टि में जांच की जाती है ताकि उत्पादकों से सीधे खरीदारी करना सुनिश्चित किया जा सके।

ख़ाद्यान्न के मूल्यों का अखिल भारतीय सूचकांक

(आधार 1961-62-10)

चिन्म	वर्ष	27 दिसम्बर और 15 मई के बीच सूचकांक में कमी की प्रतिशतता
गेहूँ	1970-71	(—) 3.7
बाजरा	"	(—) 15.5
चना	"	(—) 9.7
(सावत)		

हम अवधि में चावल के सूचकांक में वृद्धि की प्रवृत्ति आई।

पश्चिम बंगाल में अनाज के मूल्यों में वृद्धि

600. श्री विभूति मिश्र क्या कृषि मंत्री यह बताने की कृपा करेंगे कि

(क) क्या मार्च 1971 के बाद पश्चिम बंगाल में अनाज के मूल्यों में भारी वृद्धि हुई है,

(ख) यदि हा, तो इसके कारण क्या हैं, और

(ग) क्या पश्चिम बंगाल सरकार ने यहाँ मूल्यों पर नियंत्रण रखने हेतु प्रभावी कदम उठाने के लिये केन्द्रीय सरकार में सहायता मागी है ?

कृषि मन्त्रालय से राज्य मन्त्री (श्री अण्णा साहिब पी० शिन्डे) (क) चावल जो कि पश्चिम बंगाल की एक मुख्य खाद्य फसल है, के मूल्य में मार्च-अप्रैल, 1971 में वृद्धि हुई थी। मई, 1971 के शुरू से चावल के मूल्यों में धीरे-धीरे नरमी वा रुख आया है।

(ख) मूल्यों में यह वृद्धि अशत भीमभी थी और अशत दक्षिणी बंगाल में 1970 के उत्तरार्द्ध में तूफान और बाढ़ों के कारण असम फसल के उत्पादन में कमी होने के कारण हुई थी। कानून तथा व्यवस्था स्थिति, शरणार्थियों के भारी मख्या में आने और पिछले वर्ष की तुलना में इस वर्ष कम मात्रा में आन्तरिक अधिप्राप्ति होने से भी मूल्यों में वृद्धि हुई थी। बाजार में बड़ी मात्रा में चावल की आमद और गर्मी की फसल की बेहतर सम्भावना होने के कारण मई से मूल्यों में गिरावट का रुख आया था। सरकारी वितरण गेजमियों के द्वारा नियमित सप्लाई करने से चावल के मूल्यों में वृद्धि को रोकने में सहायता मिली थी।

(ग) जी हा।

Arrears of Employees Provident Fund contributions with Employers

601. SHRI R. P. YADAV : Will the Minister of LABOUR AND REHABILITATION (SHRAM AUR PUNARVAS MANTRI) be pleased to state :

(a) the steps being taken by Government to reduce the mounting arrears of Employees Provident Fund contributions not being paid by the defaulting employers ; and

(b) the number of cases pending under the E. P. F. Act in Bihar at present and in other States and the reasons why they are not being disposed of quickly ?

THE MINISTER OF LABOUR AND REHABILITATION (SHRAM AUR PUNARVAS MANTRI) (SHRI R. K. KHADILKAR) : The administration of the Employees' Provident Fund is the concern of the Central Board of Trustees, appointed under the Employees' Provident Funds and Family Pension Fund Act, 1952 and not the direct concern of the Central Government. The Provident Fund authorities have reported as under :

(a) The following steps are taken against the defaulting un-exempted establishments which default in the payment of provident fund dues :—

- (i) Prosecution is launched under section 14 of the Employees' Provident Funds and Family Pension Fund Act, 1952.
- (ii) Revenue recovery proceedings are initiated under section 8 of the Employees' Provident Funds and Family Pension Fund Act, 1952.
- (iii) In suitable cases, complaints are filed with the Police/Courts under section 406/409 of the Indian Penal Code.
- (iv) Penal damages are levied under section 14 B of the Employees' Provident Funds and Family Pension Fund Act, 1952.

(v) The default is brought to the notice of the Employers' and the Workers' Organisations including the Trade Unions.

(vi) In some cases, the establishments are afforded a chance to pay the dues in suitable instalments subject to production of adequate guarantee, surety etc.

(vii) In the case of Textile Mills which have gone into liquidation, reconstruction schemes drawn up by them (to which the State Governments usually are party) are examined on merits.

(b) As on 31-12-1970, there were 429 recovery cases and 2210 prosecution cases pending in Bihar State, as against 14,841 recovery cases and 21,262 prosecution cases pending in other States. Prosecution cases are pending as adjournments are frequently sought by the employers and generally allowed by the Magistrates.

Establishment of Grape Research Station at Hyderabad

602. SHRI GANGA REDDY : Will the Minister of AGRICULTURE (KRISHI MANTRI) be pleased to state :

(a) whether grapes have become cheaper than brinjals and tomatoes in Hyderabad ;

(b) whether Hyderabad produces more than rupees 10 crores worth of grapes every year and there is a great difficulty of marketing the grapes ;

(c) whether Government propose to arrange for export of grapes ; and

(d) whether Government propose to establish a grape research station at Hyderabad on the lines of Bangalore and Delhi to solve the problems of grape growers ?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (KRISHI MANTRALAYA MEN RAJYA MANTRI) (SHRI ANNASAHAB P. SHINDE) : (a). No, Sir.

(b) The value of grapes produced in the vicinity of Hyderabad is estimated at about Rs. 5 crores.

The main difficulty in marketing of grapes produced in Hyderabad is declining prices, which is due to rapid increase in areas under grapes in Hyderabad as well as in areas surrounding the main markets to which Hyderabad grapes are despatched for sale.

(c) Yes The State Trading Corporation is sending trial consignments of grapes to different countries to explore the export market. There is also a cash incentive for export of fresh fruits and vegetables which includes grapes as an item.

(d) No, Sir.

Setting up of Steel Plants in Southern States

604. SHRI M RAJANGAM : Will the Minister of STEEL AND MINES (ISPAAT AUR KHAN MANTRI) be pleased to state :

(a) whether Government have taken any further steps in developing the steel plants to be located in the Southern States ; and

(b) if so, the details of the same and when they are likely to be put into commission ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (ISPAAT AUR KHAN MANTRALAYA MEN RAJYA MANTRI) (SHRI SHAH NAWAZ KHAN). (a) and (b). Consequent to Government decision to set up three new steel plants in the Southern States (*viz.* Mysore, Tamil Nadu and Andhra Pradesh), a number of Committees for selection of sites and linking sources of raw materials to the steel plants were appointed. On the recommendations of the Site Selection Committee, sites for the three new steel plants have been selected. The Salem Plant will be located in the Northern flank of Kanjamalai hill, 14 km west of Salem town ; the Hospet plant at Tonagalu, midway between Bellary-Hospet railway line ; and the Visakhapatnam plant at Balacheruvu about 25 km south of Visakhapatnam along the coast. On the joint recommendations of the Consultants and the Hindustan Steelworks

Construction Ltd. (a Public Sector Undertaking), the project areas have been earmarked. Land acquisition proceedings have commenced. The Committees on coal and on raw materials other than iron ore and coal have also submitted their reports. The Committee on Iron Ore will be submitting its report shortly but the linkage of Visakhapatnam plant to Bailadila ore and that of Hospet plant to Bellary-Hospet ore deposits has been decided. The Consultants for the preparation of the Techno-economic Feasibility Reports for all the three plants were appointed in February 1971. The Central Engineering and Design Bureau of Hindustan Steel limited are the Consultants for the Hospet project, and Messrs M. N. Dastur & Co., Private Ltd for the Salem and Visakhapatnam plants. It is expected that the Feasibility report for Salem plant will be ready by the end of August, 1971, while those for the Visakhapatnam and Hospet plants are expected to be ready in November 1971. The Survey of India are undertaking detailed topographical survey work for all the plant sites. The printed survey maps are expected to be ready by the end of June 1971. Hindustan Steelworks Construction Ltd., have been entrusted with the soil investigation studies. In the case of Salem project, HSCL will also undertake the exploratory work in respect of Kanjamalai iron ore deposits. The proposals of the State Governments for supply of water to all the three plants are being examined. The Railways have commenced their survey work for the provision of marshalling and exchange yards and railway sidings facilities etc. for the plants.

At this stage when the Feasibility Reports are still under preparation, it is too early to indicate when the plants will be commissioned.

Central Assistance for Dry Farming in Orissa.

605. SHRI CHINTAMANI PANIGRAHI : Will the Minister of AGRICULTURE (KRISHI MANTRI) be pleased to state :

(a) the places selected in Orissa for dry farming ; and

(b) whether Government has extended any financial assistance to Orissa in 1970-71 and 1971-72 for this purpose ?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (KRISHI MANTRALAYA MEN RAJYA MANTRI) (SHRI ANNASAHEB P. SHINDE) : (a) Bahalda P. S. area in Bamanghaty Sub-Division of district Mayurbhanj has been selected by the State Government for the establishment of a Dry Farming Point Project.

(b) Yes, Sir. During 1971-72 a sum of Rs. 11.95 lakhs (including short-term loan of Rs. 1.55 lakhs to be arranged through institutional sources) has been sanctioned to the Government of Orissa, for the implementation of the Dry Farming Pilot Project.

One main Research Centre has also been located at the Orissa University of Agriculture and Technology, Bhubaneswar, and during 1970-71 a sum of Rs. 54,000/- had been remitted to the University. A sum of Rs. 1.83 lakhs is proposed to be sanctioned to the Orissa University of Agriculture and Technology during 1971-72.

Capacity of the Heavy Engineering Corporation, Ranchi

606. SHRI S. RADHAKRISHNAN : Will the Minister of STEEL AND MINES (ISPAT AUR KHAN MANTRI) be pleased to state :

(a) the total capacity of the Heavy Engineering Corporation, Ranchi at present ;

(b) whether the full capacity of the Corporation has been utilised so far ; and

(c) if not, the reasons for the unsatisfactory progress ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (ISPAT AUR KHAN MANTRALAYA MEN RAJYA MANTRI) (SHRI SHAH NAWAZ KHAN) : (a) Of the three plants of Heavy Engineering Corporation, the Heavy Machine Building Plant and the Heavy Machine Tools Plant have been completed whereas the Foundry Forge Plant is still to be completed. The present capacities of the Plants are as under :

Heavy Machine Building Plant :

Mechanical equipment :	30,000 tonnes
Structural items :	25,000 „

Heavy Machine Tools Plant : 278 units.

Foundry Forge Plant :

Grey Iron Foundry :	39,060 tonnes
Non-Ferrous Foundry :	700 tonnes
Steel Foundry :	66,000 tonnes
Forge shop.	27,700 tonnes
	<hr/> 1,33,460 tonnes

(b) No, Sir.

(c) Build-up of production in a complex like that of the Heavy Engineering Corporation is inevitably a slow process and depends on a number of factors such as developments of adequate skills to master technological problem, efficient managerial control and harmonious industrial relations.

पूर्वी पाकिस्तान के विस्थापितों को रोजगार देना

607. श्री हुकम चन्द कछवाय :

श्री जगन्नाथ राव जोशी :

क्या श्रम और पुनर्वास मंत्री यह बताने की कृपा करेंगे कि :

(क) बंगला देश से आये शरणार्थियों को रोजगार देने के लिये सरकार ने क्या कदम उठाये हैं ; और

(ख) कितने प्रेजुगटों तथा डाक्टरों की सेवाओं का अब तक उपयोग किया गया है और उनके वेतनों की दरें क्या है ?

श्रम और पुनर्वास मंत्री (श्री भार्गव के. खाडिलकर) : (क) चूंकि भारत सरकार का पक्का हरादा है कि अनुकूल स्थितियां पैदा हो जायें पर इन शरणार्थियों को अपने घरों को लौट जाना

चाहिए, इसलिए उन्हें रोजगार देने का प्रश्न नहीं उठता।

तथापि सीमावर्ती राज्यों की कुछ सरकारों ने सूचित किया है कि कुछ डाक्टर और चिकित्सा का ज्ञान रखने वाले व्यक्ति पूर्वी बंगाल से आये हैं और शिविरों में रह रहे हैं, राज्य सरकारों का प्रस्ताव है कि मानदेय देकर उनकी सेवाओं का उपयोग किया जाए। यह सहमति हुई है कि सुरक्षा की दृष्टि से उनके पूर्ववृत्त इत्यादि का सत्यापन करने के बाद दैनिक पारिश्रमिक देकर अस्थायी उपाय के रूप में उनकी सेवाओं का उपयोग किया जाए।

(ख) जानकारी इस समय उपलब्ध नहीं है।

वर्ष 1969-71 के दौरान मध्य प्रदेश में
गेहूँ, चावल तथा कपास की पैदावार

608. श्री हुकम चन्द कछवाय :
श्री जगन्नाथ राव जोशी :

क्या कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) वित्त वर्ष 1969-70 तथा 1970-71 के दौरान मध्य प्रदेश में गेहूँ, चावल तथा कपास की कितनी पैदावार हुई ;

(ख) गेहूँ, चावल तथा कपास की पैदावार बढ़ाने के लिये केन्द्रीय सरकार ने राज्य सरकार को किस प्रकार की तकनीकी सहायता दी है ; और

(ग) राज्य कृषि उत्पादन में वृद्धि करने के लिये केन्द्रीय सरकार का विचार राज्य सरकार को भविष्य में किस सरकार की सहायता प्रदान करने का है ?

कृषि मन्त्रालय में राज्य मंत्री (श्री अण्णा साहिब पो० शिन्दे) : (क) अखिल भारतीय

अन्तिम अनुमान के अनुसार, मध्यप्रदेश में कृषि वर्ष 1969-70 के दौरान, गेहूँ, कपास और चावल के उत्पादन अनुमान निम्न प्रकार थे :—

गेहूँ : 2, 216.0 हजार मीटरी टन

कपास : 313.7 " गांठें (प्रति गांठ 180 कि० ग्राम)

चावल : 3, 201.6 " मीटरी टन

वर्ष 1970-71 के ऐसे ही आंकड़े अभी उपलब्ध नहीं हैं।

(ख) केन्द्रीय सरकार ने राज्य सरकार को नवीनतम अनुसंधान परिणामों तथा खेत के अनुभवों की जानकारी दी और इन फसलों के लिए पैकेज पद्धतियाँ अपनाने में उनकी सहायता की। इसके अतिरिक्त, कीटों तथा रोगों का पता लगाने में और उनके सामयिक नियंत्रण उपाय करने में भी सहायता की। राष्ट्रीय प्रदर्शन का आयोजन किया गया और कर्मचारी वर्ग तथा किसानों के लिए प्रशिक्षण पाठ्य-क्रम आयोजित करने में भी सहायता की गई। केन्द्र के तकनीकी विशेषज्ञ समय-समय पर राज्य में जाते रहे और उनके खेतों से सम्बन्धित कुछ समस्याओं को हल करने में राज्य सरकार की सहायता की।

(ग) उपरोक्त तकनीकी सहायता के अतिरिक्त, राज्य सरकार को बीजों, उर्वरकों तथा कीटनाशक औषधियों की आवश्यकताओं को पूरा करने में सहायता देना जारी रखा जाएगा। बीज तथा कीटनाशक औषधियों की खरीद के लिए और उर्वरकों आदि के विपणन तथा वितरण हेतु अल्पकालीन ऋण भी स्वीकृत किए जाएंगे। बहुउद्देश्यीय फसल योजना आदि जैसी विभिन्न केन्द्रीय प्रायोजित योजनाएँ कृषि उत्पादन बढ़ाने में राज्य सरकार की सहायता करेगी।

12.01 hrs.

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE**PAKISTANI MILITARY SHELLING ON THE EASTERN BORDER**

SHRI MUKHTIAR SINGH MALIK (Rohtak) : I call the attention of the Minister of HOME AFFAIRS (GRIH MANTRI) to the following matter of urgent public importance and I request that he may make a statement thereon :

'The reported heavy shelling by Pakistani soldiers in Dalu Sector of Meghalaya's Garo Hills District on 25-5-1971 as a result of which 22 persons including 9 Indian Border Security Force personnel were killed.'

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (GRIH MANTRALAYA MEN RAJYA MANTRI) (SHRI K. C. PANT) : Mr. Speaker, Sir.

On 25th May, 1971, at 4-30 A. M. Pakistani troops in strength supported by heavy mortars attacked the BSF CHECKPOST at Kilapara situated about 500 yards away from Dalu. The Border Security Force detachment fought back the attack gallantly but they were over-whelmed by the superior numbers of the Pakistani troops and the post was over-run.

I regret to inform the House that as a result of this attack, 9 BSF personnel were killed and 2 are missing. According to the information received from the Assam Government, 13 civilians were also killed and 11 injured in this attack.

However, the Border Security Force contingent at Dalu stemmed the advance of the Pakistani troops and beat them back from Indian territory.

श्री मुख्तियार सिंह मलिक : स्पीकर साहब, यह मामला बड़ा तशबीशनाक और गम्भीर दिखाई पड़ता है। हमारी गवर्नमेंट के स्पेक्समैन के मुताबिक जो अखबार-नबीसों को उन्होंने बताया — 24 ता० को 11 बजे हमारे आसाम के करीम गंज सेक्टर के बाईर पर सूखखन्डी में पाकिस्तान

वालों ने हमला किया। हमारे 13 आदमी वहाँ पर 4 घंटे तक मतवातर लड़ते रहे, जिनमें से एक मारा गया और 6-7 जख्मी हुए। उन्होंने लड़ाई के दौरान मजीद मदद मयब की, लेकिन अफसोस की बात है कि उनकी कोई मजीद नहीं भेजी गई और इस कमजोरी का नतीजा यह हुआ कि ता० 25 को सुबह जब यह मामला हुआ, जैसा हम ने अपने गृह मंत्री का स्टेटमेंट सुना है—इसके अन्दर मिक्थोरिट्री भी मारे गये और मिक्थोरिट्री फॉर्म के भी 9 आदमी मारे गये और उन में से दो मिसिंग हैं।

स्पीकर साहब, अगर यह कमजोरी न दिखाई जाती और हमारी सरकार इस तरह से तमाशाई की तरह से न खड़ी रहती तो यह नतीजा नहीं निकल सकता था। हमारे बाईजें पर आज जो वास्तुगत हो रहे हैं, जिस तरह की काम्लैसन्सी दिखाई जा रही हैं—उमका जिक्र इस हाउस में रोजाना हो रहा है और हालत यह पैदा हो गई है कि—'मरीजे इश्क को लानत खुदा की, मज बड़ता गया ज्यों-ज्यों दबा की। रोजाना हम यहाँ पर इनको कहते रहते हैं, लेकिन कोई मुनासिब इन्तजाम आज तक इस सरकार ने नहीं किया।

स्पीकर साहब, कल भी यहाँ पर बंगला देश की बाबत काफी जिक्र हुआ और कहा गया कि यह सरकार उसको रिकानाइज करे। हमारे आनरेबिल समर गुहा साहब ने तो बहुत जोर दिया कि हम उन की मदद करें। आज तो हालत यह है कि हमारे अपने बाईजें महफूज नहीं हैं, हमारे बी०एस०एफ० के आदर्श महफूज नहीं हैं, मैं तो यही अर्ज करूंगा कि 'Physician heal thyself'. हम पहले अपनी हिकायत का इन्तजाम तो करें। उनकी हवाई फौज 16 बार हमारी सीमाओं का उलंघन कर चुकी है और कितनी दफा उनके आदमी हमारे अन्दर घुस आये हैं। इन सारी चीजों के बावजूद आज तक हमारी सरकार इनके मुकाबले के लिए मुनासिब इन्तजाम नहीं कर सकी है।

मैं मिनिस्टर साहब से यह पूछना चाहता हूँ कि क्या उन्होंने इस चीज की एन्कवायरी की है

[श्री मुस्लिमियार मिह]

कि ता० 24 को 4 घन्टे तक जो हमारे जवान वहाँ पर लड़ते रहे और मजीद मदद तलब करत रहे, उनके बावजूद वह मदद उनको क्यों नहीं दी गई ?

हमारी गवर्नमेंट के स्पोकसमैन ने जैसा कहा है कि पाकिस्तान वाले ग्राउन्ड रूल्स की परवाह नहीं करत, जब कि हम उसको स्ट्रिक्टली आब्जर्व करना चाहत है। वही नहीं जानता कि पाकिस्तान कबायद-वानून की भाषा नहीं जानता, लातो के भूत बाता से मानन वान नहीं है—एंगी हालत में क्या हमारी गवर्नमेंट ने दम चीज का कार्टे इन्जाम किया है कि ग्राउन्ड इस तरह से वी० एम० एफ० की मदद के बिना अपनी पीछा की भी वहाँ नौनान बने और जब कभी उन्हें जरूरत पड़े तो हमारी फौजें उनका मुकाबला करके पाकिस्तान के हिस्से में जाकर उनका पीछा करे और उनको उसी भाषा में जवाब दे, जिस तरह से आज वे हमारे साथ बिहेव कर रह है।

श्री कृष्ण चन्द्र पन्त अध्यक्ष जी, यह मदन जानता है कि इस वकन पूर्वोत्तर भारत में—आसाम, मेघालय और बंगाल की सीमा में एक अगाधारण स्थिति है और इस अगाधारण स्थिति में बहुत सी घटनाएँ हमारे सामने आ चुकी हैं जिनके सम्बन्ध में स्वाभाविक है कि मदन और देश को चिन्ता है। इस के बारे में यहाँ परबहस भी हुई है और सरकार की तरफ से बयान भी आया है।

अब जहाँ तक सूत्रखण्डी में जो कुछ हुआ है, उसकी चर्चा आदरणीय सदस्य ने की है, हालाँकि वह एक दूसरी घटना थी। जिस घटना की आज चर्चा हो रही है, उससे उसका सम्बन्ध नहीं है, लेकिन अगर आप इजाजत दें तो मैं उसके बारे में भी दो शब्द बहना चाहता हूँ, क्योंकि उन्होंने उसकी चर्चा की है.....

श्री भटल बिहारी बाजपेयी (ग्वालियर)
अध्यक्ष महोदय, सूत्रखण्डी के बारे में मैंने एक

प्रिवलेज मोशन दिया है—डिफेंस मिनिस्टर और मिर्घा माहब के खिलाफ। अब या तो आप उसकी स्वीकार करें या मन्त्री महोदय से कहें कि जब तक उनका बयान नहीं आता, इसके बारे में चर्चा न करें। यह काल एग्जेशन अलग विषय पर है।

अध्यक्ष महोदय आप के मेम्बर ने उसका जिक्र किया है, वरतन करने तक बात दूसरी थी। तकिन जब उन्होंने जिक्र किया है तो जवाब दिया जा सकता है।

श्री भटल बिहारी बाजपेयी आप मेरे प्रिवलेज मोशन के बारे में फेमला कर दीजिये। मदन को जिस बात के डिज़ाइन से मरखा गया है उसके बारे में इस तरह से जवाब नहीं दे सकते हैं।

अध्यक्ष महोदय अगर फिर कोई गलत बात हो तो फिर प्रिवलेज मोशन ल आना।

श्री कृष्ण चन्द्र पन्त अध्यक्ष महोदय, सवाल मैंने नहीं पूछा है मैं तो जवाब देने वाला हूँ। माननीय सदस्य ने अभी यह कहा कि रीएन्फोर्समेंट वहाँ पर नहीं पहुँची। मैं बतलाना चाहता हूँ सूत्रखण्डी में री-एन्फोर्समेंट पहुँची थी, बटे-लियन के जो कम्पाइन्ट थे वे खुद री-एन्फोर्समेंट के साथ वहाँ पहुँचे और जो घटना वहाँ पर हुई, उस स्थिति पर उन्होंने काबू पाया और जो काउन्टर ऑफेंसिव उन्होंने उसके बाद वहाँ पर शुरू किया, उसी का नतीजा है कि बार्डर सिक्योरिटी फोर्स ने उस बार्डर पोस्ट पर फिर से कब्जा कर लिया। पाकिस्तान आर्मी के एक क्वार्टरिल को भी उन्होंने वहाँ पकड़ा। इसलिये उसमें कोई कमजोरी की या काम्प्लेसेन्सी की बात नहीं है। री-एन्फोर्समेंट वहाँ पहुँची और उन्होंने कार्यवाही की और उसी का नतीजा है कि.....

एक माननीय सदस्य दूसरे दिन कब्जा हुआ, उसी दिन नहीं हुआ।

अध्यक्ष सहोदय : जब लड़ाई होती है तो उसमें कई बातें आती हैं। इस लिये अगर हम तरह से रोज प्रिवलेज मोशन आने लगें तो बात कहां खत्म होगी।

श्री कृष्णचन्द्र पन्त : अध्यक्ष जी, मेरे पास जो सूचना है, उसके अनुसार मैं कह रहा हूँ। उसी दिन माटे चार बजे पाकिस्तान आर्मी को वहां से भगा दिया गया।

दूरी बात मैं यही कहना चाहता हूँ कि बाईंग गिवोर्गिटी फोर्म के लोग जो हैं, जो सिपाही हैं उन्होंने बहुत अच्छा काम वहां पर किया है। मदन को यह मालूम होना चाहिए कि उन्होंने बहुत अच्छा काम किया है और यहां पर कोई ऐसी बात मैं नहीं समझता कहनी चाहिए जिससे कि उनका मनोबल जरा सा भी कमजोर हो।

SHRI SAMAR GUHA (Contai) : I do not know when the present timid posture of the Government of India against persistent Pak aggression will end because I do not know when the mouting of the virtuous platitudes of peace, patience and toleration against Pak aggression will come to a stop. It is really a sickening scene for a nation of 55 crores to witness the ritual of sending bundles of protest notes to Pakistan and of issuing flamboyant warnings by our Defence Minister...

MR. SPEAKER : It appears he is setting himself for a long speech. I wanted him to be precise and concise in his question.

SHRI SAMAR GUHA : Please be a bit tolerant to me. I do not know if you are a bit allergic to me.

MR. SPEAKER : Not everyday, sometimes he might do it.

SHRI SAMAR GUHA : It is really a sickening scene for a nation of 55 crores to see that it has almost become a ritual to

send bundles of protest notes to Pakistan and to witness our Defence Minister issuing flamboyant statements giving warnings to Pakistan that serious consequences would follow if Pak aggression or incursion into our borders continued. These warnings are being answered not only by repeated aggression but by fresh aggression the next day.

These border incidents should be viewed not as isolated border skirmishes but as part of a pattern of Pakistan aggression against Bangla Desh as well as India. I do not know who was the official who was responsible for briefing the press yesterday when referring to this border incursion he said that the influx of refugees had diminished by 10,000, that is, from 60,000, it had come down 50,000 a day. That gentleman does not know the pattern of Pakistani atrocities; they are creating trouble and killing people with the result that millions are on the run, both minorities as well as those belonging to the Awami League. They are preventing these people from crossing the border; as soon as they get an opportunity to do so, they will enter India in millions again.

In view of these facts, will Government take a total perspective of the pattern of Pakistani aggression or incursions against our border, and call it aggression by Pakistan against our security? if so, despite continued and calculated violation of the ground rules by the Pak army, why are our defence forces observing these rules unilaterally?

Secondly, instead of entrusting the task of meeting the regular Pak army to the BSF, which is equipped with only limited supplies of live arms for a limited purpose and therefore cannot adequately meet the Pak army equipped with much superior equipment and superior fire-power, will the regular Indian army be asked to meet the aggression of the regular Pak army? if not, why not?

Lastly, will Government issue a time-bound ultimatum to the Government of Pakistan, as was done by the late Pandit Nehru in 1950 in a situation of much lesser danger, to stop killing of the Indian citizens in Bangla Desh, stop the brutal uprooting of the people of Bangla Desh and pushing them

[Shri Samar Guha]

to India and also to stop the barbarous genocide of the people of Bangla Desh, and failing that, whether the Government of India will undertake direct action against the Pak army to defend Indian national security and save the lives, honour and properties of the Bangalis in Bangla Desh; if not, what are the alternative means of the Government to defend Indian national security as also the lives and properties of the people of Bangla Desh ?

SHRI K. C. PANT : There were two questions raised by the hon. Member. One was why the BSF is only there and why they have only light arms. The BSF is there because of the arrangements that were made and have persisted over a number of years, by which the BSF is on the border and the Army is a little behind. My hon. friend knows this arrangement.

SHRI INDRAJIT GUPTA (Alipore) : That is to be unilaterally observed by us only?

SHRI K. C. PANT : In this case they are armed with ammunition and mortars. So, the remarks that they were left here without adequate arms is not correct, and that is why in spite of the strength of the Pakistani forces, which according to my information as much more than the BSF, the BSF was able to halt them and repulse them effectively and send them back. I would request him not to question me too closely and draw his conclusions from the result.

Secondly he asked whether we would be prepared to use the Army in case our security needs it. Naturally, depending on the nature of the situation we face on the border, by the Pakistan Army.

SHRI SAMAR GUHA : I wanted to know about the ground rules, why our border forces are observing unilaterally the ground rules when they are being persistently violated by the Pakistan Army.

MR. SPEAKER : You take him to the Control Room sometime.

SHRI SAMAR GUHA : That is a very important question because a ten mile gap has been maintained between our security forces and their security forces, and they are persistently violating the ground rules. I want to know why no steps have been taken

by our Government. That is an important question and it should be replied.

MR. SPEAKER : That was asked yesterday also.

SHRI INDRAJIT GUPTA : The question was asked yesterday also, but he has avoided answering it.

SHRI K. C. PANT : If my hon. friend gives some thought to the matter, he will realise that his question is better unanswered.

श्री अटन बिहारी बाजपेयी : अध्यक्ष महोदय, अपनी आजादी के लिए संघर्ष करने वाली बंगला देश की जनता की महायत्ना करना तो अलग रहा, हम अपनी सीमा की रक्षा भी नहीं कर पा रहे हैं। आज वक्तव्य में बताया गया है :

"The Border Security Force detachment fought back gallantly, but they were overwhelmed by the superior numbers of the Pakistani troops and the post was over-run."

हमारी चौकी हमें खाली करनी पड़ी। यह पहली चौकी नहीं है जोकि खाली करनी पड़ी। मैं असम के मुख्य मंत्री का वक्तव्य उद्धृत करना चाहता हूँ जिसमें उन्होंने हमने दो चौकियाँ खाली कीं, इसका हवाला दिया है। मुख्य मंत्री ने कहा है, मैं उसको उद्धृत कर रहा हूँ :

"The Chief Minister said that the Pakistani troops had captured the Indian border outpost of Sutarkandi and Jerapet'a in Karimganj sector yesterday afternoon."

हमारी बोर्डर सिक्योरिटी फोर्स चौकियों की रक्षा नहीं कर पा रही है। हमारी चौकियाँ खाली की जा रही हैं। बोर्डर सिक्योरिटी फोर्स के लोग मारे जा रहे हैं, नागरिक गोलियों के शिकार बनाये जा रहे हैं लेकिन सरकार अभी भी यह स्वीकार करने के लिए तैयार नहीं है कि भारत पाकिस्तान के बीच में एक अवर्षित युद्ध की सी स्थिति पैदा हो गयी है। युद्ध की घोषणा भले ही न हुई हो लेकिन युद्ध हो रहा है। मैं जानना चाहता हूँ कि ग्राउन्ड रूल्स से

क्या हम एकतरफा बंधे रहेंगे ? पाकिस्तान सीमा पर अपनी सेना ले आया है और वह सेना आक्रमण कर रही है जबकि हमारी सेना पीछे है। बोर्डर सिक्योरिटी फोर्स के जवान कितनी भी बहादुरी से लड़ें लेकिन हम यह समझने में असमर्थ हैं कि हमारी सेना क्यों नहीं सीमा पर जा रही है ?

अध्यक्ष महोदय, 23 तारीख की शाम को गोलाबारी आरम्भ हुई और 24 तारीख तक गोलाबारी चलती रही। जिस चैकपोस्ट पर कब्जा किया गया है यह 25 तारीख को साढ़े 4 बजे कब्जा हुआ है। मैं पूछना चाहता हूँ कि क्या 24 तारीख को दिन भर बोरडर सिक्योरिटी फोर्स के लोग वहाँ नहीं पहुँचाये जा सकते थे ? मुझे इसमें भी शक है कि साढ़े चार बजे हमला हुआ है। मेरे पास हिन्दुस्तान स्टैंडर्ड की एक रिपोर्ट है। उनका करमपोस्ट लिखना है :

"Pakistani troops armed with rifles, machine guns, and mortars had intruded into Tali Bazar on the Garo Hills border of Meghalaya at about 7 a.m. today. They numbered about 100 and resorted to indiscriminate firing for about hour."

संवाददाता की जानकारी भी कुछ आधार पर होगी। उसका कहना है कि सबेरे 7 बजे हमला हुआ। हमला करने वाले केवल 100 लोग थे और मंत्री महोदय कहते हैं कि साढ़े 4 बजे हमला हुआ। क्या चैक पोस्ट पर हमारे इतने लोग भी नहीं थे जो 100 लोगों का मुकाबला कर सकते ? इसके बाद यह कहा गया है और मंत्री महोदय ने भी इस बात को स्वीकार किया है कि 23 तारीख की शाम को गोलाबारी हो रही थी, 23 तारीख की शाम से जब गोली वर्षा हो रही थी तो मैं पूछना चाहता हूँ कि 24 तारीख को हमारी बोरडर सिक्योरिटी फोर्स क्या करती रही। मैं बोरडर सिक्योरिटी फोर्स के खिलाफ कुछ कहना नहीं चाहता हूँ। उनकी जितनी शक्ति है जितने साधन हैं उनसे वह लड़ रहे हैं लेकिन बोरडर

सिक्योरिटी फोर्स को जो पर्याप्त सहायता दी जानी चाहिए वह उन्हें नहीं दी जा रही है। 24 तारीख का दिन हमने खो दिया। 24 तारीख को जब मदन में रक्षा मंत्री महोदय और पन्त जी के सहयोगी मिर्धा जी भाषण कर रहे थे उस समय सुतरकंडी (?) चैकपोस्ट पर पाकिस्तान का कब्जा था लेकिन डम के बारे में सरकार द्वारा मदन को अंधेरे में रक्खा गया और हमें विश्वास में नहीं लिया गया। भारत की एक इन्च भूमि भी यदि विदेशियों के कब्जे में चली जाय तो डम मदन को सरकार को बतलाना होगा। सरकार इस बारे में असावधानी से काम नहीं ले सकती। एक बार चीनी हमले के बीच पण्डित नेहरू ने यह गलती की थी और उन्होंने मदन को अंधेरे में रक्खा था बाद में मदन से उनको माफी मांगनी पड़ी थी। अगर हम कौलिंग अटैशन नहीं देते तो हमारी तीन चैकपोस्ट्स पर पाकिस्तान कब्जा करने में समर्थ हुआ यह बात देश को पता नहीं लगती और विदेशों को भी पता नहीं लगता। यह हमारे हित में है कि हम पाकिस्तान की आक्रामक कार्यवाहियों का जितना प्रचार हो सकता है करे और दुनिया को बतायें कि हमारी भूमि पर हमला हो रहा है, हमारे जवान मारे जा रहे हैं, हमारे नागरिकों का कत्लेआम हो रहा है, हमें उसका जवाब देना होगा। लेकिन सरकार इस मदन से तथ्यों को छिपाती है। सरकार इस मदन को विश्वास में लेना नहीं चाहती है। देशवासियों से संकटपूर्ण परिस्थिति में निबटने के लिए अपील की जा रही है, उन से त्याग व बलिदान करने की अपील की जा रही है लेकिन सीमा पर क्या हो रहा है। अब अगर आप सदब और देश को नहीं बतायेंगे तो देश का समर्थन कैसे प्राप्त कर सकते हैं ?

अध्यक्ष महोदय, मैं कहना चाहता हूँ कि मंत्री महोदय मदन से माफी माँगें मदन को अंधेरे में रखने के लिए और यह आश्वासन दें कि एक भी हिन्दुस्तान की चौकी पर पाकिस्तान को कब्जा करने नहीं दिया जायगा और कब्जा करने से पहले ही उनकी मार कर भगा दिया जायगा।

[श्री अटल बिहारी वाजपेयी]

उसके लिए जरूरी हो तो सेना को भी भेजा जाय, सदन इस बारे में सरकार को पूरा समर्थन देगा।

श्री कृष्णचन्द्र पंत जैसा माननीय सदस्य ने कहा मेरे स्टेटमेंट में यह बात कही गई है कि पाकिस्तान आर्मी ने इस चैकपोस्ट को ओवरगन किया। मैं यह फिर बतलाना चाहता हूँ कि इस पोस्ट में जो चैकपोस्ट था उसमें केवल 11 आदमी थे और जो रैंग्यूजीज वर्गरह आ रहे हैं उन के लिए वह पोस्ट रकखी गई थी। वहां से 500 गज की दूरी पर डालू का हमारा बड़ा पोट्ट था। हमलावर 500 गज की दूरी तक भी नहीं बढ़ पाये बाकी उस चैकपोस्ट में जहाँ पर केवल 11 आदमी थे उन पर पाकिस्तानी आर्मी ने हमला किया और उसको पाग कर गये। चूँकि हमलावर काफी अधिक तादाद में आये थे इसलिए उस चैकपोस्ट के 11 आदमियों के लिए उन्हें रोक पाना सम्भव नहीं था। मैं समझता हूँ कि चाहे वह फौज के होने या बोरडर मिक्चोरिटी फोर्स के होने इतनी बड़ी तादाद में हमलावर लोगों को यह 11 आदमी नहीं रोक सकते थे फिर भी ज़िम बहादुरी से वह लड़े उस के लिए मैं यहाँ उनकी तारीफ करना चाहता हूँ और थ्रड्राजलि अपित करना चाहता हूँ कि उन्होंने बहुत बहादुरी से पाकिस्तानी फौज़ियों का मुकाबला किया। जो पीछे डालू में बोरडर मिक्चोरिटी फोर्स का कंटिजेंट था उसने हमलावरों को 500 गज भी नहीं बढ़ने दिया और पाकिस्तानी टूप्स को भारतीय सीमा में खदेड़ कर बाहर कर दिया।

जहाँ तक प्राइन्ट रूल्स का प्रश्न है आज की जैसी स्थिति है उसमें अगर हमारे ऊपर आक्रमण होगा और कहीं भी अपनी फौज को भेजना जरूरी समझा जायेगा तो कोई भी टैक्निकल मामला उसे भेजने में हमको रोकने वाला नहीं है। जैसी भी स्थिति होगी हमें उसका जिस तरीके से सामना करना होगा वह सब किया जायेगा। भारत की एक-एक इन्च भूमि से अगर हमारे वाजपेयी जी को प्यार है तो मैं यह स्पष्ट कर दूँ कि हमें भी अपने देश

की चप्पा-चप्पा भूमि वाजपेयी जी से कम प्यारी नहीं है..... (व्यवधान)...

श्री हुकम चन्द कछवाय (मुरेना) : हमारी तीन चौकियों पर कब्जा कर लिया है। यह सरकार देश को अंधेरे में रख रही है। सदन के माध्यम विश्वासघात किया जाता है... (व्यवधान)

अध्यक्ष महोदय : माननीय सदस्य को यह क्या हो गया है।

श्री कृष्णचन्द्र पंत मैं यहीं निवेदन कर रहा था कि इस देश की भूमि हमें किसी से कम प्यारी नहीं है और उसकी सुरक्षा के लिए जो भी कदम उठाने पड़ेंगे वह हम उठावेंगे। प्रधान मंत्री जी के वक्तव्य में भी यही बात कही गयी है और मैं उसे अब फिर दुहराने की आवश्यकता नहीं समझता हूँ।..... (व्यवधान)...

श्री हुकम चन्द कछवाय देश को अंधेरे में रखा जा रहा है। सरकार ने मित्रों को धोखा देने के और कोई काम नहीं किया है... (व्यवधान)

अध्यक्ष महोदय मैं अर्ज करूँगा कि माननीय सदस्य शान्ति से काम लें। Do you think that by shouting you gain something? Why do you lose your temper?

श्री अटल बिहारी वाजपेयी क्या मंत्री महोदय का उत्तर पूर्ण हो गया? मंत्री महोदय के वक्तव्य में कहा गया है कि साढ़े 4 बजे हमला हुआ जबकि असम सरकार की रिपोर्ट है कि 7 बजे से हमला शुरू हुआ। अध्यक्ष महोदय, मैं चाहता हूँ कि इस के बारे में तथ्य दिये जायें। क्या असम सरकार की जानकारी अलग है और हमारी केन्द्रीय सरकार की जानकारी अलग है?

श्री कृष्ण चन्द्र पंत अब वाजपेयी जी बहुत नाराज हो जायेंगे अगर मैं कोई गलत बात कहूँगा इसलिए मुझे जो जानकारी है उसी के आधार पर मैं बोल सकता हूँ। मेरे पास जो जानकारी

है उसमें साढ़े 4 बजे सवेरे है जोकि मैं आप के सामने दे रहा हूँ वरना आप कहेंगे कि मैं अंधेरे में रख रहा हूँ। मैं नहीं चाहता कि मैं सदन को अंधेरे में रखूँ। मैं सदन का आदर करता हूँ और इस नाते मेरा कर्त्तव्य है कि जो भी बातें मेरे इल्म में हैं वह मैं सारी बातें सदन के सामने रखूँ और यही मैंने किया भी है।

श्री कमल मिश्र मधुकर (केसरिया) : मन्त्री जी ने जो बयान दिया उससे यह मालूम पड़ता है कि पाकिस्तानियों का रवैया दिन पर दिन हिन्दुस्तान के प्रति शत्रुता और आक्रमण का होता जा रहा है जबकि हमारा रवैया अभी तक एक दम्बूपन और टालने वाला दिखाई दे रहा है। सरकार के बयान से यह भी मालूम होता है कि पाकिस्तानी फौज हमारे बोरडर सिक्कोरिटी फोर्स के लोगों को लगातार मार रही है और हम अपनी आर्मी को आगे नहीं भेज रहे हैं। कहने को इस सरकार की ओर से यह अवश्य कह दिया जाता है कि हम आवश्यक कार्यवाही करेंगे लेकिन अमल होता दिखाई नहीं पड़ता है। मैं पूछना चाहता हूँ कि क्या सरकार ने अपनी फोर्स को वह आर्डर दे रखा है कि वह पाकिस्तानी हमलावरों को भारतीय सीमा में से छेदेड़ कर बाहर पीछे धकेल दें ? आखिर इसको करने में सरकार के सामने क्या कठिनाई है जिसके कि कारण इण्डियन आर्मी को इस्तेमाल नहीं किया जा रहा है ? अच्छे व आधुनिक हथियारों से बोरडर सिक्कोरिटी फोर्स को क्यों लैस नहीं किया जा रहा है ? इस में कौन सी कठिनाइयाँ हैं। मंत्री महोदय सदन को बतलायें कि क्यों नहीं वह अपनी आर्मी को वहाँ पर इस्तेमाल करने जा रहे हैं ? आप उसको वहाँ क्यों नहीं भेज रहे हैं। क्या यह लगातार चलता रहेगा ? क्या पाकिस्तानी हमले होते रहेंगे और

हमारी चेक पोस्ट्स ओवर-रन होती रहेंगी ? क्या देश के स्वाभिमान को धक्का लगना रहेगा और आप चुपचाप बैठे रहेंगे ? मैं चाहता हूँ कि मंत्री जी स्पष्ट बतलायें कि क्या वह आर्मी को आर्डर देने जा रहे हैं कि पाकिस्तानी हमले को हटाया जाय और एक-एक इंच भूमि की वृद्धता के साथ रक्षा की जाये ?

श्री कृष्ण चन्द्र पन्त : उसका उत्तर तो मैं दे चुका हूँ। मैं ने बतलाया कि इस तरह के हथियार बांडर सिक्कोरिटी फोर्स के पास है। मैं यह जरूर कह सकता हूँ कि अगर वहाँ आर्मी जाने की आवश्यकता हुई तो वह जायेगी। (व्यवधान) आप जरा सावधानी से सुने। अगर आज भी आवश्यकता हुई होगी तो सेना गई होगी। जहाँ भी आवश्यकता होगी वह जायेगी। आप इसके माने अपने आप निकाल सकते हैं। क्या आप चाहते हैं कि मैं हर चीज को यहाँ रखूँ जिसे से देश का कोई फायदा नहीं होता ?

SHRI P. VENKATASUBBAIAH (Nandyal) : Do Government feel that these are only border skirmishes and tactics adopted by Pakistan to mislead world opinion that they are in complete possession of Bangla Desh or it is a large-scale war attempted by violating our international border ? If so, are Government aware of the fact that the Pakistan Government is massing its troops on the 620 mile border between Bangla Desh and our country ? Will Government treat this matter seriously and see that our troops are moved to the borders of Assam, Meghalaya and Tripura ?

SHRI K. C. PANT : I cannot say definitely that Pakistani troops are massing on the border. The Defence Ministry may be in a better position to give information on that. But I do not know generally speaking that because of the activities of the Mukti Fauj, inside Bangla Desh, it is not easy for the Pakistani army to disperse its troops in small numbers. When they move,

[Shri K C Pant]

they move in large columns. It is difficult for them to spread themselves all over the border. That is the general position. About the specific question, I cannot give the answer.

RE NOTICE UNDER RULE 377 AND CALLING ATTENTION

MR SPEAKER Papers to be laid

SHRI JYOTIRMOY BOSU (Diamond Harbour) Sir I have written to you for permission to raise an important matter during zero hour today. It is about the press report stating that an Enquiry Commission has been set up by Bihar Government under the Commission of Inquiry Act against a Central Minister for misappropriation of lakhs.

MR SPEAKER You sent the letter to me while I am sitting here and you get up without my permission. I am not going to allow it. You must give me a chance to study it and see whether it is possible under the rules.

SHRI JYOTIRMOY BOSU Under rule 377, I have sought your permission to raise it during zero hour.

MR SPEAKER I have not allowed it.

SHRI S A SHAMIM (Srinagar) May I know what would constitute advance notice in this particular case?

SHRI JYOTIRMOY BOSU I handed it over before 10 o'clock.

MR SPEAKER I have received it just now.

SHRI JYOTIRMOY BOSU That is upto the Secretariat.

MR SPEAKER I have not yet given my permission.

SHRI JYOTIRMOY BOSU You did not inform me that you have not permitted it. That is the usual practice.

SHRI S A SHAMIM At least for the guidance of the new members, we should know what constitutes advance notice.

MR SPEAKER I expect you to know the rules. I cannot tell you everything. There is a procedure laid down for it.

SHRI JYOTIRMOY BOSU I have acted according to the procedure. I have given a regular notice.

MR SPEAKER I have not permitted you.

SHRI JYOTIRMOY BOSU I was not informed of that. This is a serious matter involving misappropriation.

MR SPEAKER Anything said without my permission will not be recorded.

SHRI ATAI BIHARI VAIPAYEL (Gwalior) Are we to understand that the matter is under consideration?

MR SPEAKER I am yet to go into it.

SHRI PILOO MODY (Godhra) May I make a submission? If something has been sent to you before 10 O'Clock in the morning, at least the member should consider that it has been delivered to you in proper time. Thereafter if the Secretariat does not give it to you till 10 minutes after 12 O'Clock, it cannot be our fault.

MR SPEAKER I have already said that I will enquire about it.

SHRI S M BANERJEE (Kanpur) Sir, we have given notice of a Calling Attention on the hiring in Ishapur.

MR SPEAKER If hon. Members abruptly raise matters like this in the House my only alternative is to see that it is not recorded. Anything said without my permission will not be recorded.

SHRI JYOTIRMOY BOSU Under rule 377 I have given the notice in writing. It is a very simple submission. The matter has appeared in the press. The prestige of the House is at stake. The Minister should respect the House. I am not asking

him to come and say "I plead guilty". Let the Minister make a statement. Why should you prevent him from making a statement ?

MR. SPLAKER : Anything said without my permission will not go on record.

SHRI PILOO MODY : You are treating him like a school boy.

SHRI S. M. BANERJEE : Sir, I have given notice.

MR. SPLAKER : I am not allowing Shri Banerjee either.

SHRI DINLN BHATTACHARYA (Serampore) : What are we here for if you are not allowing us to raise matters of importance ?

SHRI JYOTIRMOY BOSU : Sir, if you do not want us to function as members, I cannot help it.

MR. SPEAKER : I have received about 35 Calling Attention Notices. I can admit only one,

SHRI S. M. BANERJEE : I do not want the Calling Attention to be admitted. Let the Minister make a statement. When a person has been killed and so many injured, should the Minister not make a statement ?

MR. SPEAKER : For that he should give some regular notice. Calling Attention Notice is not a notice. Every day I receive 10 to 15 Calling Attention Notices. Today I have received 20. I cannot admit more than one. So they cannot be treated as notices...*(interruptions)* So, unless you give me advance notice in the regular form, I will not allow it to be raised.

SHRI JYOTIRMOY BOSU : We have sent notices...*(Interruption)*

MR. SPEAKER : The calling-attention motion is not a notice. There are so many of them and I have to admit only one...*(Interruption)*. Nothing can be raised unless I have a notice. I am not going to tolerate it.

SHRI S. M. BANERJEE : Sir, I rise on a point of order on what you have said just now. You have said that a calling-attention notice is not a notice. We, the Members of Parliament, without knowing your mind and in anticipation of your order, table so many calling-attention notices. On every form, not only on one, it is written "Notice". We submitted a notice on Ishapore firing where one death took place. It is for you to accept it or reject it. But I submitted the Ishapore firing notice yesterday with an original telegram from the workers' union...*(Interruption)*

MR. SPEAKER : When a calling-attention motion comes to the Speaker, he selects one out of the many and that is put on the agenda paper, but the Speaker does not mention anything about the others which were rejected. But it is not a regular notice like the one under rule 377 or rule 193.

SHRI JYOTIRMOY BOSU : Sir, I want to make a submission arising out of your decision. As required by the Rules, I had given you a duly written notice under rule 377 before 10 O'Clock today seeking your permission to raise the matter.

MR. SPEAKER : I have already mentioned about it.

SHRI JYOTIRMOY BOSU : I want your ruling about that. Are you going to ask the Minister to make a statement ?

MR. SPEAKER : I will study it and let you know. I have just now received it, while I have been sitting here.

SHRI JYOTIRMOY BOSU : Thank you, Sir. I am much obliged.

SHRI S. M. BANERJEE : Should I take it that my notice is pending ?

MR. SPEAKER : It is a very bad practice that you get up every day without any notice and disturb the House. Kindly do not do it, unless you receive my permission.

SHRI S. M. BANERJEE : I am asking a question. What has happened to my notice ultimately ?

MR SPEAKER I did not select it. There is no question of rejecting it. There were so many of them for today and I selected only one. The others were not selected.

SHRI S M BANERJEE Not for today, but what about tomorrow or the day after tomorrow?

MR SPEAKER It all depends on the merits every day. Sometimes there are calling attention notices much more important than the previous ones.

SHRI S M BANERJEE I do not want you to admit my calling attention notice. I only want that you kindly ask the Defence Minister and the Home Minister to make a statement because there is going to be a strike in the factory.

MR SPEAKER I am not going to do that unless I see the calling attention motion. I will look into it.

श्री योगेन्द्र झा (जयनगर) अध्यक्ष महोदय मजदूर गोली से मारे जा रहे हैं। रेलवे में सैकड़ा आदिमिया की छटनी की गई है। क्या आप चाहते हैं कि मजदूर हड़ताल करे? क्या वे बगला दण का रास्ता अस्वयार करें? आखिर आप कोई रास्ता तो बतायें जिससे हम यहाँ ये सवाल उठा सकें।

SHRI JYOTIRMOY BOSU In Kerala there are. (Interruption)

MR SPEAKER Are you not fed up of talking?

SHRI JYOTIRMOY BOSU I do not want to use rude words because that is not done, nor would I like you to use rude words. I am making a submission.

MR SPEAKER I will have to invite the attention of the House towards the misbehaviour of this hon gentleman and I will have to seek your advice on it.

AN HON MEMBER He should be named.

MR SPEAKER He is persistently doing it. In the last session he did it and in this session he is doing it. I am going to warn him. I warn you, I will not tolerate it.

12 45 hrs

RE NOTIFICATION ON DESIGNATION OF MINISTERS

SHRI KALYANASUNDARAM (Tiru-chirapalli) Sir, I am on a different matter concerning the dignity and independence of the House. I have given notice of a privilege motion on the 24th itself. That is regarding the notification issued by the President concerning the functioning of the Government and connected with the designations of Ministries and their nomenclature. I have gone through the legal position of it. That notification can relate only to the functioning of the Government and not to the functioning of this House. I do not know how it happened that automatically, as soon as the notification was issued, the Hindi version was printed here. (Interruption)

MR SPEAKER I made the observation yesterday. They should have consulted us.

SHRI KALYANASUNDARAM It is a matter of privilege of this House. Is there an invisible hand which is giving instructions to the Lok Sabha Secretariat and pulling wires. (Interruption) The Lok Sabha Secretariat must function under your guidance.

MR SPEAKER After all, I have to work with certain formula. (Interruption) I am not allowing it.

SHRI KALYANASUNDARAM The Lok Sabha Secretariat cannot function as a wing of any Ministry or the Cabinet Secretariat. It should function independently.

MR SPEAKER Yes.

SHRI KALYANASUNDARAM How did it happen? Who printed the question lists like that? This House is entitled to know.

Can the Lok Sabha Secretariat take instructions from any Ministry? I want to know.

MR. SPEAKER : On important matters like language, etc., we have to take due notice of it...(*Interruptions*)

SHRI H. N. MUKERJEE (Calcutta-North-East) : Do I take it that the issue of a Presidential Order means that without reference to the Speaker, the executive implementation follows automatically by the Lok Sabha Secretariat?

MR. SPEAKER : You raised it yesterday. I agree with you that on such matters, they should consult us.

SHRI KALYANASUNDARAN : They have not consulted you. What is the remedy now?

SHRI ATAL BIHARI VAJPAYEE (Gwalior) : If the Government comes forward and says that the Prime Minister should be known as Pradhan Mantri how can the Lok Sabha Secretariat object to it? I do not know if any question of privilege is involved. (*Interruption*).

MR. SPEAKER : The papers to be laid.

PAPERS LAID ON THE TABLE

CONTRACT LABOUR (REGULATION AND ABOLITION) CENTRAL RULES, 1971

THE DEPUTY MINISTER IN THE MINISTRY OF LABOUR AND REHABILITATION (SHRAM AUR PUNARVAS MANTRALAYA MEN UP-MANTRI) (SHRI BALGOVIND VERMA) : On behalf of Shri R. K. Khadihar : I beg to lay on the Table :

- (1) A copy of the Contract Labour (Regulation and Abolition) Central Rules, 1971 (Hindi and English

versions) published in Notification No. G.S.R. 191 in Gazette of India dated the 10th February, 1971 under sub-section (3) of section 35 of the Contract Labour (Regulation and Abolition) Act, 1970. [*Placed in Library. See No. LT-195/71.*]

- (2) A copy of the Apprenticeship (Amendment) Rules, 1971, (Hindi and English versions) published in Notification No. G.S.R. 383 in Gazette of India dated the 20th March, 1971, under sub-section (3) of section 37 of the Apprentices Act, 1961. [*Placed in Library. See No. LT-196/71.*]

NOTIFICATION UNDER MINES AND MINERALS (REGULATION AND DEVELOPMENT) ACT, 1957

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (ISPAT AUR KHAN MANTRALAYA MEN RAJYA MANTRI) (SHRI SHAHNAWAZ KHAN) :

I beg to lay on the Table a copy of Notification No. G.S.R. 466 (Hindi and English Versions) published in Gazette of India dated the 3rd April, 1971, under sub-section (1) of section 28 of the Mines and Minerals. (Regulation and Development) Act, 1957. [*Placed in Library. See No. LT-197/71*]

ANNUAL REPORT OF NATIONAL COOPERATIVE DEVELOPMENT CORPORATION FOR 1969-70

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (KRISHI MANTRALAYA MEN RAJYA MANTRI) (SHRI ANNASAHAB P. SHINDE) :

I beg to lay on the Table a copy of the Annual Report (Hindi and English versions) of the National Cooperative Development Corporation for the year 1969-70, under sub-section (3) of section 14 of the National Cooperative Development Corporation Act, 1962. [*Placed in Library. See No. LT-198/71.*]

**NOTIFICATION UNDER MINES ACT,
ANNUAL REPORT OF COAL MINES
LABOUR WELFARE ORGANISA-
TION, ETC**

SHRI BALGOVIND VERMA I beg
to lay on the Table—

- (1) A copy each of the following Notifications (Hindi and English versions) under sub-section (7), of section 59 of the Mines Act, 1952 —
 - (i) The Coal Mines (Amendment) Regulations, 1971, published in Notification No G.S.R. 568 in Gazette of India dated the 17th April 1971
 - (ii) The Coal Mines (Second Amendment) Regulations 1971 published in Notification No G.S.R. 631 in Gazette of India dated the 1st May 1971 [*Placed in Library See No LT-199 71*]
- (2) (i) A copy of the Annual Report (Hindi and English versions) on the activities of the Coal Mines Labour Welfare Organisation for the year 1968-69 [*Placed in Library See No IT-200 71*]
- (ii) A statement (Hindi and English versions) showing reasons for delay in laying the above Report [*Placed in Library See No IT-201/71*]
- (3) A copy of the Annual Report of the Employees' State Insurance Corporation for the year 1969-70, under section 36 of the Employees State Insurance Corporation Act, 1948 [*Placed in Library See No IT-202/71*]
- (4) A copy of the Apprenticeship (Amendment) Rules, 1971 (Hindi and English versions) published in Notification No G.S.R. 570 in

Gazette of India dated the 17th April, 1971 under sub-section (3) of section 37 of the Apprentices Act, 1961 [*Placed in Library See No LT-203/71*]

12 48 hrs

ELECTION TO COMMITTEES

- (i) POST-GRADUATE INSTITUTE OF
MEDICAL EDUCATION AND
RESEARCH, CHANDIGARH

THE DEPUTY MINISTER IN THE
MINISTRY OF HEALTH AND FAMILY
PLANNING (SWASTHYA AUR PARIVAR
NIYOJAN MANTRAIYA MEN UP-
MANTRI) (SHRI A K KISKU) Sir,
on behalf of Shri Uma Shankar Dikshit,
I beg to move

'That in pursuance of Section 5 (g) of the Post Graduate Institute of Medical Education and Research Chandigarh Act, 1966, the members of this House do proceed to elect, in such manner as the Speaker may direct, two members from among themselves to serve as members of the Post-Graduate Institute of Medical Education and Research, Chandigarh, for a term of five years, subject to the other provisions of the said Act.'

MR SPFAKIR The question is

"That in pursuance of Section 5 (g) of the Post-Graduate Institute of Medical Education and Research, Chandigarh Act, 1966, the members of this House do proceed to elect, in such manner as the Speaker may direct, two members from among themselves to serve as members of the Post-Graduate Institute of Medical Education and Research, Chandigarh, for a term of five years, subject to the other provisions of the said Act.'

The motion was adopted

- (ii) ALL-INDIA INSTITUTE OF MEDICAL
SCIENCES

SHRI A K KISKU On behalf of
Shri Uma Shankar Dikshit, I beg to move

"That in pursuance of Section 4 (g) of the All India Institute of Medical Sciences Act, 1956, the members of this House do proceed to elect, in such manner as the Speaker may direct, two members from among themselves to serve as members of the All India Institute of Medical Sciences for a term of five years, subject to the other provisions of the said Act."

MR. SPEAKER : The question is :

"That in pursuance of Section 4 (g) of the All India Institute of Medical Sciences Act, 1956, the members of this House do proceed to elect, in such manner as the Speaker may direct, two members from among themselves to serve as members of the All India Institute of Medical Sciences for a term of five years, subject to the other provisions of the said Act."

The motion was adopted

COMMITTEE ON THE CONDUCT OF A MEMBER DURING PRESIDENT'S ADDRESS

EXTENSION OF TIME FOR PRESEN- TATION OF REPORT

SHRI R. D. BHANDARE (Bombay Central) : I beg to move :

"That this House do extend the time for the presentation of the Report of the Committee on the Conduct of a Member during President's Address, upto the last day of the current session."

MR. SPEAKER : Motion moved :

"That this House do extend the time for the Presentation of the Report of the Committee on the Conduct of a Member during President's Address, upto the last day of the current session."

SHRI ATAL BIHARI VAJPAYEE (Gwalior) : Sir, I have given notice of an amendment. I beg to move :

That in place of "upto the last day of the current session" the following be inserted—

"upto the first day of the next session."

I think Mr. Bhandare will not object to this amendment.

SHRI R. D. BHANDARE : I will not object. If the House agrees, I have no quarrel.

MR. SPEAKER : All right. I will now put the Amendment of Shri Vajpayee to Shri Bhandare's motion at item 9 to the vote of the House.

The question is :

That in place of "upto the last day of the current session" the following be inserted—

"upto the first day of the next session."

The motion was adopted

MR. SPEAKER : I will now put the Motion as amended to the vote of the House. The question is :

"That this House do extend the time for the presentation of the Report of the Committee on the Conduct of a Member during President's Address upto the first day of the next session."

The motion was adopted

12.52 hrs.

RAILWAY BUDGET, 1971-72— GENERAL DISCUSSION— *Contd.*

MR. SPEAKER : The House will now take up further discussion on the Railway Budget.

श्री राम नारायण शर्मा (धनबाद) : अध्यक्ष महोदय, माननीय रेल मन्त्री जी ने जो रेल की मांग प्रस्तुत की है उसमें 36 करोड़ 12 लाख रुपये का घाटा दिखाया गया है और यह घाटा इसके बावजूद दिखाया गया है जबकि इन्टेरिम रिलीफ के रूप में 36 करोड़ रुपये दिए गए हैं स्टाफ को और डेली एलावंस के रूप में 33 करोड़

[श्री गम नारायण शर्मा]

स्पष्टे दिए गए हैं। फिर आप यह भी देखेंगे कि पैसेजर्स ट्रेन के ऊपर 59 करोड़ का घाटा होता है और गुड्स ट्रेफिक के ऊपर 12 करोड़ का घाटा होता है। इन सारे घाटों के बावजूद और इन खर्चों के बावजूद भी अगर रेलवे का बजट सिर्फ 33 12 करोड़ का घाटा का बजट है जिसे कि उन्होंने गुड्स के ऊपर और पैसजर्स के ऊपर बिगाड़ा बड़ाकर के वसूल करने की चालाकी है तो यह एक मराहनीय कदम है और मैं इस प्रस्ताव का समर्थन करता हूँ।

लेकिन मैं सारी चीजों को देखने के बाद यह मालूम होता है कि यह फिर्स की जगह है या क्या है? हम पैसजर्स ट्रेफिक के ऊपर घाटा होता है 59 करोड़ का और गुड्स ट्रेफिक के ऊपर घाटा होता है 52 करोड़ का और यह गुड्स और पैसजर्स ट्रेफिक का ही काम है तो यह दानो जो काम है इनमें घाटा होता है और 49 करोड़ की हम न साल के अन्दर न तब खर्च की जिम्मेदारी ली तो यह इतने घाटे इतने अधिक खर्च और उससे बावजूद घाटा बहुत कम यह देखने से समझ में नहीं आता कि आखिर माजग क्या है? हमारा ख्याल है कि माननीय मंत्री जी जब जवाब देंगे तो इन पहलुओं के ऊपर भी प्रकाश डालेंगे। क्योंकि यह सारे पहलू इस तरह की उलझने पैदा करने वाले हैं। रक्षा का चलना जैसा कि जवाब में बताया गया है साढ़े चार घंटे तक एक बार अगर ओवर हैड वायर कट गया तो उसकी वजह से रुक जाता है। उसकी मरम्मत करने में जो समय लगता है उसकी वजह से साढ़े चार घंटे गाड़िया बन्द हो जाती है। अगर साढ़े चार घंटे तक गाड़िया बन्द हो जाती है तो पैसजर्स गाड़ियों का भी उसी हिसाब से लेट चलना प्रारम्भ हो जाना चाहिए था। लेकिन यह डेढ़ दो घंटे तक लेट चली है, साढ़े चार घंटे तक लेट नहीं चली है। तो मालूम है कि जो ओवर हैड वायर कटता है यह क्या गुड्स ट्रेफिक के लिए अलग है और पैसजर्स ट्रेफिक के लिए अलग है यह दोनों एक ही इंजिन से एक ही दापरे के अन्दर में चलते हैं।

यह बात सही है कि घड़ल्ले से रेलवे में चोरी होती है और ब्रेक बीम बेयरिंग की चोरी तो बहुत ज्यादा होती है। यह बात सही है कि इनके स्टाफ के ऊपर, वेगन्स के ऊपर और स्टेशनों के ऊपर भी हमले होते हैं। लेकिन बजट में यह कहीं खर्चा नहीं हुई कि मुसाफिरो के ऊपर किस तरह में हमले होते हैं। मुसाफिरो के ऊपर भी हमले होते हैं और उनकी भी जान व माल खनरे में पड़ते हैं। तो उनकी भी सुरक्षा की व्यवस्था होनी चाहिए। अधिकारियों का ध्यान इस दिशा में भी जाना चाहिए कि मुसाफिरो के ऊपर भी उनका ध्यान जाय न कि केवल उन्हीं पहलुओं पर ध्यान जाय जिसकी क्षति उन्हें तुरन्त पूरी करनी पड़ती है। क्योंकि मुसाफिरो की क्षति होनी है तो पूरी नहीं करनी पड़ती, इसलिए उसकी तरफ उनका ध्यान जाता नहीं या जाते जात मामला बिगड़ जाता है। ता मैं सरकार का ध्यान आकर्षित करना चाहता हूँ कि इस तरह की व्यवस्था होनी चाहिए। यह बात सही है कि ईस्टर्न रेलवे, नार्थ ईस्टर्न रेलवे 'साउथ ईस्टर्न रेलवे, खास करके साउथ ईस्टर्न रेलवे 'और ईस्टर्न रेलवे' यह दो रेलवेज 60 परसेंट गुड्स ट्रेफिक से लिए रेसपासिबल हैं। इन दोनों रेलवेज की खास तौर से निगरानी की जरूरत है और यह निगरानी करने में यह भी निगरानी करने की जरूरत है कि क्या इसमें उन का भी तो हाथ नहीं है, जिनके ऊपर इसकी रजवाली का भार दिया गया है? उनका कितना इसमें हाथ है यह भी देखने की जरूरत है। रिपोर्ट यह है कि बुकिंग होती है तो बुकिंग में भी गड़बड़ी होती है डेलीवरी होती है तो डेलीवरी में भी गड़बड़ी होती है और सारे स्थानों में गड़बड़िया होती हैं और इन सारी गड़बड़ियों में सब लोगों का सामना रहता है। इस सामने को रोकने का इन्तजाम होना चाहिए। यह सामने-दारी जब तक बन्द नहीं होगी हमारी पब्लिक अडरटेकिंग्स का चलना बहुत ही कठिन हो जायगा और जो हमारे सामने आज लक्ष्य है कि सारे उद्योगों के ऊपर हमारा काबू होना चाहिए, समाज का काबू होना चाहिए वह लक्ष्य हमारा

ओक्षल हो जायेगा। हम उसमें सफलता प्राप्त नहीं कर सकेंगे।

MR SPEAKER . He may continue after the lunch recess

13 01 hrs

*The Lok Sabha adjourned for
Lunch till Fourteen of the
Clock*

*The Lok Sabha reassembled after
Lunch at Fourteen of the
Clock*

[MR. DEPUTY-SPEAKER in the Chair]

श्री रान नारायण शर्मा उपाध्यक्ष महोदय, मैं यह बनला रहा था कि जा ब्योरा हम लोगों को रक्म का दिया गया है उसमें 160 करोड़ का घाटा होता है जिसमें हम लोगों को 33.12 करोड़ की बात बतलाई गई है और उसकी क्षति की पूर्ति करने के लिए जो माल और पैसेजरी पर किया गया बढ़ाया गया है उससे हमें साल में लगभग 35 करोड़ रुपया मिलेगा। तो यह तो हमारी आर्थिक व्यवस्था है जहां तक कि रेलवे का सम्बन्ध है।

अब मैं चन्द सुझाव गन्त्रों को देना चाहता हूँ। सारे रेलवे सम्बन्धी सुझाव देने के पहले मैं कुछ अपने इलाके से सम्बन्धित स्थानीय सुझाव देना चाहता हूँ। पटना शहर बिहार का हैडक्वार्टर है और धनबाद एक औद्योगिक क्षेत्र है तथा प्रधान जिला है लेकिन उनका सीधा सम्बन्ध गाड़ियों से नहीं है। इसलिए पटना के लिए सीधी गाड़ी धनबाद से होनी चाहिए। टाइम टेबल से राँची-धनबाद-पटना दिखलाया जाता है लेकिन वह वास्तव में जैसे कि फीगर्स का मायाजाल है वैसे ही वह भी एक माया ही है क्योंकि उनमें जो समय लगता है वह बहुत अधिक समय है और कोई सीधे गाड़ी भी नहीं है बल्कि कुछ डिब्बे उनमें जोड़े बिस्ते जाते हैं

और नामकरण के लिए राँची-धनबाद-पटना कहा जाता है लेकिन धनबाद से वास्तव में कुछ बीगियर ही उनमें जोड़ी जाती है।

दूसरी बात यह है कि धनबाद एक औद्योगिक क्षेत्र है, वहाँ से बहुत से मुसाफिर आ जा सकते हैं। राजधानी एक्सप्रेस जो कि कलकत्ता और दिल्ली के बीच में चलती है वह गोमोह में रुकती है जो कि 18 मील दूर है और उसमें जो खाली सीटें भी आती जाती हैं वह खाली ही चली जाती हैं। अगर उस ट्रेन को धनबाद में रोक जाये और यह छूट दी जाये कि जो पहले से रिजर्वेशन कराये और जो खाली सीटें रह जाये उसमें स्थानीय पैमंजर्स को ले लिया जाये तो उसमें भी आमदनी में कुछ वृद्धि होगी और जो खाली सीटें चली जाती हैं उसका सबाल भी नहीं रह जायेगा।

उपाध्यक्ष महोदय, पाथरडीह और प्रधान खन्ना के बीच में गुड्स ट्राफिक की एक लाइन है जिसमें 5 ऐसे रेलवे क्रासिंग हैं जिनको बराबर बन्द रखा जाता है। उनके बन्द रखने की वजह से वहाँ गाड़ियों को काफी कठिनाई होती है। एक गांव के अन्दर में ही अपने घर में खेत में जाने के लिए या खेत से घर में आने के लिए कभी कभी लोगों को दो मील, तीन मील या पांच मील का चक्कर काटना पड़ता है। इसलिए वे जो पांच क्रासिंग हैं उनको चालू होना चाहिए।

धनबाद में सरकार रेलवे का ओवरब्रिज बनाने का काम कर रही है लेकिन लगभग पिछले दस सालों से आज तक वह काम कम्प्लीट नहीं हुआ है। बट्टा पर दुर्घटना भी हो गई है और मुसाफिरों को काफी दिक्कत होती है। अगर दस मिनट भी ट्रेन वहाँ पर रुक जाती है तो सैकड़ों गाड़ियों का ताता, इस साइड में भी और उस साइड में भी, लग जाता है जिससे कि समूचा टाउन ब्लाक हो जाता है। तो मैं सरकार का ध्यान इस ओर आकर्षित करना चाहता हूँ

[श्री रामनारायण शर्मा]

कि उस ओवरब्रिज के बनने में जो भी कठिनाई हो उसको दूर करे और जल्द से जल्द उमको पूरा कराये।

उपाध्यक्ष महोदय, कोयले के ट्राफिक को सुधारा जाये ताकि नार्थ बिहार को कोयला मिल सके। आज बिहार से बिहार में ही कोयला ले जाने के लिए उत्तर प्रदेश होकर जाना पड़ता है।

उत्तरी बिहार में कोयला जा सकें उमके लिए धनबाद में पटना एक मीट्री रेल की लाइन जाय। आज जो आसनगोल होकर पटना जाना पड़ता है या गया से पटना जाना पड़ता है तो मैं चाहता हूँ कि धनबाद में पटना के लिए मीट्री रेल की लाइन की व्यवस्था हो और ऐसे होने से कोल ट्रान्स्पोर्ट की दिशा में काफी सुविधा होगी। इस से कोयले के ट्रान्स्पोर्ट में बहुत सुगमता हो जायेगी और दूर-दूर तक उत्तर बिहार और दक्षिणी बिहार में कोयला पहुँचाया जा सकेगा।

अब सरकार एक तरफ तो यह हिल कंसेशन देती है और दूसरी तरफ मुमार्फरो के ऊपर 59 करोड़ रुपये का नुकसान उठानी है। जब आज रेलगाड़ियों में ओवरक्राउमिंग रहती है तो हिल स्टेशन के लिए इस तरह की टिकट में रियायत देकर यात्रा के लिए प्रोत्साहन देने की क्या जरूरत है कि हम इस तरह में इथोडे टिकट पर हिल स्टेशन पर लोगों को भेजने की चेष्टा करें? अब हिल स्टेशन पर बड़ी लोग जाते हैं जिनके कि पेट भरे हुए रहते हैं और इसके लिए जनसाधारण जिनके लिए ट्रेविल करना आवश्यक हो उनको हम टैक्स करे उनके लिए हम टिकट की दर बड़ा दे तो यह कहा का इन्साफ है? पेट भरे हुए लोग जो ऐसा इशारत के लिए पहाड़ों की मीर किया करते हैं उनको इस तरह का हिल कंसेशन नहीं देना चाहिए और इसको बन्द कर दिया जाना चाहिए। इस तरह के जो और भी कंसेशन हो उनको भी बंद कर देना चाहिये।

कोयला उद्योग का जहा तक सम्बन्ध है सरकार ने कबूल किया है कि हम साउथ ईस्टर्न और ईस्टर्न रेलवे से 5500 गाड़ी बंगाल और बिहार की कोल फील्ड्स को प्रतिदिन देते हैं। जहा बंगाल और बिहार के कोयला क्षेत्र को हम 6500 गाड़ी प्रतिदिन दिया करते थे पिछले दो महीनों में 5500 तक ही दिया है। इस को सरकार ने कबूल किया है और सिर्फ दो महीने की फीगर कबूल की है। मैं सरकार का ध्यान इस तरफ आकर्षित करना चाहता हूँ कि यह फीगर जो है पिछले 1970 साल की उसके अनुसार हमने 1222 बैगन प्रतिदिन के हिसाब से उन्हें कम दिये हैं। अब एक तरफ जहाँ हम बेकारी को दूर करने की बात सोचते हैं और माननीय मंत्री ने मुझसे दिया है कि इस तरह से वह इतने लोगों को काम दे सकेंगे वहाँ पर मैं बतलाता हूँ कि कोयला खदानों में इस तरह से लगभग 30 हजार लोग बैगनों की कमी के कारण बेकार हो गये हैं। कोयले का उत्पादन जहा अपने मुल्क में 8 करोड़ टन के हुआ करता था वह पिछले सन् 1970 के साल में 7 करोड़ टन रह गया और यह एक करोड़ टन कोयले का उत्पादन कम हुआ है जिससे कि लोग हजारों की संख्या में बेकार हुए हैं। इसलिए रेलवेज को इस दिशा में ध्यान देना है कि जहा मुल्क की जरूरयात बढ़ती जा रही है तो यह उनकी बैगंस की कंपैमिटी घट कैसे रही है? जरूरयात के हिसाब से बैगम औफरिंग भी अधिक होनी चाहिए लेकिन वह औफरिंग कम हो रही है। इसकी तरफ रेलवेज को ध्यान देना चाहिए।

इंडियन माईनिंग असोसियेशन के चेयरमैन ने बतलाया है कि पिछले साल बंगाल और बिहार के कोयला क्षेत्रों में कोल बैगंस की औफरिंग 1222 बैगन प्रतिदिन के हिसाब से कम हुई है।

चूँकि घंटी बज चुकी है इसलिए मैं संक्षेप में एक दो सुझाव देकर अपना भाषण समाप्त करूँगा। कोयला उद्योग में अभी जो कोयले की 12 घण्टे डेलाइट लोडिंग होती है उसको 24

घण्टे की कर देना चाहिए। वह जो फाइव जीवर्स लोडिंग होती है 5 घण्टे में जो उसकी लोडिंग अभी होती है वह घटा कर साढ़े 4 घण्टे की जा सकती है। इस तरह से जो कुछ अभी भी हमारे पास शक्ति है उस शक्ति का सही सही हम उपयोग कर सकते हैं। जो दो तिहाई कोयले का उत्पादन होता है वह सरकारी कारखानों में जाता है। अभी एक चौथाई जो बैंगम की कमी हो गई है इससे जनता सफर करती है जबकि उधर कोयले की खदानों में कोयले का अम्बार पड़ा हुआ है। अभी भी 9 मिलियन टन का कोयले का स्टॉक कोयला खदानों में पड़ा हुआ है। यह इस तरह से डेढ़ महीने का स्टॉक उनके पास पड़ा हुआ है। कोयले के बैंगम के वितरण में गड़बड़ होती है और होता यह है कि छोटी कोएलरीज को बैंगम न मिल कर एक, एक कोएलरी में रैंक दिये जाते हैं जो कि करीब 70-80 बैंगम माल के होते हैं। इस तरह में जो बीच का आदमी है जो न तो कांजूमर है और न ही कोयला मण्डलायर है यह बीच का आदमी एक ही दिन में 80 हजार कमा लेता है। इसलिए मैं सरकार का ध्यान इस ओर आकर्षित करना चाहता हूँ कि वह उधर ध्यान दे क्योंकि एक तरफ तो कोयला का अम्बार पड़ा हुआ है और दूसरी तरफ कोयले का अभाव हमारे मुल्क के अन्दर मौजूद है और इस समस्या को हल करने के लिए सरकार आवश्यक कदम शीघ्र उठाये।

SHRI A. P. SHARMA (Buxar) Mr. Deputy-Speaker, Sir, I rise to support the budget proposals brought in this house by the Railway Minister. I have a definite reason to do that. It is only in this year, unlike the previous year, that the Railway Minister has perhaps realised that unless and until the rise in costs and the increase in the working expenses of the railway are met by increasing the rates and fares on passenger tickets the railways are bound to run in a loss.

The running of the railways in a loss has been a very controversial matter. The railway is bound to run in a loss if the prices

of coal on the one hand, the prices of steel on the other and the prices of such commodities which are required for the running of railways are increased day by day, and the rates and fares on the railways are kept as they were three or four years back. The railways are bound to run in a loss. Therefore, this is perhaps the first time that the Railway Minister has realised this aspect of the working and has come out with a sound business proposition in this house by making a slight increase in the rates and freight of the railways so that the railways could be run neither in a loss nor in a profit.

It is always said that the railway is a public utility service. If it is a public utility service, then the question of loss or gain should not be taken into account. Even if it runs in a loss, since it is a public utility service, we have to run the railways; we cannot close them. But, if the railway's commercial aspect taken into account, then the earlier factors that I have stated have to be kept in mind. The fact is that most of the railways in the world today are running in a loss. Only in a very few countries do the railway make a profit. Therefore, if we are concerned about the loss and gain so far as the railways are concerned, we have, always to take all these factors into account.

I would like to deal with another aspect, the financial aspect, of the railways which is mostly responsible for indicating or giving an impression that the railways are running in a loss. Here, you will find a very unique thing. A very unique financial arrangement is always placed before us. We pay a certain amount of dividend out of the earnings of the railways, irrespective of the fact that particular sections on the Indian railways always run in a loss and they are never going to make any profit. For example, I can say that some of the railways in India like the North-eastern Frontier Railway, the Northeastern Railway, the Northern Railway and also the Southern Railway are not making profit. But when the question of payment of dividend comes, according to the present financial arrangements of the railways, dividend is calculated on the Indian railways as a whole.

The Railway Minister himself said that they have run into a loss of Rs. 8 or 9 crores

[Shri A. P. Sharma]

but on that also the dividend has been calculated I do not know whether the Minister will apply his mind to this problem and see that this faulty financial arrangement changed. I can understand if railways are asked to pay dividends on earnings where they make a profit. In this connection, I suggested that the following recommendations of Transport Committee should be implemented

- (1) In the planning of transport in future the need for ensuring financial solvency of the railways should be kept in view
- (2) In all cases of lines which are expected to be unimunerative even after a few years of their opening provision should be made to compensate the railways for the losses
- (3) Concessions given by the railways in fares and freight rates have to be considered on merits. To the extent that these concessions are granted in the larger public interest and involve losses to the railways, the losses should be taken off them in determining the railways commitments to the general finances.

If these recommendations are implemented, a lot of worries of the minister about losses in railways will be removed.

So far as economy in railways is concerned, we have had a very sad experience. We always start from the wrong end. In the name of economy, the number of class IV employees, gangmen, porters etc. who are in the lower grade is reduced and the number of higher grade people is increased. This is my experience about economy. Therefore, although it is necessary to curtail unnecessary expenditure in railway working, this type of economy I just mentioned should be avoided.

Coming to my State of Bihar, if you look at the railway map of India, a large portion of the Indian Railways runs through that State. Apart from giving us more lines, even for recruitment through the service commission, there is no arrangement

All members, irrespective of party affiliations from Bihar have been demanding the location of the headquarters of the service commission in Bihar somewhere at Danapur or Patna. In this House, all successive ministers have given assurance, but nothing has been done. There is one Assistant Secretary who has been posted there. It is just like a post office, no work of the service commission is carried on there. It is a meaningless expenditure. If it has been decided not to have the headquarters of the service commission there, it is better not to have it.

If there is a full fledged Railway Service Commission there are many advantages to the people of both Bihar and UP. It is very necessary and we have been demanding it for a very long time. I am sure the Railway Minister will see the genuineness of this demand of the people of the area and agree to the establishment of a full-fledged Railway Service Commission at Patna or Danapur.

Then there has been a demand that the divisional headquarters of the North Eastern Railways should be located at Sonpur. In fact, there were even some agitations for it. The previous Railway Minister had given the impression that he is going to decide this question in our favour. I referred to this demand when I spoke on the railway budget last year in the other house. My feeling is that politics are introduced even in the working of the railways. For instance, the former Railway Minister decided to locate the headquarters of a railway division at Rangipara in Assam. I do not know what justification is there for that. Similarly, Banaras has been selected for location of another headquarters. I do not know how Banaras is better than Sonpur. I am not saying that Banaras or Rangipara should not have railway headquarters but I feel politics plays a greater part than justification in the location of headquarters.

Coming to De lux trains, Shri Dinen was against the running of De lux trains. But I am in Bhattacharya's favour of them. I say that after the introduction of the *Rajdhani Express* there is enough justification for the diversion of the weekly De-lux service to Patna. Now it is done once a week. I say that it should be done twice. It is a convenient train for people going to North Bihar and Assam.

Then I come to a very important part of the speech of the Railway Minister where he casually quoted from the address of the President where he has referred to consultation with trade union leaders in evolving a sound industrial policy. I take it that he meant workers' participation because otherwise consultation with trade union leaders in evolving a sound industrial policy has no meaning. The railways have done some work in this direction and a team of railway officers and labour representatives were sent to Yugoslavia and some other countries to study this system in 1965.

They have submitted a report also, but since 1956 this report has not seen the light of the day. If the Railway Minister wants to associate the representatives of railway workers with increasing the production, decision making and running of the railways, it is absolutely necessary that right from the plant level up to the Railway Board the representatives of the railway trade unions and workers should be associated. It is not that a director is appointed at the level of the Railway Board and we are very happy. That will serve no purpose. The association of railway representatives right from the plant level up to the Railway Board is absolutely necessary.

Regarding disturbances caused in the running of the railways, it is a very sad commentary on people who, for serving their, political interests in season and out of season, attack railway property and railway employees. They squat on the railway lines. Not only that, in the north eastern part of the country it has become absolutely impossible for to run the Railways. railway employees are assaulted. Sometimes people are killed also. If that is the situation continuing in certain areas of the country, is it possible for railway employees to run the railways ?

The employees are expected to run the railways under normal conditions. They are not supposed to fight with the hooligans and people who indulge in violence. If the employees keep away from work, they are treated as strikers and their service is broken. I want not only to inform the Railway Minister but also to sound a note of warning that we had a meeting of the National Railwaymen's Federation where we have taken a

decision to give a directive to our workers that, if such a situation continues in certain parts of the country and if the people for whom railwaymen render loyal services start beating and killing them, they should stop the running of railways under all circumstances till such time as normal conditions of working are restored.

My hon. friend, Shri Dinen Bhattacharyya, said yesterday that by increasing the freight and fares the Railway Minister is now going to *hatao* the *garibi* instead of *garibi hatao*. He made a reference to our Prime Minister's assurance given to the people. I want to assure that so far as railwaymen, as a class, are concerned, they have given enough proof of their patriotism and of their loyal services to the country and the nation and they will continue to do that. I want, on the other hand, that the Railway Minister must take severe steps to see that such people are dealt with a heavy hand so that normal conditions of working exist in these areas. Then only the railwaymen can be held responsible for not doing efficient work.

Only one sentence and I finish. I am very happy that the present Railway Minister has dealt in his speech with certain things as a practical man. He has not talked about corruption or eruption of so many things on the Railways. I want to inform him that as a trade union we have decided that we are not going to support the wrong people. There are wrong people in every sphere of life and, therefore, it is no use making propaganda about that. I asked a question about the eleven-point programme of the former Railway Minister. I have not got an answer. I would like the Railway Minister to see to that aspect of railway working where a parallel body has been introduced for a certain purpose, where employees are made a special target of attack by certain officials and non-officials associated with that organisation. I would like to know how much money has been spent on that account and how much profit the railway has made. I would like the Railway Minister to examine this aspect and see that as a practical man he should see that the working of the railways improves by associating the representatives of the workers, as I suggested earlier.

SHRI KALYANASUNDARAM (Tiruchirappalli) : Mr. Deputy-Speaker, Sir, at the

[Shri Kalyanasundaram]

outset, I have to say that the speech read out by the Railway Minister was not only disappointing but even provocative. I have to take very strong objection to many of the points that he has brought into his speech.

No doubt, he is aware that there is intense criticism and discontent not only from the Railwaymen but also from the public in regard to the way in which the railways have been mismanaged. He wanted to come out with an explanation. So, perhaps, the Railway Minister was advised to be on the offensive rather than on the defensive. He was on the offensive against railwaymen, against the public, against political parties, against everyone. That seems to be his attitude.

In his speech, there is an impression created as if the railwaymen are very greedy and they are asking for more and more. I do not know whether the Railway Minister goes through the Reports that are placed here and distributed to the Members from the Railway Ministry itself. If he goes through them he will find that the percentage of expenditure incurred in respect of staff in the Indian Railways is the lowest as compared to other Western countries. In Britain, 64 per cent of the total expenditure is incurred in respect of staff and that means only 36 per cent is incurred in respect of other operational costs, fuel, etc. In Japan, which is nearer to us, in Asia, the expenditure in respect of staff is 59 per cent and that means the expenditure in respect of other operational costs, fuel, etc., is 41 per cent. Here, in India, the expenditure on staff is 50 per cent and the expenditure on other operation costs, fuel, etc., is also 50 per cent. So, that is what is taking away more. If he dispassionately examines this question, he will see that the working expenditure in other respects, that is, what is spent on workshops, what is spent on contracts and other things, is very high and out of proportion. I wish his speech were a little more humble and he ought to have tried to find out the truth.

No doubt, the performance of railways in the past three years has deteriorated even in respect of operational efficiency and punctuality. As regards operational efficiency,

so far as it relates to the workers, it has not deteriorated. On the contrary the Report itself says that the worker has done his best and has given his maximum. I do not want to bother the House with figures.

Why this grudge against the workers? I endorse one aspect of the statement made by Mr. A. P. Sharma that our workers are not wanting in patriotism. I endorse that. But don't put their sense of patriotism to too much of strain. They have borne all these difficulties far too long.

How do the Railways incur loss? First of all, I want to remove the idea that the Railways are incurring a loss. The figures are so manipulated as to present a picture that the Railways are incurring losses. If you concede that the Railways should work as a public utility service, in the interest of the railwaymen, in the interest of the travelling public and for the speeding up of the economic activities of the country, what is it that you find in the Financial Statement? The Financial Statement does not show any loss, and that is, in spite of these mismanagements. I will come to this aspect of the matter later on.

Here we find Depreciation to the extent of Rs. 105 crores and they show it as expenditure. Certain amount under 'Allocation for Railway Development' is shown as expenditure. And what is worse,—Mr. Sharma missed this point,—interest is being paid for the arrears of contribution on the General Revenues. In other words, the Finance Ministry is squeezing the Railways like anything. I do not know whether the Railway Ministry is independent, whether it is able to act independently. I do not know whether the Financial Commissioner in the Railway Board is acting in the interest of the Railway Board or acting as an Agent of the Finance Ministry. I want to have his point cleared up when the Minister replies to the debate. The Finance Ministry wants to squeeze as much as possible for the general revenues.

SHRI M. RAM GOPAL REDDY (Nizamabad) Some money is invested by the Government in the Railways. Towards the interest on that, dividend is paid,

SHRI KALYANASUNDARAM : Even in private enterprise, they get dividend only when there is profit ; not otherwise. Nobody has paid interest for their failure to pay dividend.

We have listened to the speech of the hon. Minister where he mentioned about thefts, in spite of interruptions from this side. No doubt thefts have been there not only now, but ever since the Railways have started. Perhaps the problem is becoming very acute now. But, who is responsible for this ? He referred to this problem in three places in his speech. He said, it is a menacing thing ; It is a very serious thing and particularly he was mentioning one thing—that is, overhead wires. I think the Railway Minister knows something about electricity. If he does not know, let him say so.

The overhead line is always alive ; it is live wire with energy with great tension. What is the tension ? 25,000 volts. There is no question of going near it. Nobody can go anywhere near even upto a distance of 3 feet. If he goes he will be finished. He is gone.

From his speech, I learn that these thefts of copper wires occurred not during the construction period, or when they were stored in the storage yard, or they were under custody of the contractors, but after the line has been energised and handed over to the Railways. Then only these thefts have happened. Can it be done so easily ? Can a thief go and take away copper wire like this, which is lying overhead ? Even the worst dacoit of our country cannot do it, taking away a line which is energised at such a high tension. Whom does the Railway Board want to fool ? Anyone who has knowledge of electrical engineering will admit that. Here the thieves are those who are clothed as big officials and big Contractors. A metre length of copper wire weighs more than a kilogram in weight. How to carry these things ? If the hon. Railway Minister is willing to listen to the voice of truth from the 13 lakhs of railwaymen and the public, he will be benefited. But his Railway Board will not listen, and he is guided only by his Railway Board. So long as he is guided by his Railway Board, he is not going to contribute anything for the betterment of the railways and the railways will continue in the same old way.

Electrification and dieselisation are no doubt an advancement, although they create problems regarding staff. They lead to retrenchment and loss of employment potential, and so, some of us are only cautioning them to do it in the proper way without its resulting in unemployment.

We know that electrification has taken place. In 1958, a separate organisation called the Railway Electrification Organisation was constituted, and a general manager was put in charge of it. For what purpose ? It had a bunch of well trained engineers and technicians. But was this organisation entrusted with the construction of all this railway line under the new electrification scheme ? Where was the need to give all these works to the contractors ? It was given to three big contract firms, two British and one Italian. It will be difficult for me to pronounce the Italian name, and, therefore, I shall mention only the names of the British firms ; these are the BICC, London and the Cromptons. The Cromptons are very well known. These three companies have formed a club.

There was no open tender and no open competition. When they form themselves into a club, you can understand what will happen. They dictate their terms. If the hon. Railway Minister wants to know the truth, I would request him to get all the tender documents and place them before the House. I shall show to him that they have not spent even half the amount that was paid to the contractors, and they have swallowed more than half of the amount intended for these projects. If the hon. Minister is interested, let him please get the documents. I do not want to give him the details now. Let him get all the tender documents in regard to the contracts that were entered into between the Railway Electrification Organisation and the three firms whose names I have mentioned. If he wants my help, I am prepared to give him the correct details to show how these three companies have swindled to the extent of nearly 50 per cent of the amount that was allotted for these projects.

I shall give just one instance regarding the Rourkela-Bilaspur section. Let the hon.

[Shri Kalyana Sundaram]

Minister verify. The amount of the tender agreement was Rs 257 lakhs. The details are : Supply of spare parts : Rs 90 lakhs ; Erection charges : Rs 80 lakhs, and Establishment charges : Rs. 87 lakhs. In regard to the Rs. 90 lakhs which is said to have been paid to the contractor for the materials, that is, the overhead equipment purchased from a supplier, he must produce a voucher for that. Kindly ask him to produce the sales tax account which he has submitted to the State Government. He has mentioned only Rs 45 lakhs in respect of the materials purchased, to the sales tax officers. But here he has given the amount of Rs 90 lakhs and has drawn the amount of Rs 90 lakhs. Let the hon. Minister examine these things and produce them before us. In the name of this House, I ask the hon. Railway Minister to get all these documents and submit them to scrutiny by a committee of this House. Then, he will know how much money has been wasted. If he wants economy, we are all for economy, but not for retrenchment of a casual labourer or a gangman or a porter or a peon. This is how you should economise. Crores of rupees are wasted like this, swindled by private contractors and corrupt officials. Not that all our officials are corrupt ; we have fine engineers, the best engineers, the cheapest engineers and the most efficient engineers. That is why there is so much demand for our technicians in capitalist countries like America. Our labour is the cheapest and most efficient. I am proud of our labour. But our Railway Minister does not admit that. He is angry with our labour. He thinks that the failure of punctuality is due partly to inefficiency of labour. Will he kindly give me the breakup, to what extent failure of punctuality was due to political agitations, theft of overhead copper wires and to what extent it is due to labour inefficiency.

Cordon off the eastern portion. What is happening in the rest of India. Are the trains running to time ? If any foreigner reads the budget speech of the Railway Minister, he will think that India is passing through a big turmoil, everywhere there is unrest, agitation, theft of wires, theft of everything. What will others think of our country ? Did any of them opposite think about it ? Is this the reality in our country ? For the sake of

concealing—I do not want to use harsh words—corruption and inefficiency of the administration, these charges are levelled against the workers and the public. I request the Minister to inquire into these matters which I have raised.

There is an engineer who was Chief Engineer in the railway electrification organisation. It will not be fair for me to give his name in the House. But he was awarded a Padma Shri. For what ? he had been in service for ten years and he has helped these contractors a great deal. Today he is in the service of one of the contractor firms on a monthly salary of Rs. 10,000 or so (*Interruption*). Such an engineer was awarded a Padma Shri. If I am wrong, let the Minister deny it.

AN HON. MEMBER : Was it after retirement ?

SHRI KALYANASUNDARAM : During service. Two years later he joined that firm. He is such an attractive person that so many officials in service are also after him, because he has got the power of inducement. He can get any son of any official employed anywhere through these private firms. So he is a most sought after person. Perhaps it is because of that that he was given a Padma Shri. This is how the so-called big officials are swindling the railways, being hand in glove with contractors. And the Minister has the courage, the guts, to charge the workers, who are sweating for the railways, with all these things.

Then what about the incentive scheme ? Last time I raised it. I do not have the time to go in detail. If I had to do full justice to all the points raised in the Minister's speech, I would require not less than two hours. I have got enough material to occupy that much of time. I am basing myself on facts, not on gossip. But I know I do not have that time and I will not be able to do full justice to the subject.

About the incentive scheme, they have realised that it has not been fully implemented. Why ? In the name of incentive scheme, they have created posts of the higher category

while retrenching and surrendering posts of semi-skilled and skilled workers in the workshops. How does the Minister expect the workers to be very happy about this scheme? It has been in force for some time now. Appoint a high-power committee to assess the advantages and disadvantages.

One should know the merit or demerit of the scheme and should know whether it has been successful or otherwise. As it works at present, it is just deceiving oneself to have this incentive scheme. Figures on paper look wonderfully so many units have been turned out. But in such a hurry, in such a haphazard manner. Wagons and engines which are sent out of workshops in the name of incentive scheme increase our expenditure on maintenance twofold. I am not opposing the incentive scheme as such. If it can be worked with the co-operation of the workers it can achieve the results desired. But the way it is implemented in several workshops is a damage to the scheme itself. I am speaking with personal knowledge.

The Railway Minister says that the rise in freights and fares are marginal—one rupee for a journey from Madras to Delhi. But the Railway Ministry has no moral right for demanding this from the nation. That is my objection. The increase asked for may be trivial. He has misled the House by saying that the railway fare in our country is the cheapest. Maybe, the railway fare may be low. But compare it with the purchasing power of our masses. The masses have no houses near their working places. Is it not the duty of the Government to provide food and shelter and clothing for all its citizens? Next to food, shelter and clothing comes travel facilities. Cheap travel facilities should be provided. Even if you cannot make it pleasant, at least make it cheap.

Catering establishment in the railways is miserable. I have listened to criticisms made in the earlier Houses that it was worked by the Railways and so it was miserable. It is not true. Wherever you bring the contractors, you are swindled. That is what happened under the Railway Electrification scheme. In some places this is done by the contractor, while some stations are worked by the department. Both are now going down in standard.

Let them institute a committee to enquire into it. It is costlier than outside.

SHRI A. P. SHARMA : What is your suggestion? (*Interruptions.*) I am talking about improvement of railway canteens.

SHRI KALYANASUNDARAM : Perhaps he is agreeing with some of the criticisms I have made. I come from the south. I know that outside the station a meal costs 80 paise where as a meal, which is bad in quality, costs Rs. 1.55 on the railway platforms and five paise for sales tax. If it is served on the trains, it costs Rs. 2.05. I am referring to a vegetarian meal; I am a vegetarian and I do not know about the quality of non-vegetarian food on the railways. Perhaps it is worse. The catering establishments have become bad after they were given to the contractors. I can inform the House that the contractor boys purchase edibles from outside and bring them in. There are places where the selling side is left to the contractor.

Even where the refreshment rooms are run by the railways, the selling alone is given to the contractor. The contractor employs boys. He does not take the edibles from the refreshment rooms. He gets them from outside and sells them to the detriment of the health of the passengers. Rotten stuff is brought and sold. If an enquiry is made, it is not very difficult to find out all these things.

15.00 hrs.

So, I want to make some suggestions. With regard to the working of the catering establishment, I wish the Railway Ministry appoints a Committee to enquire into the conditions and to make suggestions as to how to improve the quality of food and the service to the passengers.

SHRI A. P. SHARMA : There was a Committee. (*Interruption*)

SHRI KALYANASUNDARAM : Referring to railway electrification organization and its functioning, there is the 70th report of the Estimates Committee which I happened to go through. It had made some recommendations about reorganisation. In 1968, it has been reorganised or decentralised. The Estimates Committee had said that the expenditure incurred as a result of the reorganisation is

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more and they have also suggested to the Railway Ministry that they should submit a report on that, whether it has resulted in an economy or has resulted in greater expenditure, after two years, to this House. Two years are over and I do not yet see any report, or I do not know whether any attempt has been made to submit the report.

With regard to the railway budget speech of the Minister, I am opposed totally to all the increase in rates proposed by him, and I take strong objection to the criticism that he made about the workers.

डा० गोविन्द दास (जबलपुर) उपाध्यक्ष जी, अपने इतने लम्बे मसदीय जीवन में मैं आज सबसे सक्षित भाषण दूँगा और वह इसलिए कि मैं चाहता हूँ कि जो बाने मैं कहूँ, रेल मन्त्री जी उन्हें नोट कर लें और उन्हें कर भी दें क्योंकि वे बहुत छोटी-छोटी बाने हैं और उनको कई बार मेरे चुनाव क्षेत्र में लिखा भी जा चुका है। इनके पहले जो रेल मन्त्री ये उनको भी लिखा गया था परन्तु वे बहुत छोटी बात होने पर भी पूरी नहीं हो सकी।

मैं जबलपुर में आता हूँ। जबलपुर का इस देश में केन्द्रीय स्थान होने के कारण बहुत बड़ा महत्व है। मध्य प्रदेश में यही यातायात के साधन बहुत अमनोपजनक है और फिर जबलपुर जो कि मध्य प्रदेश की राजधानी बनाया जाने वाला था उसके लिए तो यह बान और भी ज्यादा जोर देकर कही जा सकती है। मैं इन बातों को आपके सामने, जैसा मैंने अभी आपसे कहा बहुत सक्षेप में रखना चाहता हूँ और मैं आशा करता हूँ कि उन पर कार्यवाही भी जायेगी। जबलपुर से बम्बई जाते हुए जो तीमरा स्टेशन पड़ता है उसका नाम भिटोनी है। वह एक गांव ही है लेकिन उसका भौगोलिक दृष्टि से बड़ा महत्व है। जबलपुर में बहुत बड़ी सरकारी फैक्टरी खमरिया में है जहाँ पर हमारी सुरक्षा का बहुत सा सामान बनाया जाता है। जबलपुर वाले चाहते हैं कि खमरिया कोई बहुत

दूर नहीं है सिर्फ 12 मील है, भिटोनी से लेकर खमरिया तक और खमरिया से लेकर भिटोनी तक एक प्रातः काल और एक सायंकाल लोकल गाड़ी चलाई जाए। वहाँ पर अभी भी पाँते बिछी हुई हैं और उन पाँतों पर सरकारी यातायात होना है। यह गाड़ी अगर बनाई गई तो वहाँ पर केवल 8 बोगिया और दो इंजिनों की आवश्यकता है। इस लोकल गाड़ी के बनने से वहाँ के लोगों को बहुत सुविधा हो जायेगी।

दूसरी बात यह है कि जबलपुर से बम्बई और जबलपुर से कलकत्ता रोज वहाँ पर जो ट्रेन-गाडिया जाती है उनमें एक-एक फर्स्ट क्लास की बोगी और एक-एक थर्ड क्लास की स्लीपर बोगी लानी चाहिए। आप कभी तो लगातार है और कभी नहीं लगातार है। यह बहुत छोटी सी बात है। अब जबकि ट्रीजल इंजन डाक गाडियों में लगाने लग गये हैं तो एक-एक बोगी और बड़ा दान में काई कठिनाई की बात नहीं होगी।

तीसरी बात यह है कि जबलपुर से दिल्ली आने के लिए एक एक्सप्रेस ट्रेन की बहुत आवश्यकता है। यह बात कई बार कही जा चुकी है लेकिन यह एक बड़ी बात है। जब तक यह मीथी एक्सप्रेस गाड़ी नहीं हो जाती तब तक एक फर्स्ट क्लास की बोगी और एक थर्ड क्लास स्लीपर बोगी, जबलपुर से इलाहाबाद जो डाक गाड़ी जाती है उसमें लगा दी जाये और दोनों बोगियाँ इलाहाबाद में काटकर अपर इण्डिया में जोड़ दी जाय। हफ्ते में दो बार तो आप लगाते ही हैं इसलिए चार दफा और लगा देने में कोई दिक्कत नहीं होनी चाहिए।

चौथी बात यह है कि जबलपुर से गोदिया मीटर गेज है। जबलपुर से गोदिया जो शाम को गाड़ी जानी है उसमें एक थर्ड क्लास स्लीपर बोगी लगनी चाहिए। यह कोई बहुत बड़ी बात नहीं है। ये चार बातें तो मुझे गाडियों के सम्बन्ध में कहनी थी।

एक बात मुझे मीटर गेज के सम्बन्ध में और कहनी है। मीटर गेज के जितने स्टेशन हैं उन स्टेशनों के प्लेटफार्मों पर कोई सीलिंग नहीं है जिसकी वजह से गर्मी में बहुत तकलीफ होती है। इसके अतिरिक्त वेटिंग रूम के जो बाथरूम हैं वे बहुत खराब हालत में हैं। ये भी बहुत छोटी-छोटी बातें हैं जो कि बहुत आसानी से पूरी की जा सकती हैं।

एक बड़ी बात मुझे और कहनी है जोकि जबलपुर से सम्बन्ध नहीं रखती है। और वह यह कि गायपुर से बस्तर तक एक रेल होनी चाहिए। यह गाड़ी बहुत ही आवश्यक है। इसके सम्बन्ध में बहुत दफा बातें हो चुकी हैं लेकिन अभी तक कुछ हुआ नहीं है।

तो जैमा मैंने आपसे कहा था, मैं अपने इतने लम्बे संगदीय जीवन का आज सबसे संक्षिप्त भाषण दे रहा हूँ और यह संक्षिप्त भाषण इसलिए दिया है जिसमें थोड़ी सी बातें कही हैं कि उनपर रेल मन्त्री जी का अधिक ध्यान रहे क्योंकि बहुत सी बातें कह देने पर ध्यान नहीं रहता। इन बातों को तुरन्त पूरा कर दिया जाये क्योंकि इनको करना बहुत ही आसान है।

SHRI DINESH CHANDRA GOSWAMI (Gauhati) : Sir, while congratulating the Railway Minister for injecting a sense of urgency in his Budget speech for eradicating the evils prevailing in the railway administration today, we the members coming from the north-east frontier region of this country particularly from Assam, cannot but accept this budget with a sense of regret and resentment for the failure of the railway administration to take note of the most urgent problems concerning the railways in that part of the country. Ours is a strategic State and we are connected with the rest of India by only a small strip of rail line, which can be called the life-line of the State. Unfortunately, in spite of this fact, the railway administration has shown utter neglect for the improvement of this line. For a long time there was a demand for the extension of the broadgauge line to Assam and then it was extended to Bongaigaon a

border Station of Assam. I do not know why it was extended only up to Bongaigaon. Was it only to give a psychological satisfaction to the people of Assam? Thereafter, we have demanded times without number for extension of the broadgauge line from Bongaigaon in Pancharaina, Joggigoppa to Tinsukia. As early as on 31-7-55 a resolution was passed by the Assam Pradesh Congress Committee, which was reiterated by the Assam State Assembly in 1969 for making this demand but the railway administration is absolutely silent over it. The late revered Prime Minister, Lal Bahadur Shastri had assured the people of Assam that he would give adequate consideration to this demand. But, unfortunately, before he could take a deep interest in the matter he passed away. A memorandum was submitted on behalf of 15 lakhs of people, signed by 5 lakhs of people, to the hon. Prime Minister but we are in such a position that till now we do not even know what has happened to this memorandum. In the Railway budget discussion of last year also, this point was raised and an answer was given by the Railway Minister that it is not economically viable. Those upon whose advice it has been said that it is not economically viable have either no knowledge about the potentiality of the economic development in this State of Assam or they have done so with an absolute sense of indifference to the healthy development of this State. It is absolutely economically viable and I will put some points, to substantiate this contention and be glad if the minister will refer to these points when he replies.

The people in the south bank, particularly in the districts of Goalpara were absolutely dependent upon trade and commerce with East Bengal for their livelihood before partition. After partition their economic condition has become extremely poor. But the paradox is that according to a report of the Geological Survey of India Goalpara is abundant with minerals like sulphur, coal, siliminite, lime stone, china clay and cement and also there is an abundance of forest wealth. But these resources have not been tapped till today because of the absence of good communication system. If all these industries have to be developed and other industries have to come into being the broad-gauge line has to be extended *via* the south bank in the State

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of Assam. This is the first economic consideration which should weigh with the railway administration.

Secondly, in spite of the fact that this is the only life line with the rest of the country, this railway line is under heavy stresses and strains from natural calamities like floods and it remains out of operation for a considerable number of days almost every year. A line by the south bank has no such probability because the south bank does not have any turbulent river. Obviously, if a line is constructed through the south bank it will have more stability. As the Railway Minister himself said, if a railway line remains out of operation for quite some time, the loss is very heavy. To a great extent this loss can be cut down by the extension of broad gauge line through the south bank. Apart from it each year we have to pay huge sums as compensation for claims arising out of loss, damage and deterioration of goods transmitted through Railway. I have some personal experience of cases relating to loss, damage and deterioration because I happened to be the counsel for some time on behalf of the railways. Now, in most of the cases the loss, damage or deterioration takes place because of the transshipment. If there is a direct broad-gauge line to Assam much of these losses, which run to crores of rupees, can be avoided, keeping aside the transshipment cost. The Railway Minister should consider this also when he is thinking of economic viability.

Apart from it, from the defence point of view also there should be two lines because railway line is the only line through which there can be actual movement of troops to Assam and Meghalaya. Lastly, should only economic consideration guide the administration in such matters. After all, the railways are public utility concern. And the consideration of public utility also demands the extension of the broad-gauge line and even on the basis of economic consideration the railways will be economically viable.

Then Assam abounds in natural resources. We have some extremely beautiful natural spots and some of the best game sanctuaries of the world and a golf course which is one

of the best in the east. But, unfortunately, the number of tourists who come to our State is probably the lowest and that is because of want of good communication. If there is proper communication, tourism will be developed in the state along with other allied developments.

Therefore, from all these points I feel that there should be an extension of the broad gauge line through the south bank and I hope the Hon'ble Railway Minister, instead of giving a curt reply this time, at least will try to consider these points and give a reply which may be satisfactory to us. I will request that the Railway Minister should take into account this persistent demand from the people of Assam for the extension of the broad gauge. In fact, I may tell you, sir, a sense of isolation is growing in this most strategic region of Goalpara, which is on the border of the border State of Assam, and they have developed a feeling that they have been neglected by the Centre. Such a sense of isolation in such a region is extremely dangerous to the integrity and security of the country. In order to end this sense of isolation also I feel that this long standing demand should be fulfilled immediately.

Having laid stress on these points I now pass on to some other points to which I hope adequate attention will be given. So far as employment, appointment and transfer in the Northeast Frontier Railway is concerned, we often see that it has become an "*ajab duniya*." Corruption, bribery, nepotism and arbitrary highhandedness always play their part. The local youth are getting a very raw deal in the matter of appointment in the Northeast Frontier Railway. I do not know if I will be called parochial, but, after all, this is the demand from every State that in matters of employment the aspirations of the local youth should be given due consideration. But unfortunately in N. F. Railway not only preference has not been given to local youth but their aspirations have been denied.

I will cite only one example which the hon Railway Minister may pursue. Last January nine doctors were appointed by the Northeast Frontier Railway without any advertisement in the newspapers. What prompted

the administration to appoint these doctors without advertisement, I do not know. But out of these nine doctors, there was none from the local community though there are hundreds of doctors in the State awaiting avenues of employment. I can give dozens of such examples but the time at my disposal will not permit me to do so.

Not only in matters of employment but even in the case of patronage to local industry a raw deal is given by the Northeast Frontier Railway administration. I will give an example. A booklet of only 193 pages on the administrative aspect of the railways was printed a few months back though there are a number of printing presses in Gauhati, the order was placed with a press outside the State of Assam. The only ground was that the rate quoted in the tender from the printer outside the State of Assam was Rs. 27 compared to Rs. 30 given by the presses at Gauhati. A very reasonable argument, it seems; but subsequently it was found out that after adding TA and DA, which had to be given to the officers of the railway administration for looking to the proof-reading job and other things, this book cost the administration Rs. 6,821 whereas it could have been printed at Gauhati for only Rs. 5,990. This is only a specific instance which I have given and if the Hon'ble Minister so wants I will be able to multiply it.

In matters of appointment, I will give two specific instances for being pursued by the Railway Minister. Recently an appointment has been made in the Northeast Frontier Railway for the post of some welfare officers. Surprisingly, two persons have been appointed to these posts whose positions in the seniority list are 200 and odd and 460 and-odd. After all, the Constitution guarantees equal opportunity to all in matters of employment. Was there none who could be found suitable among those persons who were on top of these two persons occupying 260 and odd and 460 and-odd position?

I will give another curious example. A few years back in the matter of selection of some posts an examination was held and some of corrupt officials of the Northeast Frontier Railway by giving grace marks to some of their favourite candidates made

them pass and the other candidates were shown as having failed in the examination. Some of those persons who were shown to have failed having come to know of the irregularities, approached the General Manager, some approached the Railway Board and some went to the court. The General Manager rejected the memorandum on the ground that there was no irregularity. In the court, affidavit with solemn affirmation was filed by the administration of the Northeast Frontier Railway that there was no irregularity. When the matter came to the Railway Board, the Railway Board found that in this case the allegation of the persons were correct and the favouritism was shown and a number of persons were made to pass this examination by giving grace marks. I do not think any action has been taken against these delinquent officers.

Now the situation has developed that after the Railway Board set aside that examination, those persons who were promoted approached the Court. The railway administration had to swallow a bitter pill as they had to take a stand absolutely contradictory to their earlier stand.

We do not want these things to happen. Such type of affairs demoralise the entire administration. I hope, the hon. Minister, who has introduced a sense of urgency in his Budget speech, will follow these instances and will try to root out all corruption which could be found out with a certain amount of probing.

Sir, it has been the most unfortunate experience of our State that in many cases without any agitation, our State is not given their due share. I do not want to cross swords with my hon. friend Shri A. P. Sharma because of the way he referred to Rangia Division. After the Divisionalisation Scheme was introduced, the people of Assam made a demand for a Division in Rangia and the Railway Administration agreed that the Division would be established. The ex-Railway Minister, Shri Nandaji, made a promise that this Division will operate from the auspicious day of 2nd October, 1971. The only condition was that the State Government was to give free land to the Railway for establishment of the Division.

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The State Government has given land. But nothing has happened so far. The Railway Administration is saying that they have not been able to carry on with this project because the land requires filling up. Those persons in the Railway Administration who are saying that the project cannot be executed because the land is required to be filled up have exhibited an utter sense of ignorance, if I may say, so of the topographical conditions of the State of Assam. In Assam, even an individual cannot construct a small house without filling up his land, not to speak of such big projects. The Railway Administration think that they would be able to build up the headquarters of the Division on the top of the Kamakhya hills. The land has been given. The promises were given to the people of Assam by the Railway Administration, by the ex-Railway Minister, Shri Nandaji, by the Central Government, that it will come into operation on 2nd October, 1971. But nothing has happened so far.

Now, there is a limit to the elasticity of patience of an individual or a community, and it seems we have reached the breaking point. I hope the Railway Administration by their negligence, by their callousness, will not allow our patience to run out.

Before I conclude, I would like to make one or two more points. The employees of the North-East Frontier Railway are demanding certain frontier railway allowance because the cost of living in our State is extremely high. These employees have to face the hazards of floods, influx of refugees and also other consequential hazards. Also, certain amenities which are given to employees in other Railways are not given to the employees of the North-East Frontier Railway. I would like to make a very humble request to the Railway Administration, through you, Sir, to consider seriously the legitimate demand of the employees of the North-East frontier Railway.

Now, it has been said that the North-East Frontier Railway is a losing concern. It seems to me that there is some foul-play in regard to this and this foul-play has been prompted by certain persons who are in the

road transport business. Often, the wagons of the North-East Frontier Railway are shown to have returned empty. But the irony of fate is that often merchants, and businessmen of Assam fail in their demand for wagons for transportation of goods, including jute, from different stations of Assam. They are not given the wagons on the ground that wagons are not available, whereas one of the reasons for which the North-East Frontier Railway is running at a loss is that the wagons are to come empty from Assam. This should be taken into consideration by the Railway Administration.

Then, we have seen that the prices of essential commodities in our State are rising very high. In fact, the most essential commodity, salt, is now being sold at a very high price of 50 paise per Kg. in some places. If some direct wagons are allowed to run from western coast to Assam as a special measure, it will give relief to the people of Assam. This demand has come from the people of my State recently and I urge upon the Railway Administration to consider it. I hope, as in the past, our demand will not be brushed aside with a curt reply and due consideration will be given.

Lastly, the new Railway Minister has given a new outlook to his budget proposals by saying in his speech that economic drag on the progress of India because of these metre-gauge and narrow-gauge lines should be done away with. I hope, he will fulfil his promise by trying to implement it first in our State because of its strategic and other importance.

SHRI THA KIRUTTINAN (Sivaganja) : Mr. Deputy-Speaker, Sir, I am not in a position to congratulate the Railway Minister. I would call his Railway Budget as a conventional and a conservative budget.

The hon. Minister has taken much pain to follow the footsteps of his predecessors and submitted a deficit budget. He has tried to fill up the fiscal gap by increasing fares and freights. But in more advanced countries the Railways cannot enhance fares and freights just to fill up a fiscal gap. Before they make enhancements they take into account all the aspects, including what the public, the customers, and the common

man have got to say, whereas in India, every year a new Minister comes and places the proposals to increase fares and freights. But, Sir, who is going to be affected?—We all know, “the common man”.

The increase in freight charges announced by the Railway Minister will result in higher costs of production of steel, cement, caustic, soda ash and Iron and Steel castings, as the freight charges on the movement of raw materials like iron ore, limestone, coal, salt and other items have been increased. There would have been adjustments in selling prices as costs in other directions also have been rising steadily.

Sir, the increase in fares and freights will fetch Rs. 26.25 crores this year. Since the Railways are faced with a shortfall of Rs. 33.12 crores, our hon. Railway Minister proposes this increase.

But the real question is whether this is a real shortfall, and whether this shortfall is to be filled with this increased rate. Kindly look at the present levels of fares and freights.

The total gross receipts have been kept at Rs. 1044 crores—that is, about Rs. 42 crores more than the approximates for 1970-71. Similarly, the estimates of working expenses had been Rs. 903.35 crores which gives Rs. 140.65 crores as a surplus. So, from the layman's point of view, nearly Rs. 141 crores are being contributed by the Railways towards their investment requirements both directly and indirectly. But, to suit their convenience, with conventional financial calculations and certain accounting formalities, they have shown the required deficits.

All over the world the Railways are receiving subsidies from the Government. But, here, in the name of dividend payable to the General Revenues, the Railways have to pay Rs. 173.77 crores leaving a revenue deficit of Rs. 33.12 crores.

I feel this and also this House as a whole is of the opinion that the rate of dividend is too high and there has been a repeated demand that we should review the rate of dividend.

I would like to come to the next point; that is about the working of the Railways. The Railways constitute the nation's largest commercial *cum* industrial undertaking with the capital-at-charge of about Rs. 3250 crores and an estimated revenue budget of about Rs. 1000 crores. The Railways operate daily about 1200 trains to serve about 7000 stations and 2500 million passengers and 200 million tonnes of goods. The total strength of the railway staff is about 13.5 lakhs. The Railways are a public utility of national importance and the largest public undertaking in the country. But the working of the railways is far from satisfactory. The Railway Board with its chairman and members who sit on the ivory tower deliver nothing but the frequent orders and circulars which affect mostly the low-paid employees.

Much was spoken and is being spoken about economy, for which purpose, a ban on recruitment was effected. I would like to take the House into confidence in regard to this matter. Where was the ban on recruitment? In 1961, the number of class I and II officers was about 3000 while that of class III and IV employees was about 11 lakhs, but in the year 1969, the number of class I and II officers was increased to 8000, whereas that of the class III and IV employees was increased to about 13 lakhs. The total number of employees has registered an increase at the rate of about 2.3 per cent per annum during 1961-69, though the rate of increase of the staff in class I and II categories appears to be higher than in the other categories, being of the order of 147 per cent. So, I do not know whether the ban on recruitment was effectively implemented and economy was effected. But due to this ban on recruitment, there was and is a tremendous stagnation in the promotion of the class II and IV employees. Even in some categories like those of commercial clerks, a number of posts were and are being surrendered. But at the same time, a number of people are officiating in the higher posts without getting due promotion and salary. Even the casual labourers, after having rendered five or ten years' of service are still without confirmation and they are officiating as clerks and firemen. In place of skilled labourers, casual labourers are now officiating and are being designated as unskilled labourers. Thousands of vacancies are still to be filled up. This is

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the position as far as the class III and IV employees are concerned. There is a large amount of discontentment among the railway employees, and they are working under even frustration.

How can you expect co-operation from the low-paid employees, without looking into their grievances? So, I had pleaded for a separate Pay Commission for the railway employees, who constitute nearly 50 per cent of the Central Government employees, so that we can get a clear picture of the pay-scales and service conditions of about 14 lakhs of employees. Even now, it is not too late. I would plead with the hon. Minister to arrange and request the present Pay Commission to prepare a separate report for the railway employees.

Then, what is economy? I could understand the dictionary meaning of the word, but not the railway meaning of the term. Whenever economy is effected, the axe falls generally upon the poor employees only. When I visited the Tanjore PWD office on the Southern Railway during the last month, I could see a shirt supplied to an employee who was going for night patrolling on the line. It was a sleeveless or armless shirt. It seems, therefore, that the Railway Board saves crores of rupees by cutting the sleeves. Is it not a ridiculous thing really?

Then, they have supplied only one whistle. You can see how much economy is achieved by not supplying one whistle each for two persons.

Then, I visited the yard at Trichy, where I could see only three pointsmen working, whereas a minimum of four pointsmen was essential there.

In the name of economy, the Southern Railway Administration is shifting the loco-shed at Tanjore by dismantling the buildings and lines and shifting the families of the employees. I strongly protest against this move.

Then, the Southern Railway Administration has decided to shift the present stores depot from Nagapattinam to Golden Rock by stages in the name of economy. I

strongly protest against this move also, since no useful purpose will be served by such shifting except that it will make about 300 families suffer, and an existing model depot would be dismantled and a lot of money would be spent in erecting new sheds and stores at Golden Rock, a place which is already over-congested. So instead of finding fault with the railway employees, you can easily get their co-operation by simply hearing their long-pending grievances and trying to pacify their frustration.

In this connection, I would like to stress the following and request the hon. Minister to see that the need is done immediately. Firstly, I would like to impress on the Railway Minister and also the Prime Minister the crucial and historical necessity for an early announcement of the recommendations of the Third Pay Commission embodying radical changes in the pay structure and service conditions, commensurate with the expectations of the Central Government employees. Secondly, I strongly feel that in a nationalised undertaking like the railways, the practice of engaging labour on a daily-rated basis, utilising them as substitutes for unspecified time-limits against regular vacancies should be dispensed with and those casual labour employees who have put in more than six months continuous service should be absorbed against existing vacancies according to their temporary status forthwith and on completion of three years continuous service as casual labour on CPC scale with temporary status, should be confirmed so as to enable them to derive the benefit of pension etc. Thirdly, the anomalous denial of legitimate monetary benefits of HRA and CCA to such of those railway employees residing in and working at stations like Tambaram which are declared contiguous to Madras City in terms of the Order of the Government of Tamil Nadu should be reconsidered. Further in terms of Ministry of Finance (Expenditure Department) Memo No. 2 (22) I (B)/60 dated 2-8-60 read with GOMS No. 206 (Finance) dated 13-3-68 of the Government of Tamil Nadu, the benefits of HRA and CCA as admissible in the case of Madras City be extended to those railway employees residing and working at places like Tambaram. Fourthly, immediate steps should be taken to fill up the class IV (khalasies) posts which remain unfilled

for a long period so as to provide long awaited promotional outlets for existing staff at the Southern Railway Press. Fifthly, the RPF staff should be given night duty allowance. Sixthly, even after repeated attempts, nothing has been done by the administration to chart out a roster for loco running staff with train links for a minimum distance of 100 kms and also enforcing a rest for 8 hours at outstations and rest for 24 hours at headquarters. This should be done. Seventhly, clearance work in the docks and in the Customs at Calcutta port is done only by the supervisory staff under the control of COS whereas the same kind of work in the Madras harbour is extracted from a few inadequate staff in the scales of 130-300 and 110-180. This should be remedied. Eighthly, many categories of railwaymen do not have the required statutory limit of leave reserve. A thorough study of the leave reserve position of each category has to be done and arrangements made to provide for leave reserve. Ninthly, most of the running rooms do not have proper amenities to the staffs particularly in AC traction. This should be attended to. Tenthly, occupants of railway quarters are charged electric installations, water tax, conservancy etc. besides the abnormal assessed rent. Since several quarters were built many years ago, they would have already fetched several times more than the actual value. Electrical charges etc. form part of the rent; such recoveries should be discontinued and increasing of the assessed rent of quarters every year be stopped. Lastly, industries keep pace with the railways and the latter act as the pace-setter for the former. If certain areas are not developed in our country, it is not because entrepreneurs were not available nor because State Government lack the initiative, but because the railways did not provide for it. The road engineers had a better sense of perspective planning ...*(Interruptions.)* They tried to connect all important centres, major ports and state capitals and they prepared a plan of a national high way system in this country and today we have almost fulfilled that programme. Unfortunately the railway Engineers and the Railway Board have not cared to draft such perspective planning. In the South we have been pleading for a circular railway and rapid transport system. I should ask the Railway Minister to look into the grievances of the

people of Madras. Nothing has been done to take up electrification work between Madras and Arkonam, Madras and Vijayawada, Madras and Trichy. The proposal for forming broad-gauge line between Karur and Dindigal, Madura and Tuticorin is still in cold storage. Construction of railway line between Tinnevely and Cape Comerin has not been considered at all. In the matter of construction of railway lines Tamil Nadu as well as the whole of south is neglected. Every year the Members of Parliament make a hue and cry about the Railway Board. Our demand is that the Railway Board should go and regional Boards should come in; the zonal managers should be given more powers. Even for small disputes the customers have to come to the board which means delay and more expenditure.

With these words I complete my speech and hope that the hon. Minister would take all these things into consideration.

SHRI CHINTAMANI PANIGRAHI (Bhubaneswar) : The hon. Minister Hanumanthaiyaji has highlighted some of the most urgent and immediate problems facing the Railway Administration in his Budget speech. As head of the Administrative Reforms Commission he has made some recommendations and we can expect that as minister in charge of Railways he will give immediate attention to the recommendations he has made so that they could be implemented. Some persons are so much wedded to the traditional way of thinking that even for acute maladies they always prescribe traditional medicines. Here is the case of the Railway budget which is prepared in this kind of a simple, traditional mathematical formula. Find out how much resources are there and cut down the expenditure accordingly. We have been told that earnings are falling and that expenses are mounting. Therefore, the plan expenditure has been cut and to meet the still existing deficit the fares and freights have been increased. Even then there is some deficit which is left uncovered. That is the line of least resistance. This is not the way of accepting a challenge of a new developing economy. From the Himalayas to Cape Comerin, the land and its people cry for development to meet the rising aspirations of the people every day. We want more

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amenities. But this is like accepting a defeat. Because of the line of least resistance, you have decided to scale down the physical targets from 265 million tonnes to 240.5 million tonnes. So also, the Plan outlay for the year has been reduced from the original sum of Rs. 308 crores to Rs. 208 crores, and the total fourth Plan outlay has been reduced from Rs. 1,525 crores to Rs. 1,275 crores. One who understands the simple economics of development and keeps in mind the commitments that we have made to the people knows that the coming four years are most crucial moments in the history of India. Either we fight the poverty or we go down; either we provide employment to the unemployed millions or we go down. When this is the challenge before the country and the people and Parliament such a huge cut in the Plan outlay cannot be understood. What does it mean? It means simply a halt and a suspension of economic activities in many spheres, when the declared objective of the Government is to ensure more and more economic activities for providing employment to the millions of unemployed people.

The result or the natural corollary of the increased rates of passenger fares and freight rates is that it puts the economy in the spiral of rising prices. I know there is a Financial Commissioner of Railways. I do not know which part of the finance he deals with, but everytime a budget is put forward in this House, he addresses a press conference, and he says that there would be no price rise; nothing; and that the prices will remain as they are. I do not know what kind of economics is this and wherefrom he has learnt it.

Now there has been a hike in the freight rates on cement, coal, salt, organic and chemical manures and on steel. Are they not essential commodities? Will the traders absorb it in their profits? I do not know if they agree with the Financial Commissioner's views. If they assure it, it is all right. But I have never seen in the past, in my experience, any traders who have said, "All right, I will absorb it in my profit." If they are essential commodities, I tell you they are going to increase the prices of those commodities by 10 per cent. There is nobody who can deny it. If anybody denies it, he is misleading himself

and is fooling himself. The traders will seize this opportunity to increase the prices. They will try to pass it on to the consumers. They will do it. There is no way out for them. Is this the understanding of the Financial Commissioner? Does he think that after this freight rise in essential commodities, the whole economy will not be caught up in the spiral of rising prices?

Now I must congratulate the Government on one thing: the price rise which had soared to an all-time high, of eight per cent late last year, has been finally brought down to the most manageable level of 3.5 per cent in recent months, thanks to the Government's strict fiscal and monetary measures. It is a commendable thing to bring down the price rise from eight per cent towards the end of last year to 3.5 per cent, and it has been a commendable thing which arrested the price increase. But alas, what I find from these proposals is that it reverses the trend and once again the economy will be caught up in the spiral of rising prices.

Sir, the hon. Minister, Shri Hanumathaya, is a very practical man; he is a pragmatist, and he is a good administrator. I plead before him, because his whole budget speech is businesslike. I like it. It is very frank, forthright and businesslike. Therefore, may I try to persuade him—I know he is subject to persuasion—with as much power of emphasis as I have got along with the Members on this side, that he should at least consider the question of excluding some commodities like cement, salt, organic and chemical manures from the purview of the freight rise at this stage when we declare to the world that we have had a green revolution. We have produced so much that wheat and cereals worth Rs. 250 crores have been damaged because the railways could not provide the wagons to lift them.

The Financial Commissioner may ask, "You say, reduce the freight. Where from are we to find the resources?" Sir, I do not have that much time at my disposal. The Chair has the right to appoint some committee to look into these things. If you appoint a committee tomorrow and give me that task, if nobody else takes it up, I

will do it. If you economise in the use of coal and diesel and ensure better protection of the goods carried by the railways and settle the claims which are due—I do not know how many millions of cases are still unsettled—if only you could do these few things, you can make up the deficit.

One of the most curious and puzzling things in railway finance which is being advanced to this House is the capital at charge. Today it is more than Rs. 3000 crores. It was about Rs. 900 crores in 1950-51. There should not be any conventional thinking on these matters. One should break new ground. I will just give one or two instances to show that there is too much of over-capitalisation in this kind of mounting capital at charge. The Railway Ministry has no control over it. If the Ministry of Petroleum and Chemicals says, "We want this complex to come up in another ten years. Please invest Rs. 100 crores here", Mr. Hanumanthiyya has no option. If the Ministry of Mines says, "Japan will import 200 million tonnes of iron ore in 20 years; please double this line of 500 KM or electrify it", Mr. Hanumanthiyya will have to find another Rs. 300 crores for it, even though that much iron ore may not be available in that place. I am just giving one or two instances. The Ministries of the Government of India are having perspective planning for their respective ministries and putting it before the Railway Board. The Chairman of Railway Board and the Railway Minister have to provide for 20 years perspective planning, investing Rs. 3000 crores, having a return of 3.5 per cent. I do not know what kind of economics and planning it is!

I know the minister has deep knowledge and understanding, because he was Chairman of the A.R.C. Let him be bold enough. A railway convention committee was appointed, but because the Lok Sabha dissolved, it did not recommend anything. A new committee is going to be formed. Let this committee look at this question of capital at charge. Let the minister give his views forthrightly. Even the little study I have made shows that even today Rs. 300 crores are over-capitalised. It may be more. If I am called as a witness, I will give evidence before the committee. What is

this kind of calculation of the rate of dividend to general revenue? You are making no profit. Therefore, we have to adopt better methods. For example, take the case of Yugoslavia. Whenever they want to extend their railway lines they will call for debentures or loans. In that way, they will be independent of the general revenue and they will mobilise their own resources. Capital formation is sound when it is from its own sources. Now you are paying Rs. 160 crores as dividend when you have no profit. This method of accounting should be thoroughly gone into.

Then, if you look into the budget you will find one thing which is perturbing. In 1961 the number of Class I officers was 1,067. In 1967 it went up to 3,003 and in 1969 the number was 7,601. At the same time, if you look at the strength of Class III in 1961 the figure was 4,58,024. In 1967 it went up to 5,54,424, a marginal increase. So also in the case of Class IV which went up from 6,84,326 to 7,97,416 during the period 1961 to 1967. In the case of Class I the increase is 248 per cent. For what? We have been told that they have to supervise. If in this country everybody goes on supervising the other then who is going to work? By supervision alone we cannot bring about a socialist economy. We will not be able to gear our economy by increasing only the strength of supervisors and thereby we will not be able to achieve anything. I hope serious attention will be paid to this problem.

Here I will cite one or two instances to show the working of the railways. Take the case of the Varanasi Diesel Locomotive Works on which you have invested heavy capital. Though its rated capacity is 150 locomotives per year in 1969-70 it has produced only 82 locomotives. So, how much of in-built capacity is being wasted? You are trying to collect Rs. 26 crores by additional fares and freights when so much of money is being wasted by under utilisation.

Then again, what is the performance of the Chittaranjan Locomotive Works. I would request the Minister to set up an enquiry committee to find out what is the wastage at Chittaranjan. It is not doing well. A foreign expert who came and saw

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the working of the Chittaranjan locomotives has submitted a report to government. I would request the Minister to go through the report and act on it and also lay it on the Table.

Coming to the increase in fares, Rs. 11.60 crores are to be collected from third class passengers and Rs. 1.60 crores from the first class passengers. What is the explanation? The explanation is that there is a limit to which first class fares can be increased. But is there no such limit for third class fares?

As the Chairman of A.R.C. Shri Hanumanthaiya had recommended that as the electrification programme of the Indian Railway has increased—now it is 24 per cent and it may be 38 per cent in the coming year, which is good progress for which I compliment the Railway Ministry—they should stick to six members of the Railway Board and have a member in charge of electrification on works. I hope they will stick to that.

Then, I have not been able to understand one remark which the Railway Minister has made in his budget speech when he says:

"Much of the expenditure on development has so far been incurred on the eastern coal-steel belt area but the traffic pattern had changed and we have now to develop north-south routes covering three zones, the Delhi-Bombay and the Bombay-Ahmedabad routes of the Western Railways and another section of the Southern Railway."

This must be explained.

16.00 hrs

You have been submitting figures of the capital at charge and the revenue that you are getting. What do you find? You find that the best return is coming from the South Eastern Railway, which is 7.95, whereas on all other sections of the railways it is 6, 5, 4, 3 or 2. What does it mean?

You talk of the entire South Eastern Railway. But let this not be confused with Howrah to Kharagpur. Howrah to Kharagpur is not South Eastern Railway. What about Khurda Division? Then, there is Bihar and major portions of Orissa. Therefore, the investment is not much in that section of the South Eastern Railway. When you develop this portion, you should see that new potentialities are growing up. Paradip is coming and a new rail link is being laid. Rourkela is being expanded and a new steel plant will be coming up. We have demanded it and it should come. Naturally, the whole belt is coming up on that side and attention should be paid to that also.

Then there are three or four points about Khurda Road Division. Sometimes one has to take the trouble of going and getting the figures from the Division Headquarters. I find from the table of workload *vis-a-vis* the staff strength in the civil engineering department of the South Eastern Railway that in 1966 the plinth area was 28,41,410 cft and in 1970 it had gone up to 62,68,180 cft, an increase of 225 per cent. Similarly, in the pipeline sector the work has gone up from 2,72,880 rft. to 7,31,610 rft., an increase of 225 per cent. Similar is in the case of roads, bridges and tracks. This workload is increasing like anything. It is commendable. But what is the staff strength? It has increased from about 8,000 in 1966 to only 12,000 in 1970 in this section.

Now perhaps heaven, which is the Railway Board, has sent to Orissa, which is a peaceful zone, a divisional superintendent. I do not want to name him but I am told that this godly man has superseded 42 seniors—I do not know how it could be possible—and has become the divisional superintendent. He must be very, very efficient! We are so fortunate that the Railway Board has sent us so efficient a man!

Now, what is his efficiency? His efficiency is that such a godly man, in collaboration with the Assistant Engineer (Mechanical), Berhampur and Bhadrak, has decided to implement the

socialist policies of the Prime Minister and Shri Hanumanthaiya by retrenching hundreds of people. Therefore I say that socialism and all our efforts are going to be nullified by a handful or half a dozen—I do not say, all - of uncommitted bureaucrats. They are not committed to this ideology or programme; they are determined, in collusion with others, to sabotage all the efforts that the Government of India, the Railway Ministry and the Prime Minister is pledged to make. I hope, the time has come when the Government should be careful about these people who are not committed to the ideals of the Congress Party, the Government and the nation. They are there to sabotage it. Therefore, I think, Government should be careful in watching these people. I must pray to the hon. Minister if he could take such a godly man to some other division.

Then, there is a railway high school in Khurda Road. It is a railway responsibility.

MR. DEPUTY-SPEAKER : Do not come to details. You can send the details to him in writing.

SHRI CHINTAMANI PANIGRAHI : There is lack of accommodation, lack of furniture and shortage of teachers.

Then we have submitted many times before that the progress of the Paradip rail link is not very satisfactory. The rail link to Pradip is being delayed. It is not coming up according to schedule. The rail yard at Pradip has not yet been sanctioned.

I wanted to bring these points to the notice of the hon. Minister so that we get justice. I know the hon. Minister is always sympathetic to the right cause and will give justice to us. I hope, he will consider all these things.

There is dissatisfaction amongst the railway porters, the gangman, the Class IV labour, etc. I think, the Committee looking into their grievances have submitted their grievances have submitted their recommen-

dations to the Government and, I hope, they will be given due consideration.

The railway line from Khurda Road to Phulbani *via* Daspalla is a viable one and I hope he will look into it.

With these words, I support the Railway Budget and I hope the hon. Railway Minister will look into all the demands that I have made.

श्री ओंकार लाल बेरवा (कोटा) :
उपाध्यक्ष महोदय, जब नंदा जी रेल मन्त्री थे तो उन्होंने एक दस सूत्री कार्यक्रम चालू किया था और वह दस सूत्री कार्यक्रम हमारे रेलवे बोर्ड ने फेल कर दिया। अब हमें पता नहीं हनुमन्तीया जी कोई बीस सूत्री कार्यक्रम लायें तब कहीं रेलवे बोर्ड से जीत सकते हैं। इन्दिरा जी के गरीबी हटाओ के नारे से ऐसा लगता है कि समाजवाद तो रेल में बैठकर आ गया और गरीबी बेलगाड़ी में बैठकर जायेगी। दोनों का मेल होना बहुत ही मुश्किल मालूम होता है क्योंकि समाजवाद तो रेल में बैठकर चला और गरीबी बेलगाड़ी में बैठकर जा रही है ... (व्यवधान)...

रेलवे बजट देखने से ऐसा मालूम होता है कि 15 किलोमीटर तक किराया माफ है। इन्होंने बम्बई का तो खयाल किया लेकिन दिल्ली का कोई खयाल नहीं रखा। दिल्ली में फरीदाबाद से बहुत सारे आदमी रोज़ आते हैं लेकिन उन्होंने दिल्ली का कोई खयाल नहीं रखा। कुरेशी साहब, कम से कम आप तो कुछ खयाल दिल्ली का रखते। 15 की जगह पर अगर 25 किलोमीटर हो जाता तो बड़ा अच्छा रहता लेकिन मैं कहना चाहूंगा कि रेलवे बोर्ड ने भी इस पर थोड़ा सा भी विचार नहीं किया। रेलवे में चोरियां बहुत होती हैं और उससे तो कोई बचा हुवा नहीं है। रेलवे एक ऐसी इन्डस्ट्री है जिसके लिए कहा जाता है कि वह प्राफिट के लिए नहीं है बल्कि लोगों को आराम देने के

[श्री ओकारलाल बेरवा]

लिए चलाई जाती है। हमारे मन्त्री महोदय ऐसा कहते हैं लेकिन अगर आराम के लिए चलाई जाती है तो वह आराम किसको है ? आराम ऐयर-कैनेशन् डिब्बों में बैठने वालों को है, फर्स्ट क्लास में बैठने वालों को है या पाल-मेन्ट के मेम्बरों को है ? त्रिनकी कि बाई चम्पी करता हुआ चले या फिर रेलवे बोर्ड के मेम्बरों को है जिनके सैलून में 11 डिब्बे लगते हैं। (व्यवधान) ..जो हा एक व्यक्ति के लिए एक गाड़ी पूरे 11 डिब्बे लेकर आई थी कोटा में जबकि हमारे कौल साहब आय 4। अब आप ही बताइये। एक व्यक्ति के लिए डिब्बे अच्छे हो जाय, गद्दी और अच्छे तकिया लग जाय पूरा स्टाफ 11 डिब्बे में शायद बम्बई से चला जाएगा और वह भी किस टाइम पर आय ? तब जबकि पालियामेन्ट का सेशन चल रहा था। मैं जानना चाहता हूँ कि पालियामेन्ट के किन मेम्बरों से उनकी मुलाकात हुई होगी ? पहले यही प्रस्ताव आया था कंसल्टेटिव कमेटी में और पुनः साहब ने कहा था कि बोर्ड भी जनरल मैनेजर, जब पालियामेन्ट का सेशन चालू होगा तब दौरा नहीं करेगा।

सारे मेम्बरों इधर होन है और वह महाशय उधर होते हैं। वह नये नये हैं वैसे काटा के लिए तो पुराने हैं लेकिन नये इसलिए उन्होंने दौरा किया लेकिन आयन्दा खयाल रहे। रेलवे बोर्ड के गगोली साहब से मैं कहना चाहता हूँ कि वह तो पुराने अनुभवी हैं वह कुछ करिश्मा करके दिखायें लेकिन उन्होंने दिखाया नहीं। खडेलवाल साहब चले गये उनके बाद में यह आये लेकिन उन्होंने भी कुछ करके नहीं दिखाया।

16 06 hrs

[SHRI K. N. TIWARY in the Chair]

अब मैं कहना चाहता हूँ कि यह डीलक्स में कौन बैठता है ? डीलक्स ट्रेन यहाँ से तीन बजे

चलती है और वह बम्बई दूसरे दिन जाकर पहुँचती है और किराया वही कोई 30-40 रुपये देना पड़ता है और अब तो उमका किराया और हवाई जहाज का उसी सफर का किराया करीब करीब बराबर हो जायगा। दिल्ली से बम्बई का रेल का किराया शायद 10-20 रुपये ही कम हाता होगा जो कि नये किराये से शायद बराबर हो जायेगा। अब जो दिल्ली का मरीज होगा हाट पेशेंट होगा वही डीलक्स ट्रेन में बैठेगा वरना आम आदमी उतना किराया देकर हवाई जहाज में क्यों नहीं बैठेगा ? क्या उसका दिमाग खराब हो गया है जो वह उतना किराया देकर रेल में घिस घिस करता हुआ अगले दिन पहुँचना चाहेगा ? हाँ भी बिजनेस मैन जो दिल्ली से बम्बई जाना चाहेगा वह हवाई जहाज से फटाफट डेढ़ घंटे में पहुँच जायेगा न कि वह इस डीलक्स ट्रेन से घिसट कर अगले दिन पहुँचना चाहेगा।

रेलवेज में घाटा हो रहा है तो मेरा कहना है कि वह तो जाना ही था। मालूम नहीं यह डीलक्स ट्रेन कौन सी डीलक्स सिग्रेट या कैम्पटन सिग्रेट है जिसमें ऐसी हालत हो रही है। इसके अलावा मैं आपका बतलाऊँ कि फ्रिटियर मेल जो चलता है उसमें थर्ड क्लास का केवल आधा डिब्बा है। उसमें 18 डिब्बे लगते हैं लेकिन थर्ड क्लास के यात्रियों के लिए केवल आधा डिब्बा ही लगता है अर्थात् 40 सीटें कुल होती हैं जबकि डीलक्स में वो एक भी नहीं है। इसी तरह से जनता गाड़ी में तीन डिब्बे थर्ड क्लास के और देहरादून एक्सप्रेस में उनके वास्ते केवल 2 डिब्बे लगते हैं। आप इससे भली भाँति अन्दाजा लगा सकते हैं कि थर्ड क्लास के मुसाफिरों को कितनी अमुविधा होती होगी और उनकी बँसी दुर्दशा होगी। अब आप बतलाइये कि थर्ड क्लास के पैसेन्जर्स कहा जाकर बैठें ? **

सभापति महोदय माननीय सदस्य ऐसा एक्सप्रेशन मत करें। माननीय सदस्य का वह

जो एक्सप्रेसशन है वह रेकार्ड पर न जाने दिया जाय।

इंट विल नोट गो औन रेकार्ड

श्री ओंकार लाल बरवा : अब आप ही बतलाइये कि ऐसी हालत में वे बेचारे कहां जाकर बैठें ? आप ने थर्ड क्लास के मुसाफिरों के वास्ते कहीं भी पर्याप्त जगह नहीं रक्खी है। रेलवे ट्रैवल से जो आमदनी होती है उसमें पहले दर्जे से 18 करोड़ 16 लाख की होती है, दूसरे दर्जे से 8 करोड़ 32 लाख की होती है और तीसरे दर्जे के मुसाफिरों से 224 करोड़ 31 लाख रुपये की आमदनी रेलवेज को होती है। यह आमदनी के आंकड़े सन् 1907-68 के दौरान थे। 68-69 के दौरान 2.28 करोड़ की आमदनी हुई उसमें पहले दर्जे से 19.49 करोड़, दूसरे दर्जे से 8.12 करोड़ और तीसरे दर्जे के मुसाफिरों से 238.28 करोड़ रुपये की आमदनी हुई है। जब रेलवेज को सबसे अधिक आमदनी थर्ड क्लास के मुसाफिरों से ही होती है तब उनको इस तरह से भेड़ बकरियों की तरह रेलों में ठूस ठूस कर भरा जाना यह कहां का इन्साफ़ है ? यह शर्म की बात है कि हमारी सरकार ऊपर की ओर ही देखती है नीचे की ओर नहीं देखती है। आवश्यकता तो इस बात की है कि रेलवेज को चूंकि सबसे अधिक आमदनी तीसरे दर्जे के यात्रियों से होती है इसलिए उनको अधिक सुविधाएं पहुंचायी जायें और उनके वास्ते अधिक डिब्बे रेलगाड़ियों में लगाये जायें।

अब मैं रेलवेज में लगे स्टाफ़ की बाबत कुछ कहना चाहूंगा। हकीकत यह है कि स्टाफ़ का एक भी आदमी रेलवेज से खुश नहीं है। पहले वेतन आयोग की रिपोर्ट खत्म, दूसरे वेतन आयोग की रिपोर्ट को अमल में नहीं लाया गया और तीसरे की रिपोर्ट अभी आई ही नहीं है। यह तो ठीक वैसे ही है कि जैसे कि आजकल लिखा दिखाई देता है कि दूसरा बच्चा अभी नहीं और तीसरा बच्चा कभी नहीं उसी तरह से तीसरे वेतन आयोग की रिपोर्ट

अभी आई ही नहीं है। आखिर वह क्या मज़ाक है ? गरीब जनता व साधारण कर्मचारियों के साथ ऐसा मखौल न कीजिये। साधारण व छोटे कर्मचारियों को सरकार को आवश्यक सुविधाएं वेतन भत्ते आदि की यथाशीघ्र सुलभ करनी चाहिए लेकिन हम देखते हैं कि ऐसा कुछ ही नहीं रहा है अलबत्ता झांसे रोज़ाना ही कुछ न कुछ दिये जा रहे हैं। कहने को कह दिया जाता है कि यह हो रहा है और वह हो रहा है लेकिन दरअसल होना कुछ भी नहीं है।

रेलगाड़ियों में चार तरह के रेल कर्मचारी चलते हैं अर्थात् ड्राइवर, गाईड, ब्रैकवैन मैन और टी टी ई जिसको कि टिकटचेंकर कहते हैं। अब यह पहले वाले तो तीनों रेल कर्मचारी रनिंग स्टाफ़ की कैटेगरी में आ जाते हैं लेकिन चौथे का अर्थात् टी टी का रनिंग स्टाफ़ में नाम ही नहीं शामिल किया जाता है। सन् 1931 में जब हमने अंग्रेजों से रेलवेज ली थी तो सारे देश के अन्दर टीटीज को रनिंग एलाऊंस मिलता था और उसे रनिंग स्टाफ़ में शुमार किया जाता था। लेकिन इन भाइयों ने उस बेचारे टीटी को पूड़ी बेचने वाला समझ कर ह्लाकी बर्दी दे दी है। अब अगर किसी को दिल्ली रेलवे स्टेशन के प्लेटफ़ॉर्म पर टी टी की तलाश हो तो उस बेचारे को बड़ी परेशानी उठानी पड़ेगी कारण टीटी, पूड़ी बेचने वाले और पानी पिलाने वालों इन तीनों की ड्रूम एक जैसी खाकी की है और आसानी से पता नहीं चल पायेगा कि कौन सा उनमें टीटी है। टीटीज की हमने यह बुद्धि कर दी है।

इसके अलावा रेलवेज ने कंडक्टर्स को हटा कर रेलगाड़ियों में एटेंडेंट्स रखने शुरू कर दिये हैं। वह एटेंडेंट्स चूकि पढ़े लिखे नहीं होते हैं इसलिए उनसे अगर आप पूछिये कि भाई मेरी सीट कहां है तो वह कहेंगे कि साहब ज़रा ठहर जाइये बाद में मैं आपको बतलाऊंगा। अब पैसंजर हाथ में अटेंची लिए हुए अपनी सीट

[श्री ओंकार लाल बेरवा]

अटैडेंट से पूछ रहा है और वह उसे बाद में बतलाने के लिए कहता है तो आप बखूबी समझ सकते हैं कि उससे कितनी असुविधा होती होगी। मैं स्वयं अपना अनुभव बतलाऊं कि दिल्ली रेलवे से मैं अहमदाबाद मेल से जा रहा था और मैंने जब अटैडेंट से अपनी सीट पूछी तो पहले तो उसने मुझे यही-उत्तर दिया कि आप की सीट ही इसमें नहीं है जब उससे कहा गया कि ऐसा कैसे हो सकता है और बतलाया कि भाई बेरवा साहब की सीट बुक है। टीटी ने देखकर उसे बतलाया तब जाकर वह कहने लगा कि हां साहब सीट है और मैं जाकर बैठा। कारण इसका यह है कि वह बेचारे अटैडेंट लिखे पढ़े नहीं होते हैं और इसलिए उन्हें सीट आदि बतलाने में दिक्कत होती है। इसके लिए कंडक्टर को ट्रेनिंग देनी पड़ती है और वह जो उसे हटाकर अटैडेंट रखे जा रहे हैं तो उनके वेतन में कोई खास अन्तर नहीं है। यात्रियों को इस कारण काफ़ी असुविधा हो रही है लेकिन मानते नहीं हैं।

गार्ड के ब्रैकवैन का वजन 18 टन का रहना चाहिए जबकि वह आमतौर पर 12 टन का ही रहता है और वजन उसका हलका रहने के कारण वह फुटबाल की तरह उचकता और फुदकता रहता है। अगर मंत्री महोदय या रेलवे बोर्ड के सदस्य यहां से गार्ड के ब्रैकवैन में फ़रीदाबाद तक बैठकर चले जायें तो उन्हें अपने पेट को तीन दिन तक सुतवाना पड़ेगा और मालिश करते करते उनके नौकरों के हाथ थक जायेंगे। लेकिन रेलवेज के बड़े अफसरान काहे को ऐसी रेलगाड़ियों में सफर करने लगे। वह तो रेलगाड़ियों में न चलकर आज हवाईजहाज में चलते हैं। अगर उन्हें बम्बई जाना होगा तो वह हवाईजहाज में चलेंगे वह कभी भी मालगाड़ी, पैसेन्जर गाड़ी या इस देहरादून एक्सप्रेस में नहीं जायेंगे। इसलिए मेरा निवेदन है कि ऐसी व्यवस्था की जाय ताकि ठंड, बरसात और गरमियों में उनकी रक्षा हो सके।

इसी तरह से मेरा निवेदन है कि अब आपने गाड़ियां तो लम्बी-लम्बी चला दी हैं और दे दी है उसके लिए केवल वह हाथ बत्ती और होता यह है कि उसकी लाइट नहीं दिखाई देती है और कई मर्त्तवा ऐसा हो जाता है कि इंजन अक्सर सीटी देकर चला जाता है और गाड़ी पीछे खड़ी रह जाती है। इंदलगढ़ में यही हुआ कि दो डिब्बे छूट गये। माधोपुर में आकर गाड़ी खड़ी हो गई। कई दफ़े आदमी भी छुट जाते हैं। गाड़ी वाले को यह पता ही नहीं लगता कि दो डिब्बे पीछे छुट गये हैं और हुआ यह कि माधोपुर तक जाकर गाड़ी खड़ी हो गयी। बाद में पता चला कि यह तमाशा हो गया है। इसलिए मेरा निवेदन है कि ज़रा इन रेलगाड़ियों को इस लायक तो बनाइये कि वह सही समय पर पहुँच सकें।

कुछ समय से देहरादून एक्सप्रेस में यह इंजनों के मामले में बड़ी गड़बड़ी चल रही है। हो यह रहा है कि कभी उसमें डबल इंजन घुसेड़ देंगे और गाड़ी चार घंटे लेट हो जाती है, मालगाड़ी का इंजन घुसेड़ दिया जाता है और परिणामस्वरूप गाड़ी 6 घंटे लेट हो जाती है। कोई एक महीने से इसमें इन रेलवे बोर्ड वालों ने एक अजीब तमाशा सा बनाकर रक्खा हुआ है जिसके कि कारण यह देहरादून एक्सप्रेस कभी समय पर नहीं आती है। मालगाड़ी का 50 साल का पुराना इंजन उसमें लगकर आता है और तीन दिन में उसके इंजन का नटबोर्ड खुल जाता है और तीन घंटे गाड़ी खड़ी रहती है। आज भी ऐसा ही हुआ कि यह मथुरा के पास उसका इंजन खराब हो गया मेरा कहना है कि आखिर को यह देहरादून एक्सप्रेस है तो उसका नाम इस तरह से क्यों बदनाम किया जाता है? इसके विपरीत हम देखते हैं दक्षिण में एक भी ऐसी रेलगाड़ी नहीं है जिसमें कि डीज़ल इंजन न हो। यह राजस्थान की वैस्टर्न रेलवे ही बिना मां, बाप की लगती है और उन्होंने जानबूझ कर इसको इस तरह से पिछड़ी अवस्था में रक्खा है। यह देखा जाता है कि

यहां पुरानी दिल्ली पर जब तक कि सेंट्रल और नार्थन रेलवेज की गाड़ियां निकल न जायं वैंस्टन रेलवे की रेलगाड़ियों को ठहराते नहीं है और यह 11 और 12 नम्बर के प्लेटफार्म बिल्कुल खाली नहीं मिलते हैं। इसका परिणाम यह होता है कि प्लेटफार्म आदि न मिलने से गाड़ियां लेट हो जाया करती हैं और इंजन ठीक न मिलने से गाड़ियां 10-10 घंटे लेट होती हैं। आखिर क्या मजाक बनाकर रखना है ? इसलिए मेरा निवेदन है कि वैंस्टन रेलवे में आवश्यक सुधार किया जाय।

पुरानी दिल्ली के रेलवे स्टेशन पर देखिये कि कितनी अव्यवस्था है। वैंस्टन रेलवेज के बेचारे टीटीज, गाड़म को ठहरने आदि के लिए जगह ही नहीं है जबकि सेंट्रल रेलवे और नार्दन रेलवेज वालों के लिए जगह की व्यवस्था है। इसके विपरीत उन बेचारों के लिए कोई जगह नहीं है और इनका कुत्ता भी चला जाय तो भी कोई जगह नहीं है। ऐसी दुर्दशा बेचारों की है। रात भर जागते आये, कहां सोयें जाकर ? लेकिन उनकी तरफ आप का ध्यान नहीं है।

अब मैं कुछ अपनी एरिया के बारे में कहना चाहता हूँ। वहां की हालत देखने से क्लेश होता है। कोटा चित्तौड़ रेलवे लाइन की बात आज पन्द्रह सालों से चल रही है। इसके लिये हमने बहुत जोर लगाया तब डा० राम सुभग सिंह ने कहा कि 4 लाख रुपया दो तो हम उसको बना देंगे। हमने उसको मंजूर किया। उसका सर्वे करा लिया गया, लेकिन वह पड़ी हुई मुस रही है। आज कहा जाता है कि वह अलाभप्रद है। मैं बोर्ड के मेम्बरों से पूछता हूँ कि आपने कौन सा फायदा किया ? आप कौन से लाभप्रद हैं ? आप भी तो अलाभप्रद हैं। आपकी 1 करोड़ 68 लाख 11 हजार ८० की मांग है, लेकिन आपने कौन सा घाटा पूरा किया ? यह लाइन अलाभप्रद है और वह लोग लाभप्रद बैठे हुये हैं। कोटा से बूंदी सिर्फ चालीस मील है।

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAY (RAIL MAN-TRALAYA MEN UP MANTRI) (SHRI MOHD. SHAFI QURESHI) : I would suggest to the hon. member that he address the Chair and not the officials in the Official Gallery.

श्री ओंकार लाल बेरबा : गाड़ियों को चलाने वाले तो वही हैं, वही आप के देवता हैं।

सभापति महोदय : एक बात माननीय सदस्य सुनें। वह साउम को ऐड्रेस कर सकते हैं, गैलरी में बैठे हुए अफसरों को नहीं।

श्री ओंकार लाल बेरबा : मैं तो बोर्ड के मेम्बरों से ही कहूँगा। आखिर उनकी 1 करोड़ 68 लाख, 11 हजार ८० की मांग है जो कि वह हर माल लेते हैं। अगर मैं उनसे नहीं कहूँगा तो किससे कहूँगा वह जिम्मेदार है। मंत्री महोदय आज हट जायेंगे तो दूसरा आ आयेगा, लेकिन वह यहां ही रहेंगे। परमनेन्ट तो वहीं है। इसलिए जो बोर्ड के मेम्बर हैं उनसे ही तो कहना चाहिये।

सभापति महोदय : यहां पर मेम्बर जो होते हैं वह मिनिस्ट्री को ऐड्रेस करते हैं, अफसरों को नहीं। जो कुछ आप को कहना है वह आप मिनिस्टर से कहें। अपनी बात आप हाउस के सामने रख सकते हैं, बोर्ड के सामने नहीं।

श्री ओंकार लाल बेरबा : मुझको रेलवे बोर्ड से तो कहना ही पड़ेगा। बहरहाल मेरे कुछ सुझाव हैं जिनको मैं आप के सामने रखना चाहता हूँ। आज रेलवे में एक पब्लिक रिलेशन्स आफिस खुला हुआ है। वह लोग क्या करते हैं ? बोर्ड के मेम्बरों की फोटो ले लेते हैं, मिनिस्टर की फोटो ले लेते हैं। आप के वैंस्टन रेलवे की एक किताब निकलती है। मैं कहना चाहता हूँ कि आप पब्लिक रिलेशन्स आफिसर को विनापन देने वालों के पास क्यों नहीं भेजते ? वह क्यों फैक्ट्रियों में जाकर नहीं घूमते और

[श्री ओंकार लाल बेग्वा]

विज्ञापन नहीं लाते। इतने ज्यादा रेलवे स्टेशन है। अगर विज्ञापन लें तो आप 5 करोड़ ६० तो विज्ञापनों से ही निकाल सकते हैं। लेकिन वह यह काम कैसे करे। उनका तो काम है कि रेलवे मिनिस्टर की फोटो ले लिया, रेलवे बोर्ड के मेम्बरो की फोटो ले लिया, जनरल मैनेजर की फोटो ले लिया। आपको चाहिये कि आप अपने पब्लिक रिलेशन आफिसर को भेजिये कि वह जाकर ऐडवर्टाइजमेंट लाये और किताब में निकाले। लेकिन आप ऐसा करने नहीं है।

दूसरी बात यह है कि आपके पाग करीब 1100 सैलून है छोटे बड़े मिला कर। अगर उनको ब्याह शायियों के लिए दे दिया जाये किराये पर तो उससे आपका क्या बिगड़ता है? करोड़ों रुपये आ जायेंगे। लेकिन उनको तो आपने ताले में बन्द करके रखवा है।

आज कोटा में लोगो को अर्नफुल्टर्ड पानी पिलाया जा रहा है। इसी तरह से कोयले के बैगन सड़को के बीच खड़े हुए हैं जहां पर आप के कर्मचारियों के कपड़े रात दिन गन्दे होते रहते हैं, लेकिन आप कम्पाउंड वाल नहीं बनवा सकते।

शालावाड़ स्टेशन से शालावाड़ शहर करीब दस मील दूर है। इस बस मील के टुकड़े में आप रेलवे लाइन नहीं बना सकते। अगर यह टुकड़ा बन जाय तो शालावाड़ का विकास हो सकता है, लेकिन आप इस दस मील के टुकड़े की तरफ ध्यान नहीं देते हैं। इसी तरह से शिवपुरी से खतौली और माधोपुर का टुकड़ा छोटा सा है। लेकिन आप इन लाइन को भी नहीं बना सकते। बारां से किशनगंज-शाहाबाद तीस मील का लम्बा टुकड़ा है। यह एक डाकू एरिया है। अगर इस टुकड़े को बना दिया जाये तो डाकूओं का आतंक खत्म हो जाये। इस टुकड़े के बन जाने से वहां की सारी दिक्कतें दूर

हो जायेगी और थर्ड क्लास के पैसेन्जर आप को धन्यवाद देगे।

SHRI K. SURYANARAYANA (Eluru): After hearing the members of the Opposition, I want to say something in particular about increasing the freight, and rates and the amenities for passengers and the service rendered by the railways. On the one side they say there is no need for increasing the rates and freights. On the other side they want to support the labourers. Then again they want to give more facilities to I, II and III class passengers without increasing the fares or freights. It appears that their approach is politically motivated and they want to take this occasion to publicise their views, though they must concede that the rise in the rate is small and is intended to meet the demands from the passengers for more amenities.

I do not want to blame the Railway Board or the officers for the defects that we find in the Railway department. Mr. Berwa said that Ministers are changed for the convenience of the Government but the Railway Board remained the same. I want to make one specific request to the Members of the Railway Board and other top ranking officers. Instead of using the railways, they are travelling by air quite often. If they travelled by the railways they will know what the difficulties of the passengers are. I make this request to Mr. Hanumanthaiya; he should ask them to consider these points so that passengers may have more amenities.

If you travel from Delhi to Nagpur, you will be covered with dust even though you, may travel first class. One could imagine the fate of II and III class passengers. Some ways should be found out to make them dustproof. At the time of discussion on the railway budget during the last four years we have been saying these things; unfortunately that has not been considered. Between Vijayawada and Delhi and in some intermediate stations the old bogies, BG type bogies are attached to the Express Trains to Delhi; that should be changed.

The State Government of Andhra Pradesh have made certain proposals and the previous Railway Minister himself had

been to Andhra Pradesh. In spite of all that there is no reference in the Railway Budget to the proposals made by the Government of Andhra Pradesh, not only to benefit that part of the country but other parts as well. Take for instance the export of surplus paddy to deficit States.

In the morning, question arose that the Kerala Government wanted to get rice, but there are no export facilities from Andhra to help them. No facilities are being given for that purpose, except at the request of some merchants who are trying to manage this work with the railway people. Proper facilities must be given by the Railway Board to the Government of Andhra Pradesh for such purposes.

Then, there is the question of conversion of the metre gauge line from Guntur to Macherla to broad gauge. We have requested the Central Government many a time. They have not indicated anything about it in the railway budget. I request that this work also should be taken up soon.

Then, about the electrification from Madras to Vijayawada. They wanted to complete it by the end of the fourth Five Year Plan. Three years have already passed since the beginning of the fourth Plan. I do not know how they will be able to implement it in the remaining two years. The Andhra Pradesh Government have installed and completed the project to supply electric power to the railways for electrifying the track from Madras to Vijayawada. But there is no specific time as to when the railways will take electric energy from the Andhra Pradesh Electricity Board. I request the Railway Board to complete the electrification from Madras to Vijayawada without any more delay.

Last year, Sir, about 30 Members of Parliament had given a memorandum to the Railway Board, to the Railway Minister, about a separate train from Delhi to Waltair. They have introduced only one mixed bogie twice in a week, which is being attached to the GT express and detached at Vijayawada. People are waiting to see that a separate train is given from Delhi to Waltair. If

there is any possibility, they must divert the Link Express to Waltair. There are so many trains to Madras. We are not grudging it. We only want the same facilities to be extended to Andhra Pradesh.

Then, there is the *Dakshin Express*. Formerly, it was the understanding that it should run direct to Hyderabad and other centres in Andhra Pradesh. Now, they have arranged in such a way that only 50 per cent of the bogies are going to Hyderabad and the other 50 per cent to Madras. What about the Waltair people coming from Delhi? It is only a legitimate request of the Andhra Members, the Andhra people especially from the northern districts of Andhra Pradesh, that if not the entire train, while 50 per cent of *Dakshin Express* may go to Hyderabad, the remaining 50 per cent, the *Link Express* should be diverted to Waltair. If there is no availability for an extra train, at least 50 per cent should be diverted to Waltair. I am not trying to deprive others of their rights, to deprive the facilities that are given to people going to Madras city and elsewhere. But they have already got two trains from Delhi to Madras; the *Grand Trunk Express* and the *Janata Express*. There are also three to four bogies for cochin and other places attached to the GT express.

Lastly, Sir, they say that they have no capacity or they have no bogies. But I am told that after Shri Hanumanthaiya became the Railway Minister, a through third-class bogie was introduced to carry passengers from here to Bangalore. This request had been made several times in the past, but only after Shri Hanumanthaiya became the Minister of Railways, such a facility has been given. They want to favour the top people. We are not suspecting the bona fides of anybody. But to satisfy somebody at the top, they do this; they do not want to satisfy the people who are suffering, and who are contributing to the major portion of railway earnings. So, I request that to cater to the needs of the Andhra people from the north to the south and vice versa, the *Link Express* may be diverted from Vijayawada to Waltair. That is my last request. I think our Railway Minister will certainly give his best attention to this legitimate request of ours and accept it.

श्री श्रीकिशन मोदी (सीकर) : सभापति महोदय, भंवी महोदय ने अपने भाषण में कहा है, “रेलो को इम योग्य बनाया जाना चाहिए कि बे समद द्वारा निर्धारित नीति के ढांचे के अन्तर्गत ठोस व्यापारिक एवं वाणिज्यिक मिद्धान्तो पर काम कर सके।” अगर मंत्री महोदय इस फार्मूले के अनुसार काम कर सके, तो रेलवे में कभी नुकसान हो, यह अमम्भव बात है।

उन्होंने यह भी कहा है कि उन्होंने 1970-71 में 2,246 लाख मीट्रिक टन माल लदान करने का लक्ष्य बनाया था। उस वक्त उन्होंने यह भी ध्यान रखा होगा कि उन को कितने बैगन और इजिन चाहिए और उन को कितने कोयले और तेल की जरूरत पड़ेगी। लेकिन 1970-71 में वह केवल 1,990 लाख मीट्रिक टन माल का लदान कर सके। इस का मतलब यह है कि उन्होंने 2'6 लाख मीट्रिक टन कम लदान किया। इस से माफ जाहिर है कि अगर रेलवे में कार्यवृत्तलता हो, तो उनके पास बैगन और इजिन आदि मरगलस हो और उस को दिक्कतो का सामना न करना पड़े। लेकिन इस से उल्टा हो रहा है।

राजस्थान में मिनरल इंडस्ट्रीज के सिवाय कोई बहुत ज्यादा इंडस्ट्रीज नहीं है। वहां पर जनवरी से उदयपुर में सोपस्टोन के लिए 80 बैगन चाहिए, लेकिन आज तक उन वी कोई व्यवस्था नहीं हो पा रही है। इसी प्रकार 700 बैगन कोटा में, 1000 बैगन जोधपुर में और 500 बैगन भीलवाड़ा में चाहिए। यह व्यवस्था न होने के कारण वहां की आर्थिक स्थिति ढिलमिला गई है और एक लाख मजदूरों की स्थिति अस्त-व्यस्त हो गई है।

अगर कोयले के मजदूरों की हड़ताल हो जाती है, तो बैगन फौरन बन्द हो जाते हैं। अगर बुकिंग बन्द हो जाये या किसी छोटे से ट्रामशिप-मेट पायंट पर लेबर की हड़ताल हो जाये, तो बैगनों की दिक्कत हो जाती है। प्रश्न यह है कि

इस में सफर कौन करता है, इस से नुकसान किन लोगों को होता है। बड़ी इंडस्ट्रीज का माल आइटम नम्बर डी में बुक किया जाता है और लघु उद्योग धंधों का माल आइटम नम्बर ई में बुक किया जाता है। हम लोग पुकार पुकार कर यह कह रहे हैं कि देश के गांव-गांव में लघु उद्योग-धंधे खोले जायें, उन की तरक्की की जाये और उन को बढ़ावा दिया जाये। हम उनको कनसेशन पर जमीन देते हैं और लोन देते हैं। लेकिन अगर उन को दो महीने तक बैगन नहीं मिलते हैं, तो उनका आर्थिक ढांचा बिगड़ जाता है और वे उद्योग-धंधे फेल हो जाते हैं।

आप दग बात को मानेंगे कि लघु उद्योग धंधों के आर्थिक ढांचे को सुधारने के लिए उन का इकोनोमिक मर्कुलेशन ज्यादा से ज्यादा होना चाहिए। वह मर्कुलेशन तभी हो सकता है, जब कि लघु उद्योग-धंधों का ग मीट्रिकल आइटम नम्बर डी में बुक किया जाये, ताकि उन को यह फॉर्मलिटी मिल सके। जरा सी आफन आने पर आइटम नम्बर ई वाले मर जाते हैं और लघु उद्योग-धंधे बन्द हो जाते हैं। मैं आप से निवेदन करना चाहता हूँ कि गजस्थान के बहुत से मिनरल इंडस्ट्रीज के कारखाने आज करीब करीब बन्द हो चुके हैं। एक और नई आश्चर्यजनक बात है कि कुछ समय पहले डडेट लिए जाते थे, उस में रेलवे में यह समझा कि रेल डडेटम बोगम होते हैं, इसलिए उन्होंने एक कानून बनाया कि मीटर गेज से 25 रुपये जमा कराए जाय और ब्राड गेज से 35 रुपये जमा कराए जाय तभी डडेट लिए जा सकते हैं। आखिर यह मांग क्यों बन्द की जाती है? क्यों इस पर रेस्ट्रिक्शन लगाया जाता है? जब पैसे देकर के कोई आदमी बैगन मांगता है उस वक्त भी उसका इन्डेंट लेने से इनकार कर देते हैं, इसका कारण क्या है? इस का कारण एक यह है कि रेलवे बोर्ड ने एक नियम बना रखा है कि किसी क्षेत्र में अगर 5 हजार बैगन या उनकी नियत समय की गाड़ियों से ऊपर

माग चली जाय तो फौरन स्पेशल चला दी जाय या किसी तरह से भी उस माग को मीट करना उन का फर्ज हो जाता है। उस आकड़े को छिपाने के लिए वह यह रेस्ट्रिक्शन कर देते हैं और इन्डेंट भी लेना बन्द कर देते हैं। यह एक बहुत बड़ी धोखेधड़ी की बात आती है।

मैं एकाद प्वाइंट और निवेदन करना चाहता हूँ। थल के ऊपर दो ही तरह के ट्रांसपोर्टेशन आज हैं एक रेल के जर्गिये और दूसरा ट्रकों के जर्गिये। उस के साथ कम्पीटीशन के लिए यह देखना जरूरी है कि ट्रकों की हालत क्या है। मैं निवेदन करना चाहता हूँ कि ट्रक वाले को बैंक में कर्जा लेने के बाद मवा रुपये सैकड़ा ध्याज देना पड़ता है। हायर परचेज पर लेने के बाद उनको 2 रुपये सैकड़ा ध्याज देना पड़ता है और उस के बाद 5 माल के अग्रे में टीजल की कीमत 4) परसेंट बढ़ी है। रोड टैक्स सब स्टेट्स का मिला कर करीब 50 परसेंट बढ़ा है और उसके साथ साथ उन को जो ट्रेफिक इन्सुरेंस को टैक्स देना पड़ता है वह 70 परसेंट बढ़ा है। और एक नया टैक्स और चलने लगा है, वह बढ़ती टैक्स कहलाता है, हर एक पचायत और म्युनिमिपल्लिटी ने एक एक दो दो रुपया टैक्स लगा रखा है। इस तरह से एक ट्रक वाले को 5 माल पहले जहा मौ रुपया खर्च करना पड़ता था वहा आज उनको 237 रुपये खर्च करना पड़ता है जब कि उसका किराया केवल 43 परसेंट बढ़ा है। आखिर वह ट्रक वाले भी तो चलते हैं, रेलवे की एकोनामी उन के मुकाबिले में कैसे फेल होती है यह देखने की बहुत बड़ी जरूरत मैं निवेदन करना चाहता हूँ कि रेट बढ़ाने के लिए उन का कम्पीटीशन करना बहुत जरूरी है। रेल मंत्री महोदय ने माना है कि ऊंची कीमतों के ऊपर जिन चीजों का लदान होता है वह 16 परसेंट आ गया है। अगर उन कीमतों के ऊपर फिर रेट बढ़ाये गये तो वह 11 परसेंट रह जायगा क्यों कि ट्रकों से सुविधा रहती है, घर से माल चलता है और घर पर पहुँचता है। उस में किसी किस्म की

चोरी भी नहीं होती है, माल खराब भी नहीं होता है। इसलिए हम को यह सारे टैरिफ वगैरह बदलने पड़ेंगे और ट्रांसपोर्ट को मद्देनजर रखते हुए इस का हमें ध्यान रखना पड़ेगा।

एक प्वाइंट। और निवेदन करना चाहता हूँ कि इन्होंने कुछ फीमिलिटीज दी है कि कुछ टलाको के अन्दर बढ़ा हुआ किराया नहीं लगेगा। मैं एक निवेदन करना चाहता हूँ कि बैंकवर्ड एरियाज के अन्दर जो इन्स्ट्रूजीज है उन का भी ध्यान रखा जाय। जो इन्स्ट्रूजीज बैंकवर्ड एरिया में है कम से कम ऐसी इन्स्ट्रूजीज जिन का रेलवे में लिंक 51-60 मील तक नहीं है और वह क्षेत्र बैंकवर्ड है, माल स्केल इन्स्ट्रूजीज के अन्दर उनके ग मेट्रीगियल को भी इस से मुक्त किया जाय।

एक बात और मैं बताना चाहता हूँ कि थंड क्लाम का किराया सारे हिन्दुस्तान में एक सा है। लेकिन हमारे यहा चूरू से लेकर सीकर तक जितने थंड क्लाम के पैसेजर चलते हैं उन से ड्यौड़ा किराया लिया जाता है। हिन्दुस्तान में और कहीं भी ऐसी कोई जगह नहीं है कि थंड क्लाम का किराया जो नियम है उस से ज्यादा किराया कहीं लिया जाता हो। लेकिन हमारे यहा चूरू से लेकर सीकर स्टेशन तक जितने भी स्टेशंस हैं वहा जितने भी पैसेन्जर्स बैठेंगे उन से ड्यौड़ा किराया लिया जाता है। यह अन्याय आज के जमाने में कैसे बर्दाश्त किया जा सकता है? यह बहुत बड़ी एक ध्यान देने की बात है।

एक प्वाइंट और मुझे रखना है। हमारे यहा रेवाड़ी से लेकर रीगम तक एक शटल 15 माल पहले चला करती थी। वह बन्द कर दी गई। लेकिन एक नारनील के मेम्बर रेलवे बोर्ड में पहुँच गए तो वह शटल फिर चालू कर दी गई और वह रेवाड़ी से नारनील और निजामपुर तक चलने लगी। केवल उस में आगे के तीन चार स्टेशन छोड़ दिये गए। आखिर ऐसी कौन सी बात है कि आगे के केवल चार स्टेशन

[श्री श्रीकिशन मोदी]

छोड़ कर वह शटल चालू की गई, यह मैं मंत्री महोदय से जानना चाहता हूँ। इन्हीं शब्दों के साथ मैं आभार प्रदर्शित करता हूँ कि आप ने मुझे समय दिया।

SHRI PILOO MODY (Godhra) : Mr. Chairman, to begin with I must stress my sense of disappointment at reading this speech of the Railway Minister on the Railway Budgets. I feel that from every point of view it is a very defeatist Budget. It is defeatist in the sense that it has given up all hope of ever being able to run the railways as a profitable proposition for the nation

Since the year 1964-65 there has been a deficit in the railways. Year after year, the Railway Minister has tried to fill the gap by increasing a little fair little tariff there, thinking that he can go on in perpetuity increasing fares and tariffs and hoping thereby to mend the fence in one way or the other. This is an entirely backward look at the railways. You cannot meet deficits by continuously increasing fares. You have finally to come to grips with the real problem and realise why the railways are making losses. You cannot dismiss it or explain it away and provide alibi for yourself by saying that thefts have gone up, people are pulling chains law and order situation is bad.

When we complain about the law and order situation in this country, the Government blandly turns round and tells us not to forget that this is a socio-economic problem. So, for us it becomes a socio-economic problem; for him it cannot remain a law and order problem. If it is a socio-economic problem, it certainly is outside the scope of the Railway Budget.

So, I do not think that these excuses should be used in order to explain away large deficits, which generally arise because there is a basic inefficiency in the railways, there is a basic backward thinking in the railways and there is a basic lethargy in the railways to move it in keeping with other modes of transport.

Has the Railway Minister in this entire speech made any reference that he wants to

appoint certain independent efficiency experts? Has he said anything about getting some management consultancy firms to advise him? Has he said anything about making time and motion studies? Has he mentioned anything about using modern technology? Modern technology does not merely depend upon your getting bigger locomotives and faster trains or for that matter, if he goes from coal to diesel and from diesel to electricity. That is not using modern technology. That is not the essence of it. Yet, this is what one reads through the Budget speech, that is, how to patch up. And, even so, at the end, he leaves a deficit! Having exhausted all means of trying to collect more revenues from the Railways, at the end he leaves the deficit. How does he explain away the deficit? If you look at p. 10, para 23, he says :

"The efforts I propose to make along with the railwaymen of all classes from the Chairman, Railway Board, to the last gangman...

—I want to see really what efforts he is going to make with the gangman —

"...to effect economy and improve efficiency will be directed to wipe out this deficit."

I really congratulate him on his courage, not perhaps on his wisdom, but certainly on his courage. But this is no way of filling deficits by saying that I intend to approach the gangman and the Chairman of the Railway Board!

As regards thefts, he has blamed a great deal of inefficiency of the railways thefts. Of course, thefts will take place. Theft takes place because the actual management of the railways is so sprawling and so completely disorganised. Take, for instance, the question of adopting modern techniques. Do the Railways have a computer, a simple thing like a computer which small companies use? An enormous undertaking, the largest undertaking of the public sector, that is going to usher in socialism, does not even have a computer. Do they computerise their inventories? Small companies have managed to bring down their inventories to one-third of what they were stocking by computerising them. Take a company like

TELCO. They used to have Rs. 6 crores worth of stocks. By computerising, they brought it down to Rs. 2 crores. In your case, I am informed by the hon. Minister, you have Rs. 136 crores worth of inventories and stocks. They can be brought down to something like Rs. 50 crores or Rs. 40 crores worth of inventories and stocks. Think of what the Railways can save. When it comes to a matter of thefts, you will find that thefts come down if your stocks come down and your security improves, and everything will improve, all dependent on the computer.

As regards the law and order situation in the eastern belt of the country, it is considerably worse. But this goes on all over the country. There is an absolute sloppiness about railway security. In many places there is connivance between the local police and the railway police. I cannot imagine how without this connivance this sort of thefts take place. Take any railway yard. It is a play-ground for every criminal, every night, and they drive in with impunity and they drive out with impunity. They take away whatever they can, in cars, in vehicles, in trucks. I know it from my personal knowledge. They drive in with a truck or a jeep and they drive out after having filled it up with impunity. I think, just bemoaning the fact does not do anything. We have to do something in order to get down to the bottom of it.

Coming to inefficiency in respect of availability of wagons, there is a large surplus of wagons in the country. I think, the Railway Minister will admit it. But for some strange reason, they do not happen to be where they should be. If they are required in one place, they are in some other place. There again, it is so because it has not been computerised. The Railways do it by some sort of a sixth sense. There are seasonal demands. We heard just recently that the Minister of Agriculture or the Chief Minister of Punjab, I think, wanted 6 lakh tonnes of wheat that is rotting over there to be moved out of the Punjab and with their best efforts, they have only been able to handle something like 2 lakh tonnes.

Then, take the case of *timru* leaves at Piplod. I do not know how many hundreds of letters I have written to the Railway

Administration. At a particular time, just before the monsoons, you need to move *timru* leaves to the south where they utilise them for making *bidis*. There are no wagons available. There are wagons available 50 miles away on this side or 30 miles on that side. But no wagons are available where they are needed. That is primarily because of the lack of a computerised movement of your wagons. We talk about third-class passengers. We cry about how much we feel for the poor or oppressed people of this country. But just look at the condition of travel of the third-class passengers.

THE MINISTER OF RAILWAYS
(RAIL. MANTRI) (SHRI HANUMAN-
THAIYA): Have you travelled?

SHRI PILOO MODY: Occasionally I don't do it out of choice. I assure you, nor do I do it out of hypocrisy. If I can, I will never do it. But look at the condition of the third class compartments. You can imagine a certain amount of over-crowding. But there is no excuse for fans not working, lights not burning, windows not working, doors not locking. How can you continue like this? You are talking about socialism on the one side and taking no action to remedy this kind of situation on the other.

The Railway Minister says that he is subsidising suburban travel. But have you looked at the condition of the suburban railway passengers, in Bombay, for instance? In Bombay, considered to be better than elsewhere, people are just hanging out of the windows. They are paying two or three feet out of the windows. They are paying full fares to you. They are not cheating you. They are hanging you full fares for the privilege of hanging out of windows and they do it only because if they do not hang like that they will lose their jobs. What other facilities are you providing them? How can you say, you are subsidising them. It is the other way about. It is the passengers who are subsidising the Government of India.

The most unfortunate and indeed the saddest part of this statement is where he says that because of the difficulties that we are experiencing the Railway Minister

[Shri Piloo Mody]

proposes to do away with all development—practically all development; this is the most retrograde of all the steps that I can think of. If development works are properly oriented and completed, that is the thing which is going to make your Railways profitable. If you say, because of financial stringency, we are going to do away with development, you may as well do away with the Railways. How long do you think the Railways can go on in this way,—going on making up the deficit by increasing fares?

You talk about labour. There is a great deal said about labour. Do you know that you have 38,000 commercial clerks in your organisation whose conditions of service have not been improved for the last 21 years? I have not said it once, but I have said about it half-a-dozen times over here. I must have written dozens of letters. Even their Union is not recognised. There are 38,000 such employees and yet their Union is not recognised. For the last 21 years, there has been no change in the conditions of their service. I recommend that you look into it, and bring it on a par with the other employees you have.

The trouble with the Railways is this, that when an Organisation gets so big, it becomes very insensitive to human suffering. In 3 or 4 years I must have come across a 100 cases and now I am talking about individual cases of injustice being done to your own employees, where the poor fellow has got to go through 24 channels before he can get his grievance looked into and in the end he does not get justice. You have Personnel Managers; they act only like Managers instead of Personnel Managers. They must be moving from station to station, from colony to colony, but instead they just sit at headquarters, trying to dispose of cases through files.

Ultimately, there is a chapter in this document which is titled—'Instant employment'. Instant Coffee, yes; Instant Tea, may be; but here it is 'Instant employment'. Instant employment can only come about during election time. How can instant employment be created? Yesterday you

made a brilliant suggestion. You said, a great deal of employment can be created if only we turn our narrow gauge railway lines into broad gauge lines. I think that is a very good idea. You will be employing more people in this way. It would be even better if you build new lines. Such new lines are very imperative for the nation's economy. Take the port of Paradeep. It is the largest deep draft port that we have in India. There is no railway connection to it, and no hope of seeing one in the near future. There must be a railway line from Rourkela to Paradeep. You have contracted to move that steel; but you have contracted to build that railway? If so, I would appreciate it if he signs that contract here and now and turns it into an assurance on the floor of this Parliament.

17 hrs.

Similarly, there is a great deal that can be done. There are two paragraphs in the budget speech regarding punctuality and passenger amenities. All this has been dismissed in just two brief paragraphs. Punctuality and passenger amenities should be the bulk of his nightmares. The Railway Minister should be thinking of this, morning, noon and night. I hope that he does it.

Ultimately, he ends like all good Congressmen with a homage to the Prime Minister and an offering to socialism after paying lip service to employment. I hope that whatever else he may do, he does not listen to one of his colleagues, namely Shri Chintamani Panigrahi and turn the Railway Board and the employees of the railways into committed Government servants.

SHRI RAMSHEKHAR PRASAD SINGH (Chapra): Before I offer my comments on the railway budget, I want to extend my thanks and gratitude to the Railway Minister Shri Hanumanthaiya for his sympathetic attitude and democratic approach in accepting the demand of the people of my constituency for opening a new train halt between Baragopal and Goldenganj, in my constituency. This demand had been voiced in this House and outside since long, and all the Ministers including Dr. Ram Subhag Singh while he

was the Minister of State for Railways, promised, but this could not be done. But it is to the credit of Shri Hanumanthaiya that this has been done now. I hope that the Railway Administration in NE Railway will rise to the occasion and expedite the matter and the opening of this halt will start soon.

17.03 hrs.

[SHRI R. D. BHANDARE *in the Chair.*]

I fear that in spite of the order of the Railway Minister, probably the stoppage of trains may not start immediately. Therefore, I urge that this should be opened immediately.

Then, I would like to draw the attention of this popular Railway Minister towards the step-motherly treatment accorded to the State of Bihar at the time of the creation of the divisional system in NE Railway. In 1969, the divisional scheme was introduced in the NE and NF Railways. There were four divisional district headquarters in the NF Railway and five in the NE Railway. All the four district headquarters on the NF railway were given the status of divisional headquarters, but in the NE Railway, out of five, only three got promotion and got the status of divisional headquarters, namely Izatnagar, Samastipur and Varanasi. Under political pressure, the fourth one at Gonda was replaced by Lucknow. But the case of the remaining one, namely Sonapur had been hopelessly ignored.

The whole range of operation of the NF Railway is about 3000 k.m. There are already four divisional headquarters for this. As regards the fifth one, my hon. friend from Gauhati was speaking about Rangia. But that is yet to start, since the Government of Assam have not been able to provide the necessary land or other equipment for the purpose. But in the case of Sonapur, nothing is required; only a simple order is necessary. 900 quarters are lying vacant, and about two hundred acres of land are lying idle, and a large number of people are also unemployed, because this

place has not been given the status of divisional headquarters. I do not know why the case of Sonapur has been ignored. Since the days of the BNWR and also the OTR, Sonapur was considered to be the best place for the Railway Administration, and all the offices of the railways were located there and it was running efficiently. But at present, we find from experience that the working of the office at Samastipur has become very difficult. The Samastipur office was unable to do justice to the trading community. The purpose of creating this system was to provide efficient service to the trading community and the passengers and also improve the condition of the workers on the railways. None of these aims has been fulfilled. Trains run late even by as much as four hours. Passengers are put to trouble and inconvenience. The trading community also suffers. Some of them have to go to Banaras to settle some matters and some have to go to Samastipur. So the time has come to give a rethinking on this matter. You will have to take a portion of Samastipur and some portion of Banaras and form a divisional headquarters at Sonapur whose claims have been ignored so far. I hope our popular Railway Minister, who has an attitude of appreciating the public demand, will respond to this request favourably. This has been a long-standing demand. As I said just now, in the case of Rangia on NF railway, where the length is only 3,000 kms. you are having five divisional headquarters; so what is the difficulty in creating two divisional headquarters in an area of operation of 2,000 kms. in Bihar. I hope the Railway Minister will consider this case sympathetically and announce this decision very soon. If a decision is announced, there will be no difficulty in starting this office even on 2nd October, as is being done in the case of Rangia.

Coming to the condition of third class passengers, a lot of murmur has been raised about the proposed increase in freights and fares, as it affects the users. It is true the Railway Minister is justified in proposing this increase, but on the other hand, the passengers also expect a corresponding improvement in their amenities. Go to third-class compartment. You will find the fans are not working, light is off, there is no water available in the wash-basin or in

[Shri Ramshekhar Prasad Singh]

the bathroom. What to talk of third class compartments? Even in first class compartments in the Howrah-Delhi Express, the Assam Mail, the Toofan etc. you will see that the fans are not properly working. So when they are increasing the fares, they are not improving the amenities. People are not grudging the enhancement of the rate of fare, but they complain rightly when they do not get what they expect in return for what is being taken from them.

Another complaint concerns the two- and three-tier compartments. When passengers go to the counter to purchase tickets, they find there is no place. Even when they get the tickets, only with the help of coolies and other agencies can they enter their compartment. This is the position even at bigger stations like Delhi, Howrah and Bombay where you find the names not properly written in the list pasted outside the compartment. Even when a passenger's name is there on the list, outsiders are allowed to enter the compartment, with the result that the *bona fide* passengers find trouble in occupying their own seats or berths.

Another point is that the enquiry offices do not work properly. I am referring specially to the enquiry office at Patna. I made a complaint last year. I was told by D. S., Dinapur that the enquiry clerk could not reply on the 'phone because there is only one telephone line and it remains busy always so that he gets little time to respond to telephone callers. He said they are trying for another telephone connection and as soon as that connection came, they will be able to attend to telephone callers. The position that was there last year at the enquiry office at Patna is still continuing and people are not getting reply on telephone. They are not getting information even when they go to the counter. Indications of late running of trains are not given correctly. This state of affairs continues and passengers are facing trouble. One of the members from the Jan Sangh spoke that he was not in favour of de luxe trains. He may not be in favour of it but the de luxe train is patronised in our State. If he is not in favour of de luxe

train, kindly change it from that side. Shri A. P. Sharma also referred to the twice running of de luxe trains through Patna. If you cannot run de luxe between Howrah and Delhi, make it at least twice in Patna, as this is the only good train passing from Delhi to the capital town of Bihar, Patna. I hope the Railway Minister will consider this demand and introduce at least bi-weekly de luxe train for which he will get much appreciation from the people of Bihar.

There are two or three local matters. Pahlezaghat connects North Bihar and South Bihar; it is just opposite Patna. If you come from that side to catch any train at Patna you have to go to Pahlezaghat. There is no big market there and you cannot get food there. He should at least order the opening of a janta meal restaurant at Pahlezaghat.

Just now there was reference to the late running of trains. The Railway Minister himself admitted. I do not want to comment more about that. But that is not the only defect in the working of the railway administration. The life and property of persons going to the northern side, between Motihari and Bhagha from Pahlezaghat is in danger and within fifteen days there had been five or six murders in the compartments. If you do not take care not only the railway properties but even the life of the passengers will be endangered, especially of the upper class passengers.

Before concluding I once more fervently appeal to the Railway Minister to undo the wrong done to the people of Bihar by creating one divisional office at Sonapur which is the fittest place because of the geographical position but which was not done by the former Railway Minister for reasons which I do not want to state just now.

श्री के०जी० देशमुख (अमरावती): सभापति महोदय, जैसी कि अपेक्षा की गई थी रेल का बजट एक घाटे के बजट के रूप में हमारे सामने पेश हुआ है। इसमें 33.12 करोड़ रु० की डैफिसिट बतलाई गई है। रेलवेज में डैफिसिट आती है तो कुछ ताज्जुब की बात मालूम होती

है लेकिन मैं तो इन पिछले 10 सालों से देख रहा हूँ कि करीबन हर साल ही रेलवेज का बजट एक घाटे का बजट रहा है। घाटे का रेलवे बजट आने के बाद में जैसा कि हर साल कहा जाता है कुछ पैसों के फायदे बढ़ा दिये जाय या कुछ फ़ोट चार्ज बढ़ा दिये जाय और इधर उधर कुछ करके हम घाटे को पूरा करने की कोशिश करते हैं लेकिन मेरा खयाल यह है कि ऐसा करने से रेलवेज को जो कि हम बनीर एक कर्मशियल धंधे के चला रहे हैं उसे चला सकेंगे या नहीं यह आज समझने का और समझ कर चलने का समय आ गया है। खास करके जबकि रेलवेज में हमारी मोनोपली है तब उसमें यह घाटे की बात और भी समझ में नहीं आती है। घाटे की बात में समझ सकता था अगर यह रेलवेज का धंधा हम प्रतियोगिता में करते होते। प्रतियोगिता में करने के बाद कुछ ऐसी बातें करनी पड़ती हैं जिनसे हम घाटा सहन कर सकते हैं और हमें घाटा हो सकता है। यह जो रेलवेज में हमारी मोनोपली है यह कैपिटल मोनोपली की आज की ही नहीं है। कितने सालों से यह रेलवेज में हमारी मोनोपली है। दूसरी किमी भी प्राइवेट कंसन को हम यह रेल चलाने की अनुमति नहीं देते हैं तब हमारी रेलवेज में घाटे का आना कुछ समझ में नहीं आता है। मैं इसलिए बोल रहा हूँ कि अब समय आ गया है कि हम इस पर पूरी गम्भीरता से विचार करें क्योंकि बनीर कर्मशियल धंधे के अगर हमें रेलवेज की कसबों को चलाना है तो इस तरह से हर साल थोड़ा बहुत घाटे की इधर उधर से पूर्ति करके रेलों को हम सफलतापूर्वक चला सकेंगे ऐसा आज हमें मालूम नहीं होता है। खासकर गुड्स के बारे में मुझे कहना है जैसा कि बजट में कहा भी गया है कि हमारी मेजर इनकम है वह गुड्स ट्रेफिक को लेकर है। रेलवेज की गुड्स ट्रेफिक के सम्बन्ध में हम देख रहे हैं कि एक बहुत बड़ा कम्पिटिशन प्राइवेट कंसन जोकि यह ट्रक वाले हैं इन ट्रान्सपोर्ट कंसन्स से है। आज आपने पैसेजर्स फेयर्स बढ़ा दिये ठीक है आप की मोनोपली है। आप फ़ोट

चार्ज बढ़ा दीजिये लेकिन इसका असर आप की रेलवेज की गुड्स ट्रेफिक पर क्या पड़ेगा इसे भी आप को सोचना चाहिए।

यह ठीक है कि गुड्स ट्रेफिक अभी भी बढ़ रही है, थोड़ा बहुत परसेंटेज जरूर बढ़ रहा है लेकिन जिस ढंग से वह बढ़नी चाहिए और जिस तादाद में वह बढ़नी चाहिए उस तादाद में वह नहीं बढ़ रही है। कारण इस का यह है कि ट्रक ट्रान्सपोर्ट में से हमारी रेलवेज का गुड्स ट्रेफिक के क्षेत्र में काफी कम्पिटिशन हो रहा है। कम्पिटिशन करने के कारण यह ट्रक वाले पब्लिक का माल सस्ती दर पर ढोते हैं, बिना कुछ नुकसान किये ढोते हैं और खास कर होम डिलीवरी भी देते हैं और फिर जल्दी भी देते हैं। इस चीज पर अगर हम न ध्यान दिया होता तो मेरा खयाल यह है कि गुड्स ट्रेफिक पर आज जो हम फ़ोट चार्ज बढ़ा रहे हैं उसे शायद बढ़ाने की हिम्मत न करें। मैं खयाल करता हूँ कि इसमें गुड्स ट्रेफिक का जो परसेंटेज है वह भी कम हो जायगा और प्राइवेट ट्रान्सपोर्ट कम्पनियां कम्पिटिशन करके रेलवेज की बहुत सी गुड्स ट्रेफिक छीन लेंगी।

पैसेजर्स ट्रेफिक के बारे में मुझे यह निवेदन करना है कि मुसाफ़रों के रेल किराये बढ़ाये गये हैं अबतक वह थोड़े ही बढ़ाये गये हैं लेकिन यह किराये बढ़ाते जाने की भी आखिर एक लिमिट होती है क्योंकि अगर इसी तरह से यह मामला चलने दिया गया तो हर आयन्दा आने वाले साल में क्या इसी तरह से आप इनक्रीज का प्रस्ताव रखते जाइयेंगे? उस समय आप क्या करियेंगे? इसलिए आपको इस बारे में गम्भीरतापूर्वक ध्यान देना है और लीकेज और वेंस्टेज आदि के होल्स को बन्द करना है और रेलवेज को कर्मशियल बेसिस पर चलाना है। यह इनक्रीज करने के मंत्री महोदय ने जो कुछ कारण अपनी बजट स्पीच में दिये हैं वह कारण हमें कुछ खास अपील करने वाले नहीं हैं। इस बढ़ोतरी के बास्ते दो, तीन कारण

[श्री के० जी० देशमुख]

बतलाये गये हैं। एक कारण मिनिस्टर साहब ने बतलाया है कि पैसेजर्स एमैनिटीज हम ने बहुत बढ़ाई है। दूसरा कारण यह दिया है कि रेलवेज के स्टाफ को तनख्वाहो, भत्तो आदि में इनक्रीज दी है और तीसरा कारण यह बतलाया है कि नये डिब्बे हमने लाइन पर लगाये हैं। रोलिंग स्टाफ काफी तादाद में हम लाइन पर लाते हैं। उनकी बजट स्पीच में वृद्धि करने के यह तीन कारण दिखाई दे रहे हैं। मेरा ख्याल है कि वह जो उन्होंने कहा है तो वह कोई खास बात नहीं है क्योंकि जाहिर है कि जब आप रेल चलाते हैं तो यह रनिंग एक्स्पेंसिज हो ही जाते हैं पैसेजर्स एमैनिटीज देनी ही पड़ती है तो यह कोई खास बात नहीं है। रोलिंग स्टाफ जो आप रेलवे लाइंस पर ज्यादा दे रहे हैं तो वह इसलिए है कि आप की उसके लिए काफी डिमांड है।

जैसा कि हमारे अन्य बहुत से माननीय सदस्यों ने यहाँ पर बतलाया है कि तीसरे दर्जे के मुसाफिरो की आजकल क्या हालत है तो मैंने तो इस तरह की हालत दुनिया के किसी भी देश की रेलवेज में नहीं देखी। मैंने दुनिया के बहुत से देशों की रेलवेज देखी है लेकिन यहाँ पर जो हालत हमारे थर्ड क्लास पैसेजर्स की है वह हालत दुनिया के किसी भी बैंकवर्ड ऐरिया की रेलवेज में भी नहीं देखी है। मैं मानता हूँ कि इंग्लैंड और अमरीका आदि देश बड़े ऐडवांस्ड कंट्रीज हैं और उनसे हम अपने देश का मुकाबला नहीं कर सकते हैं लेकिन अफ्रीका और ईस्ट अफ्रीकन कंट्रीज में भी हमारे देश के थर्ड क्लास के डिब्बों की अपेक्षा उनके डिब्बे कहीं अधिक अच्छे हैं, यात्रियों को कहीं अधिक सुविधा है। वहाँ पर यात्रियों को जो टिकट दिये जाते हैं तो उसे वहाँ की रेलवेज से एक गारन्टी भी मिल जाती है लेकिन अपने देश में हम टिकट-होल्डर्स को कौन सी गारन्टी दे रहे हैं? यहाँ पर तो जैसा कि हमारे बहुत से मित्रो ने बतलाया है बिना यह खाल किये हुए कि जिस

तादाद में टिकट इश्यु किये जा रहे हैं उतनी के लिए रेलगाड़ियों में कैपेसिटी भी है या नहीं, धड़ाधड़ टिकट इश्यु करते जाते हैं और हालत यह रहती है कि कोई भी जाय थर्ड क्लास का टिकट ले ले। जब आप टिकट देते हैं तब आप की जिम्मेदारी हो जाती है कि आप टिकट लेने वालों को बैठने की जगह दें। कम से कम सीट तो उनको दें। लेकिन कौन देता है? उन को फर्श पर बैठने की जगह भी नहीं मिलती, वह गाड़ी में लटक कर चलते हैं। थर्ड क्लास में वही पर पखा लगवा दिया, यात्रियों के लिये कुछ पीने के पानी का इन्तजाम कर दिया, और उन को आप बड़ी भारी अमेनिटीज मानते हैं। पखों की हालत यह होती है कि कभी चलते हैं कभी नहीं चलते हैं, पानी कभी ठण्डा मिलता है कभी नहीं मिलता। थर्ड क्लास के यात्रियों की हालत यह है। लोग थर्ड क्लास में जाते हैं और रात आ जाने पर अगर कडक्टर से कहते हैं कि भाई साहब यहाँ लाइट नहीं, तो वह कहता है कि मैं क्या करूँ। बल्ब चोरी चला गया, अब मैं किसी और को तो ला नहीं सकता। वायरमैन यहाँ है नहीं। थर्ड क्लास की यह हालत हो रही है जिस को आप अमेनिटीज देने की बात कहते हैं। मेरा ख्याल यह है कि इन बातों की तरफ सरकार को कुछ तो सोचना चाहिए। वहाँ बहुत सी बातों को सुधारने की ज़रूरत है।

जहाँ तक रेवेन्यू बढ़ाने का सवाल है, आप ने कहा है कि वह ज्यादा नहीं बढ़ सकती। इस में ६-7 करोड़ का घाटा है, जिस को आप बे अनकवर्ड छोड़ दिया है। अगर आप को सचमुच रेलों में सुधार करना है तो मैं समझता हूँ कि श्री हनुमन्तैया भी ऐसा चाहते हैं। मैंने कई बार उनके साथ सफर किया है। वह ऐसे मन्त्री नहीं हैं जो रेल में गये नहीं हैं। मैं उनसे अपेक्षा करता हूँ और उनको अनुभव भी है कि रेल के प्रवास में यात्रियों को क्या दिक्कतें आती हैं—कि वह इसकी ओर ध्यान देंगे। इस के लिए उन को रेलों की शक्ल बदलनी होगी।

वह नये मंत्री आये हैं, और रेलों की शक्ल को बदलने के लिए उन को बहुत कुछ करना होगा। शक्ल के माने यह नहीं हैं कि नया डिब्बा लगा दिया, नया इंजन लगा दिया या डीजल इंजन लगा दिया या एलेक्ट्रिफिकेशन कर दिया। मैं शक्ल बदलने के माने यह नहीं समझता हूँ। इस में एफिशिएंसी बढ़ेगी लेकिन शक्ल नहीं बदलेगी। अगर शक्ल बदलनी है तो आज कल जो बातें हो रही हैं उन की ओर ध्यान देना होगा और उन को खत्म करना होगा।

आज रेलवे में जितना कर्रप्शन है उतना शायद किसी भी दूसरे डिपार्टमेंट में नहीं है। कर्रप्शन हर जगह देखने को मिलता है लेकिन रेलवे में जितना कर्रप्शन है उतना भारत सरकार के किसी दूसरे विभाग में नहीं है। आखिर इस को आप रोकेंगे या नहीं? किंगी से भी कुछ कहो तो कहते हैं कि इस में क्या बड़ी बात है, लोगों में कर्रप्शन तो चलता ही रहता है। यह मामूली बात है। लेकिन इस से काम चलने वाला नहीं है। अगर कर्रप्शन आज बन्द हो जाये तो पैसा लेकर जो छोटी छोटी बातें हैं करने की, जिस में आज दिक्कतें आती हैं, वह नहीं आयेंगी। आज कल जो चोरियां हो रही हैं, कर्रप्शन हो रहा है, दूसरी जो बातें हैं उन को रोक कर रेलवे की शक्ल बदलनी है। एफिशिएंसी की जो स्थिति है उस की शक्ल भी बदलनी होगी। आज से दस-पांच साल पहले जो एफिशिएंसी थी वह भी आज नहीं है। जो कंडक्टर आज से दस साल पहले था वह आज भी उसी तरह से काम करता है जिस तरह शुरू में करता था। आप को रेलवे की एफिशिएंसी को बदलना होगा जिस में आप न केवल पैसा ही कमा सकें बल्कि उन के लिए पैसेजरो के दिल में कुछ मित्रों की पैदा हो सके।

मुझे बातें तो बहुत सी कहनी थीं, लेकिन चूंकि समय बहुत कम है इस लिए कुछ बातें अपनी कांस्टिट्यूंसी के लिए कहनी हैं जहां पर

सेंट्रल रेलवे चलती है। अभी मेरे कुछ मित्रों ने बतलाया कि वेस्टर्न रेलवे को सेंट्रल रेलवे के मुकाबले में प्रिफरेंस दिया जाता है। हम देखते हैं कि बम्बई से दिल्ली को पंजाब मेल आता है, इस पंजाब मेल में कोई भी सुधार नहीं हुआ है। इस को डीजल इंजन दिया गया लेकिन केवल झांसी तक के लिए। गाड़ी दिल्ली तक आती है लेकिन डीजल इंजन झांसी तक ही दिया गया है। दूसरे पंजाब मेल और अमृतसर मेल को छोड़ कर कोई और गाड़ी सेंट्रल रेलवे में नहीं चलाई गई है। कम से कम एक जनता रेल तो चलानी चाहिए थी। मैं कई सालों से रेलवे बोर्ड कौंसिल में था और कहता था कि कम से कम एक जनता गाड़ी तो दो, लेकिन नहीं दिया। दूसरी मेन लाइन बम्बई, कलकत्ता बाया नागपुर जाती है। उस के अलावा दूसरी रेल नहीं है। आज मारे देश में जनता रेलें चल रही हैं, लेकिन बम्बई से दिल्ली और बम्बई से कलकत्ता लाइनों पर जनता नहीं चलती। क्यों नहीं चलती? अगर रोलिंग स्टॉक नहीं है तो दूसरी लाइनों पर कैसे चल रही है।

तीसरी बात मैं यह बतलाऊं कि मैं दस-पन्द्रह सालों से देख रहा हूँ कि एक महाराष्ट्र एक्सप्रेस की बड़ी मांग हुई है। इस पर दो बड़े स्टेशन हैं—पूना और नागपुर। लेकिन उन के लिए कोई भी कनेक्शन नहीं है। हमें दो जगहों पर रेल बदलनी पड़ती है। एक डाइरेक्ट ट्रेन के लिए नागपुर से पूना तक की डिमांड दस सालों से हो रही है, लेकिन अभी तक कुछ नहीं हुआ।

इन बातों की तरफ आप को ध्यान देना चाहिए। मेरा ख्याल है कि सेंट्रल रेलवे में एक दो गाड़ियों को छोड़ कर कोई बड़ी गाड़ी नहीं चलाई गई है। इस लिए इस ओर बहुत ध्यान देने की आवश्यकता है।

आप जो नई गाड़ियां चलाना चाहते हैं अब उनके बारे में मैं आखिरी बात कहना चाहता हूँ अहमदाबाद नरखेड लाइन का ब्रिटिश लोगों

[श्री के० जी० देशमुख]

के समय में ही सर्वे हो चुका था, शायद सन् 1943 में। यह लाइन आरेंज एस्टेट के प्रदेश से गुजरती है। वह आरेंज दिल्ली भी आती है और कलकत्ता भी जाती है, लेकिन इसके लिए कोई अच्छी लाइन नहीं है जिस के द्वारा इन चीजों को भेजा जा सके। अमरावती नरखेड लाइन थ्रूआउट आरेंज जोन से निकलती है। चूंकि आरेंज को बहुत जल्दी पहुंचाना होता है, इसलिए इस लाइन की बहुत ज्यादा जरूरत है। इस का सर्वे भी पूरा हो चुका है, तब न मालूम क्यों इस को पीछे डाल रखा है। मैं दख्खिस्त करूंगा कि इस लाइन को आप इस साल के प्रोग्राम में शामिल करें।

श्री रामावतार शास्त्री (पटना) : सभापति महोदय, यह 33 करोड़ रुपये के घाटे का बजट रेलवे मंत्री ने चुनाव के तुरन्त बाद ही पेश किया है और घाटे की पूर्ति के नाम पर उन्होंने तीसरे दर्जे के किराये में छोटी वृद्धि करने की भी घोषणा की है। मैं इस वृद्धि की घोषणा का विरोध करता हूं। यह घाटे का बजट मुनाफे के रूप में बदला जा सकता था वशर्ते इस के लिए ईमानदारी के साथ रास्ते ढूँढे जाते। कई माननीय सदस्यों ने ठीक ही कहा है कि रेलवे बोर्ड पर जो 1 करोड़, 68 लाख, 11 हजार रु० खर्च किये जा रहे हैं वह बेकार हैं, उनका कोई मतलब नहीं है, बल्कि रेलवे बोर्ड की वजह से और भी गड़बड़ी बढ़ रही है। कहा जाता है कि वह एफिशिएंसी लायेंगे, लेकिन एफिशिएंसी दिन प्रति दिन घटती जा रही है, रेलवे में बहुत तरह की बुराइयां बढ़ती जा रही हैं, नौकरशाहियत बढ़ती जा रही है, और मेरा निश्चित मत है कि जैसे-जैसे दवा करने की कोशिश की जाती है, मर्ज और भी बढ़ता जाता है और रेलवे के अन्दर घाटा बढ़ता जाता है। इस का एक कारण यह भी है कि रेलवे के अन्दर अफसरों की संख्या बहुत ज्यादा बढ़ती जा रही है। मजदूरों की संख्या या तो घट रही है या फिर जहां की तहां है।

देश बढ़ रहा है, हम आगे बढ़ रहे हैं, लेकिन मजदूरों की संख्या घट रही है, नहीं तो वहीं की वहीं अड़ी हुई है, दूसरी तरफ अफसरों की संख्या बढ़ रही है।

इतना ही नहीं मैं मिसाल देता हूं कि किस तरह से रोज फुजूलखर्ची होती है। अगर कोई मजदूर मजदूरी मांगता है, प्रोजेक्ट अलाउंस मांगता है तो कहा जाता है कि पैसा नहीं है, लेकिन अभी हमारे दानापुर डिवीजन में एक ऐडीशनल डी एस आये हैं, जिनके लिए नया एअर-कंडिशनड कमरा बन रहा है। एक तरफ एअर-कंडिशनड कमरा बनेगा, दूसरी तरफ मजदूरों की मांग आप नहीं मानेंगे और तीसरी तरफ घाटे की बात आप करेंगे, तब घाटा नहीं होगा तो क्या मुनाफा होगा ?

रेलवे में बहुत बड़े पैमाने पर लूट होती है, और मेरा अन्दाज है कि इस में रेलवे के बड़े-बड़े अफसर भी शामिल रहते हैं इसी लिए परेशानियां होती हैं, चोरियां होती हैं, कोयले की चोरी होती है, दूसरे सामान की चोरी होती है, वैगन ब्रेक कर दिये जाते हैं और उस में यह सब लोग हिस्सेदार होते हैं। आप जानते हैं कि जमालपुर में बहुत बड़ा रेलवे का कारखाना है। वहां चोरियां होती हैं। पीतल बेचने के ऊपर पाबन्दी लगी हुई है, लेकिन पीतल भी किस तरह से चोरी होकर चला जाता है और बेचा जाता है, अगर आप चाहे तो जाकर इस को देख सकते हैं। इस तरह से भ्रष्टाचार बढ़ रहा है, चोरी बढ़ रही है, जिस की तरफ रेलवे बोर्ड का ध्यान नहीं जाता है। लेकिन अगर कोई बरौनी और गढ़हरा का मजदूर प्रोजेक्ट अलाउंस या दूसरा अलाउंस मांगता है, दूसरी जगह का मजदूर प्रोजेक्ट अलाउंस मांगता है, रांची का मजदूर अलाउंस मांगता है तो उस के ऊपर हमले किये जाते हैं, मुकदमें चलाये जाते हैं, उस को नौकरी से हटाया जाता है और उस की सर्विस में ब्रेक किया जाता है। लेकिन चोरी को खत्म करने के लिए कोई

उपाय नहीं किया जाता। मैं एक उदाहरण देना चाहता हूँ। बिहार में कोयले के लिए वैगनों की कमी है, लेकिन कोयला खानों के मालिक सरकार की आंखों में धूल झोंक कर कोयला भेज रहे हैं, जिस में डी० ओ० एस० (टी), ए० ओ० एस० (टी), ए० सी० एस० और डी० एम० (टी) आदि बड़े बड़े अफसरान भी शामिल हैं। मैं इस सम्बन्ध में इंडियन नेशन, 5 मई, में छपे समाचार को पढ़ कर मुनाना चाहता हूँ :

“While the number of rail wagons for coal movement is restricted, there is no such restriction on the movement of stone chips. Taking advantage of this, now some of the merchants and colliery owners have started despatching coal to different destinations in the name of black stone. They pack coal in bags and put them as black stones with the help of the railway authorities. Several wagon-loads of coal have already been despatched in this way and now more and more merchants and colliery owners have been adopting this method for the disposal of their huge accumulation of coal.”

यह भ्रष्टाचार का एक नमूना है, जिस में रेलवे के बड़े-बड़े अफसरान भी शामिल हैं। अगर मंत्री महोदय घाटे के बजट को दुरुस्त करना चाहते हैं, उस घाटे को मुनाफे में परिवर्तित करना चाहते हैं या कम से कम उस घाटे को कम करना चाहते हैं, तो वह रेलवे बोर्ड को समाप्त कर दें और उस की कोनाइन्स से जो भ्रष्टाचार हो रहा है, उस को रोकें, वना उनकी तथा-कथित इकानोमी से मजदूरों की गर्दन पर छुरी भले ही चल जाये, रेलवे में व्याप्त डकैतियाँ, लूट-मार और चोरी नहीं रुकेंगी।

सरकार का यह एक मान्य नियम है कि जहाँ प्राजेक्ट का काम चल रहा है, वहाँ काम करने वाले मजदूरों को प्राजेक्ट एलाउंस दिया जाये। इसी नियम के अनुसार कोरापेट, रांची,

हटिया, फरक्का, खजुड़िया, बरौनी, गढ़हरा, मुकामा, मुकामाघाट, हथिदह, बेगुसराय और नांगल में काम करने वाले रेल मजदूरों को भी प्राजेक्ट एलाउंस मिलना चाहिए, लेकिन उनको नहीं दिया जाता है। इस प्रश्न को लेकर बरौनी गढ़हरा के रेल मजदूरों ने 33 दिन तक शानदार हड़ताल की। सरकार ने कागजी और दलाल यूनियनों की सहायता से उस हड़ताल को तोड़ने की कोशिश की। अन्त में बंगलादेश के देशभक्तों की सहानुभूति में और लेबर मिनिस्टर की इस अपील पर कि हड़ताल में भाग लेने वालों के विरुद्ध कोई कार्यवाही नहीं की जायेगी, उन मजदूरों ने हड़ताल को विदग्धा किया। लेकिन आज भी दफा 307 और अन्य दफाओं के तहत 40 मजदूर जेल में हैं और सैकड़ों मजदूरों पर मुकदमें चल रहे हैं। रेलवे मंत्री ने यह आश्वासन दिया था कि कोई विषिटमाइजेशन नहीं होगा, लेकिन उस आश्वासन को पूरा नहीं किया गया है। मजदूरों को प्राजेक्ट एलाउंस देने के बजाय सरकार मजदूरों का दमन कर रही है। यही स्थिति धनबाद में भी है। अतः मैं निवेदन करना चाहता हूँ कि सरकार अपने दमन चक्र को रोकें, मजदूरों के ब्रेक इन सविस को खत्म करें, मजदूरों पर चलाये गये मुकदमें वापिस लें और उनकी ससपेंशन को विदग्धा करें।

जहाँ तक छोटी लाइनों का सम्बन्ध है, सरकार ने दिल्ली-सहारनपुर लाइन को बन्द कर दिया है जिस से 1400 मजदूर बेकार हो गये हैं। बिहार और बंगाल में भी आरा-सहस्राम एवं फतुहा इस्लामपुर आदि छोटी लाइनें हैं। उन को भी अनइकानोमिक लाइनें बता कर सरकार बन्द करना चाहती है। सरकार को इस नीति को छोड़ देना चाहिए। वह इन लाइनों को अपने हाथ में ले लें और उन में काम करने वाले मजदूरों को अपने यहाँ अवजार्ब करें, वर्ना गरीबी हटाने और बेकारी दूर करने के उस के नारे केवल नारे ही रहेंगे।

[श्री रामावतार शास्त्री]

रेलवे मंत्री ने यह ठीक ही कहा है कि रेलवे के घाटे को खत्म करने और चोरिया को रोकने के लिए प्रयास किया जाना चाहिए। रेलवे यूनियनों की तरफ से हम उस में मदद देने के लिए तैयार हैं, बशर्ते कि सरकार उन रेलवे यूनियनों का कोआपरेशन ले। वह यह न देखे कि कौन सी यूनियन रेकगनाइज्ड है और कौन सी रेकगनाइज्ड नहीं है। सरकार ने आल-इंडिया रेलवे मैनूफेक्चरिंग एंड नेशनल फेडीरेशन आफ इंडियन रेलवेमैन को मान्यता दे रखी है, लेकिन चालीस पीमदी मजदूर भी उन के साथ नहीं है। ज्यादातर मजदूर दूसरी यूनियनों के साथ हैं। सरकार को चाहिए कि वह नार्डर्न रेलवे वर्कर्स यूनियन, पूर्वांचल रेलवे मजदूर महा आल इंडिया स्टेशन मास्टर्ज एसोसियेशन, इंडियन रेलवे मैकेनिकल स्टाफ एसोसियेशन, रनिंग स्टाफ एसोसियेशन, आल इंडिया मिनिस्ट्रीयल स्टाफ एसोसियेशन और गाइड्स कौमिल इत्यादि यूनियनों का सहयोग प्राप्त करे। जब तक ऐसा नहीं किया जायेगा, तब तक चोरी को नहीं रोका जा सकेगा। हम इस काम में सरकार की मदद करना चाहते हैं और इस नेशनल लाम को रोकना चाहते हैं।

हमें इस बात की शिकायत नहीं है कि सरकार ने आल इंडिया रेलवेमैनूफेक्चरिंग एंड नेशनल फेडीरेशन आफ इंडियन रेलवेमैन को क्यों रेकगनाइज किया है। हमारी शिकायत यह है कि रेलवे में जो और बहुत सी लड़ाकू यूनियन हैं, सरकार उन को भी रेकगनाइज क्यों नहीं करती है। सरकार को उन्हें मान्यता देनी चाहिए। एक नई इंडियन रेलवेमैनूफेक्चरिंग कानफेडीरेशन बनी है, जिस में पद्रह कैटेगोरिकल यूनियन शामिल हैं और जिस में और भी लोग शामिल होते जा रहे हैं। सरकार को उसे भी रेकगनाइज करना चाहिए। सरकार को उस की ओर से कोआपरेशन मिलेगा, मदद मिलेगी, ताकि रेलवे की बुराइयों को दूर किया जा सके, घाटे को खत्म किया जा सके, रेलों को

ठीक तरह से चलाया जा सके और गाड़ियों को लेट न होने दिया जाये।

मालूम नहीं कि रेलवे में जो ग्यारह-पायट कार्यक्रम चालू किया गया था, उसका क्या हुआ लेकिन उसके अनुसार एक इम्प्लीमेंटेशन सैल बनाया गया था, जिस में स्वामीजी और साधू लोग रखे गये थे। आज भी वे लोग रेलवे पाम लेबर फर्स्टक्लाम में यात्रा करते हैं। मेरे पाम उनके नाम हैं। वे लोग कोई काम या मदद नहीं करते हैं। सरकार को उनके पासो का विदड़ना करना चाहिए। साधू समाज और भारत सेवक समाज के नेता बेकार हैं। उन के कारण और ज्यादा भ्रष्टाचार फैलता है। वे लोग सरकार से पैसा लेते हैं, लेकिन इस चुनाव में उन्होंने शोषित दल, मगठन कांग्रेस और जनसंघ के उम्मीदवारों की मदद की। जो उम्मीदवार मेरे खिलाफ चुनाव लड़ा, हमारे यहाँ (दानापुर) वे डी० एम० ने उग को स्पया दिया।

सोनपुर में डी० एम० का दफ्तर खोला जाना चाहिए। पटना-गया बड़ी लाइन को डबल किया जाना चाहिए। पटना शहर का साउथ में एक्सपेशन हो रहा है। उस तरफ एक नया बुकिंग आफिस खोला जावे और बुकिंग आफिस के पास लकड़ी का ओवरब्रिज बनाया जाये, ताकि मुसाफिरों को आने-जाने में सुविधा हो। मीठापुर से पुल बनाया जाये। राजेन्द्रनगर स्टेशन को चालू किया जाये।

क्लर्कों की बहाली पर पाबन्दी है। केवल रेलवे बोर्ड ही उन की बहाली कर सकता है। जब सरकार अफसरों को बहाल कर रही है, तो क्लर्कों की भी तो जरूरत है। पी० डबल्यू० आई० और ए० पी० डबल्यू० आई० बहाल किये जा रहे हैं। उन के लिए क्लर्क कहा से आयेगे। इस लिए क्लर्कों की बहाली भी की जाये।

सबस्टीट्यूट कैंजुअल गेटमैन, कैबिन-मैन, वार्थटममैन आदि मजदूरों को बारह घण्टे से

चौबीस घंटे तक काम करना पड़ता है, जब कि ट्रेड यूनियन कानून के अनुसार उन से आठ घंटे से ज्यादा काम नहीं लिया जा सकता है। इस तरह की बातों को रोका जाना चाहिए।

डी० एस० से लेकर रेलवे बोर्ड के अफसरों के बारे में यह जांच कराई जाये कि उन के पास कितनी सम्पत्ति है और नौकरी में आने से पहले उनकी क्या हैसियत थी और इस समय उनकी क्या हैसियत है, ताकि हमें मालूम हो सके कि उनके पास केवल अपनी नौकरी का पैसा है या भ्रष्टाचार और लूट-खसूट का पैसा है। उन्होंने देश को लूटा है।

श्री शम्भू नाथ (सैदपुर) : सभापति महोदय, परम्परा के अनुसार इस बार भी रेलवे बजट पेश हुआ और उस में घाटा दिखाया गया। मंत्री महोदय ने उस घाटे को पूरा करने के लिए दो तरफ हाथ पांव फैलाये हैं। एक तरफ तो उन्होंने यात्री-भाड़े और माल-भाड़े को बढ़ाने की कोशिश की है और दूसरी तरफ वार्षिक या चौथी पंचवर्षीय योजना की रकम में कटौती की है। जहां तक बढ़ौतरी को देखा जाय तो सारा भार थर्ड क्लास के पैसेंजर पर पड़ता है। 11 करोड़ रुपये की पूर्ति उस से की गई है। किराया बढ़ाया जाय इस में दो राय नहीं हैं। समय के अनुसार चीजों के दाम बढ़ रहे हैं और खर्च ज्यादा लग रहा है तो बढ़ाया जाय, इस में हम को कोई एतराज नहीं है। लेकिन मंत्री महोदय किराया बढ़ाने से पहले अगर सोचते कि जो किराया 8 से 10 और 15 किलोमीटर तक बढ़ाया है यह उन गरीब यात्रियों के ऊपर जा कर पड़ता है जो दस मील अर्थात् 15 किलोमीटर तक के बीच एक स्टेशन से दूसरे स्टेशन तक अपने कचहरी के कामों के लिए या और कामों के लिए रोजाना आते जाते रहते हैं। मेरा यह निवेदन है कि उन को भी आप को छूट देनी चाहिए थी जो कि आप ने नहीं दी है। यह तो किराया बढ़ाने की बात हुई।

17.43 hrs.

[SHRI K. N. TIWARY in the Chair]

दूसरी तरफ आपने अपने बजट में सिद्धांततः तो इस बात को माना है कि मीटर गेज को ब्राड गेज में बदलना चाहिए। इस बजट को देखने से सिद्धांततः यह बात सही मालूम पड़ रही है। लेकिन इस को अमली जामा देने का काम शायद इस तरह के बजट से नहीं हो सकता। हमारे उत्तर प्रदेश में पूर्वी उत्तर प्रदेश के जो 14 जिले हैं और बिहार का उत्तरी हिस्सा जो बहुत ही ज्यादा, हिन्दुस्तान में सबसे ज्यादा बैकवर्ड माना जाता है वहां पर दुर्भाग्यवश सैंकड़ों वर्ष से छोटी लाइन, मीटर गेज चलती आ रही है। अब बजट को जब हम देखते हैं तो हमें निराश होना पड़ता है। इसलिए कि हमें कोई उम्मीद नहीं दिखाई पड़ रही है कि इन बैकवर्ड एरियाज में जहां कि मीटर गेज है उन का भी कभी भाग्य जगेगा कि वहां पर ब्राड गेज लाइन हो सकती है। मंत्री महोदय ने दो एक जगह ब्राड गेज लाइन बनाने की बात कही है। लेकिन इन बैकवर्ड एरियाज में जहां कि बराबर मीटर गेज लाइन चली आ रही है और वह इलाका और कारणों से तो पिछड़ा है ही, सब से बड़ा कारण उस के पिछड़े होने का ट्रांसपोर्ट की सुविधा का न होना है। मीटर गेज रेलवे लाइन होने की वजह से उन इलाकों में किसी तरह की इंडस्ट्री डेवलप होने के आसार नजर नहीं आते, हम लोग जब बात करते हैं उद्योगपतियों से और फैक्ट्री खोलने वालों से कि ये बैकवर्ड एरियाज है; इन का भी उत्थान करने के लिए कुछ फैक्ट्री वगैरह यहां लगाइए तो उन की ओर से तुरन्त यह जवाब आ जाता है कि वहां तो मीटर गेज है, ट्रांसपोर्ट का कोई ठिकाना नहीं है, इस कारण हम वहां फैक्ट्री नहीं लगा सकते। मैं मंत्री महोदय से अर्ज करना चाहता हूँ कि वह इस बात को देखें कि जो इलाके बैकवर्ड हैं और वहां मीटर गेज है उस को ब्राड गेज में बदलने में प्रायरीटी आप दे सकें तो

[श्री शम्भूनाथ]

मेरा ख्याल है कि उन जगहों में बहुत जल्दी तरक्की की जा सकती है।

मेरी कॉस्टीट्यूएन्सी जो है उस में एन्टायर मीटर गेज लाइन है। वह है गाजीपुर के मैदपुर से लेकर औडिहार तक जा एक बहुत बड़ा जक्शन है। वहाँ पर एक भी फौट्री डमलिंग नहीं है कि वहाँ पर रेलवे की तरफ से कोई साधन नहीं है, कोई विशेष सुविधा नहीं है। साथ ही साथ एक रेलवे लाइन जौनपुर से लेकर औडिहार तक जाती है। उस के बीच में गौमी और पतरही (दुधौडा) के बीच की दूरी नौ मील है। कई बार उस लिए कहा गया, लिखा पढ़ी भी हुई है और मुझे मालूम हुआ है कि यह विचाराधीन भी है कि इस के बीच एक हाल्ट बनाया जाय। मैं मंत्री महोदय से गुजरािश करूँगा कि डोभो और पतरही (दुधौडा) के बीच में जहाँ कहीं भी सूटेबल हो एक हाल्ट जो विचाराधीन है उस पर जल्दी में जल्दी निर्णय करने की कृपा करें।

एक बात और मैं अर्ज करना चाहूँगा। एक तरफ तो आप किताबें बढ़ा रहे हैं, जनता उस को बर्दाश्त करेगी। मंत्री महोदय ने जुलाई में किराया बढ़ाने के लिए कहा है। लेकिन दूसरी तरफ रेलवे के अन्दर जो बैटरिंग है उस की हालत अगर देखें और जो कैटरिंग पर बढोत्तरी हुई है उस को भी देखें तो पडा खेद होता है और यह भी नहीं एक जोन में जो खाना मिलता है वह दूसरा है और दूसरे जोन में दूसरा है। साथ में दूसरे ढग का खाना है। मगर और कोई खाप फर्क नहीं है। यहाँ तक कि एक ही जोन के एक सिरे से दूसरे सिरे पर चले जाइए तो मूल्य में फर्क मालूम पड़ता है और खोने का आलम यह है कि शायद बिना दात का कोई आदमी इन के टोस्ट को खाना चाहे तो नहीं खा सकता। मंत्री महोदय के पास दाँत हैं, वह जरा खाकर देखें तो मालूम पड़ेगा आखिर क्या कारण है कि हम ऐसा भी दे

और हम को खाना ठीक न मिले? हमारी सेहत के साथ इस तरह से मजाक किया जाय यह ठीक नहीं है और इसको देखने की जरूरत है। हमारा ख्याल है कि नियंत्रण कायदे से न होने के कारण ऐसा किया जा रहा है।

जहाँ तक ला ऐंड आर्डर का सवाल है एक बार मैं कलकत्ता से आ रहा था 9 अप्रैल देहरादून में। वह आजकल 6 महीने से किमी भी दिन दो घंटे से कम लेट नहीं होती। अपने राइट टाइम पर तो वह कभी नहीं आती। रास्त में मैंने देखा कि पचास मील बलकते से आगे आने पर चैन पुलिंग हुई और नीचे की जो बैटरी होती है, जिग से पक्का चलता है वह मालूम नहीं किम तरीके में निवाल लिया गया पता चला कि चार डिब्बों में भुतवातिर चैन पुलिंग करके बैटरी निवाली गई। गर्मी का दिन था। पैसेजर परेशान थे। मेरी समझ में नहीं आता कि आखिर उस तरह की सिचुएशन जो पैदा हो रही है इस को दूर करने के लिए कोई उपाय किया जायगा या इसी तरह से यह सब बदमाशियाँ रेलवे के साथ में जो की जा रही हैं वह चलती जायेगी। एक तरफ तो हम किताबें ज्यादा दे, कोई बात नहीं, वह दे सकते हैं और देगे लेकिन साथ ही साथ जो हम को सुविधाये मिलनी चाहिए वह न मिल पाये महज ऐडमिनिस्ट्रेशन ठीक न होने की वजह से ठीक नियंत्रण न होने की वजह से तो यह भोज नहीं है। मैं मंत्री महोदय से कहूँगा कि ईम्प्लॉय रेलवे जहाँ किलालेमनेम पूरी तरह से व्याप्त है और मुझे तो ऐसा लगता है कि मोगलसराय तक ऐसा मालूम पड़ता है कि आदमी की जिन्दगी की कोई सैफटी नहीं है, मोगलसराय से आगे आने पर बनारस से मालूम पड़ता है कि हम रेल के डिब्बे में बैठे हैं, अन्यथा तो ऐसा मालूम पड़ता है कि पता नहीं कहाँ बैठे हैं और कब क्या होगा यह कुछ पता नहीं, तो इस का कड़ाई के साथ और पूरी ताकत के साथ मुकाबला करना चाहिए। ऐसे एलीमेंट्स

चाहे वह किसी भी तरीके के हों, चाहे वह कहीं से भी प्रस्थाय पाते हों, मैं उन के नाम नहीं लेना चाहता, लेकिन उन के साथ कड़ाई से और मजबूती से डील किया जाय, तभी जनता को राहत मिल सकती है।

हमारे जिले का जोनपुर हैडक्वार्टर है। वह नार्दन रेलवे पर पड़ता है। कुछ दिन पहले अभी वहाँ एक सैकेंड क्लास वेंटिंग रूम और एक फर्स्ट क्लास वेंटिंग रूम था। मालूम नहीं कहां से अक्ल आई एकोनामी करने की कि इधर सैकेंड क्लास वेंटिंग रूम को वहाँ से तोड़ दिया गया और महज फर्स्ट क्लास वेंटिंग रूम रह गया। मैंने पूछा कि क्या कारण है इसका तो वहाँ के स्टेशन के लोगों ने बताया कि चूकि सैकेंड क्लास के पैसेंजर यहां से कम चलते हैं इसलिए इस को तोड़ दिया गया। मैंने उनसे कहा कि जो बिना टिकट के बैठते हैं जिन को आप काबू में नहीं कर पाते, जिन को आप रोक नहीं पाते वह सैकेंड क्लास में बैठ लेते थे और फर्स्ट क्लास में थोड़ी राहत थी बैठने के लिए। लेकिन आज ऐसे जो लोग हैं सैकेंड क्लास वेंटिंग रूम तोड़ देने से फर्स्ट क्लास में इस तरह से भरमार कर देते हैं कि वहाँ पर कोई आदमी जो एयोराइज्ड है, जिसे ने पैसे दे कर टिकट खरीदें हैं, उस को बैठने का कहीं ठिकाना नहीं है। मैं मंत्री महोदय से कहूंगा कि वह इस पर विशेष ध्यान दे।

एक चीज जो रेलवे से अक्सर देखी जाती है वह है टेलीफोन की बाबत। आजकल, सभापति महोदय, ट्रेनें लेट चलती हैं। मुझे मालूम है कि 9 अप हमेशा लेट आती है। यह भी मालूम है कि अपर इण्डिया समय से नहीं आती है। यदि स्टेशन पर टेलीफोन करके पूछा जाय कि गाड़ी कितने घंटे लेट है, कब तक आवेगी, तो उधर से जवाब मिलता है कि लाइन खराब है, बनारस तक नहीं मिल पा रहा है, इसलिए पता नहीं है कि ट्रेन कहां है। कह

दिया जाता है कि कन्ट्रोल रूम खराब है। परिणाम यह होता है—चूकि हम लोगों को आना है, इस लिए स्टेशन पर समय से पहुंचना पड़ता है और वहाँ पर क्या होता है कि कभी कभी 3 घंटे, कभी कभी 4 घंटे लेट 9 अप आता है। वहाँ पर उस का एराइवल 12-33 है और डिपार्टर 12-39 है, लेकिन साढ़े चार बजे तक गाड़ी की इन्तजार में बैठे रहना पड़ता है। मैं मंत्री महोदय से कहूंगा कि ऐसी व्यवस्था अवश्य कर दी जाय कि कम से कम यह तो बता दिया जाय कि गाड़ी कितने घंटे लेट है, कब आवेगी। अगर यह चीज एंशोर हो जाय तो स्टेशन पर घंटों पहले पहुंचने की जो मुसीबत है, जहां पर पानी का कोई ठिकाना नहीं है, बैठने का ठिकाना नहीं है, उस से बचा जा सकता है। यदि मंत्री महोदय इस तरफ ध्यान दें तो इस से यात्रियों को काफी सुविधा मिल सकती है।

इन चन्द शब्दों के साथ मैं आप का शुक्रिया अदा करता हूं और बजट का अनुमोदन करता हूं।

श्रीमती लक्ष्मीकान्तम्मा (खम्मम) : सभापति महोदय, सबसे पहले मैं अपनी कांस्टीचूएन्सी की कुछ मांगें मंत्री महोदय को देती हूं।

सभापति महोदय, मैं मंत्री महोदय की कन्वीनिअन्स के लिए अंग्रेजी में बोलती हूँ, इस के लिए सदन से माफी माँगती हूँ।

I would like, first, to highlight the difficulties felt by the people of my constituency in some areas, then I will come to the needs of my State and then I will come to problems at the national level.

There is a station by name Nagulavansa between Vijaywada and Secunderabad. It has been there since 35 years. It is not yet a permanent station; there is no permanent booking office to issue tickets. For this reason, the people there suffer a lot. Originally they used to take the passengers into the compartment and then collect the

[Shri LakshmiKanthamma]

money after issuing ticket. This went on till 1963. Then they changed it to 6-1/4 per cent commission basis. Then they fixed it at Rs 80 per month. So the person in charge there of issuing tickets just does not bother because he gets his Rs 80 all right anyway. Thus passengers are put to a lot of inconvenience. When the train comes, they have to run to the TTE and others and ask them to issue the tickets. There is criminal harassment of these people. This station is not only fetching now Rs 5,000 per month, but this will increase manifold if there is a regular booking office. The railway department should realise the need of making it a permanent station. Some material was brought in and they thought that something would be constructed but ultimately nothing happened and we do not know why. I request the Minister to hasten the construction of a regular station there. This is a big village where they grow agricultural products which they transport by bullock carts to Khammam 22 kms away. There are about fifteen villages nearby. There is also another station called Alakampet in Warrangal district where also the same difficulty exists. When they want to buy a ticket, they ask them to pay Rs 10 or so and then only issue the tickets. A petition has been given by a number of villagers and I request the hon. Minister to look into this matter.

There is another place—Mahbubabad. Because of the doubling of the line they are constructing a footbridge from platform to platform for the use of passengers. This is a big village with 15,000 people or more and there are about 2,000 students in different schools and colleges. The railway station almost divides the city into two halves and if you want to go from the old city to the new mohalla you have to cross the railway line and even little kids have to go across the lines, which is illegal according to the railway rules. Every day almost 10,000 persons cross these lines. So they have requested that a pedestrian footbridge be constructed from road to road. It will not be difficult. The other day the Minister said that the municipality would have to contribute something. But there is no municipality there though it is a big business centre with many schools. The Railways are

already constructing an overbridge from platform to platform and if the request made by the people of that locality is conceded, it would mean only the extension of that bridge on both sides to touch down on the road. There should also be a tap provided there (*Interruptions*). Drinking water is needed by everybody.

There is another place called Madira which is a very busy centre. I think Andhra Pradesh is the most neglected State in the matter of provision of railways. I do not know why there should be this step-motherly treatment. People used to say that unless it is inevitable to take some line through Andhra Pradesh, say, to connect Madras, they will not consider the construction of any line. If you could take a line over the sky, they would have done so but because it has not been possible, they laid some lines in Andhra Pradesh.

18 00 hrs

Certain proposals had been made by Andhra Pradesh. We have been requesting for a broad gauge line between Nadikude and Secunderabad. The Nagarjunasagar is almost complete and we are going to produce more rice and you have to carry the food grains. There is need to get this grain to the capital and then distribute it. At the earliest time you should have the broad gauge line.

There has been the request for the conversion of Guntur-Macherla line. Macherla is an important place, cement and other industries are there.

This would also be helpful.

MR CHAIRMAN: How many more minutes will you take from now?

SHRIMATI LAKSHMIKANTHAMMA: Another five to six minutes. I will complete my speech.

MR CHAIRMAN: No, please continue tomorrow.

18 01 hrs

The Lok Sabha then adjourned till 7:15 p.m. on Friday, May 28, 1971 (Jyaishta 7, 1893 (Saka)).