

2. The inside seats in the buses, in many cases, can be seen just topsy-turvy. In a few cases the covers have completely been torn and no care has been taken for months together.
3. The inside ceiling rods which are used by the standees are missing. It caused a lot of agonising problem to the passengers, whether sitting or standing.
4. Night lamps inside the buses are not properly maintained. There are quite a few of them missing for months.
5. The outside paints of several buses have been spoiled.
6. Route numbers are not displayed properly in many buses. It is not known as to why the route number is not shown or indicated in the specified place near the entrance gates of the buses and so on.

The list could be multiplied.

In order that these problems are effectively looked after ; DTC should immediately make special, cells of officers, who could keep a constant watch on the upkeep and proper maintenance of the buses.

(iii) SETTING UP OF A SHIP REPAIR YARD AT-HALDIA

SHRI NIREN GHOSH (Dum Dum) : The question of building a ship yard of ship-repairing yard is hanging fire for a pretty long time. Baweja Committee appointed by the Government of India recommended Haldia as an ideal site for building of all types of ships. Another Committee scuttled the suggestion, but a promise was given on the floor of the Parliament that ship repairing yard would be built up at Haldia.

Thereafter, a project report containing proposal for setting up of a ship repair-cum-offshore yard at Haldia was submitted by Garden Reach Shipbuilders and Engineers to the Ministry of Defence, Department of Defence Production, in July 1979. Thereafter, at the instance of the Ministry of Shipping and Transport and as also desired by the GRSE Board, a Supplementary Report containing proposal for only ship repair complex at Haldia (excluding offshore facilities) was prepared by GRSE and sent to the administrative Ministry in May, 1980. The Department of Defence Production, Ministry of Defence, circulated a note in

December, 1980, regarding this project to various Departments/Ministries for their comments before the same would be put up to PLB.

Meanwhile, the Government of India, Ministry of Shipping and Transport, in May 1981, appointed M/S Engineers India Ltd., in collaboration with M/S. Blohm & Voss AG West Germany, for the preparation of 15 year perspective Plan for Shiprepair facilities in India. The consultants visited Haldia in August 1981, and had series of discussions with the officials of GRSE, CPT and State Government. What are these recommendations? The receipt of the recommendation of the consultants is being awaited by this State Government.

I therefore demand that a decision to set up a ship repairing cum-offshore yard at Haldia be taken forthwith and work of reconstruction started. It is greatly agitating the public mind.

(iv) UNDER BENEFIT TO FLOUR MILLS DUE TO SUPPLY OF WHEAT AT SUBSIDISED RATE.

SHRI HARISH KUMAR GANGWAR (Pilibhit) : Under Rule 377 I am making a statement :

Roller Flour Mills in India are being supplied wheat by the Food corporation of India at much lower rate than what it actually costs to the Corporation under the presumption that this subsidy of Rs. 30.55 per quantal will ultimately go to the consumer. The Corpn. is thus losing in the distribution of wheat to flour mill at subsidised price.

In actual, instead of the ultimate consumer being benefited by the subsidy, it is the flour mills who have been benefited to the extent of crores.

While on one hand, the Government, by paying a lower procurement price, is depriving the farmer of his legitimate demand, on the other, it is supporting Roller Mills by supplying wheat to them at a subsidised price and at a price much lower than the market price.

Instead of supplying wheat to the flour mills at the subsidised rate, if FCI will sell wheat to them at the market rate, then this huge amount will go to the Govt. exchequer, which in turn could be well utilised for the implementation of important developmental programmes e.g. subsidising inputs for agricultural production, withdrawal or reduction of excise duties on consumer articles for the benefit of lower income groups, establishment of nutrition programmes for school children and nursing mothers etc. thus benefiting the poorer masses of the country instead of allowing this huge amount to accumulate every year in a few hands.

It is felt that a serious consideration be given to this matter and necessary and immediate steps taken by the Government in this regard so as to prevent any further losses to the FCI/Government on this account.

If Government feel that it is essential to provide wheat at regulated prices to Flour Mills, it follows logically that they should ensure that the common consumer is provided Atta at a fixed price, also. In any case the margin should be thoroughly gone into, analysed and rationally fixed so as not to give unintended benefit to the roller mills.

(v) STEPS TO CALL OFF STRIKE OF TEXTILE WORKERS IN BOMBAY.

SHRIMATI PRAMILA DANDAVATE (BOMBAY NORTH CENTRAL) : Under Rule 377, I make the following statement :

Two and a half month old strike of two and a half lakh textile workers in Bombay has created great strain on the country's economy causing hardships to the family members of the workers. Contrary to the reply given to my unstarred question that 28 mills have started functioning and 70,000 workers have reported on duty, few individuals majority of whom were outsiders are seen in mills. In spite of the repeated appeals made by the recognised union, workers have continued to remain on strike on the face of hunger, miseries and hardship to their kith and kin.

All trade unions excluding one have given a call for Maharashtra Bandh on the 19th of April in support of this strike.

In view of the tensions being created by the continuation of the strike and the call given by the trade union organisations I would request the government to intervene in the dispute and try to bring about an amicable settlement without humiliating the workers.

लेबर मिनिस्टर यहां हैं उन को जवाब देना चाहिये ।

श्रम मंत्रालय में राज्य मंत्री (श्री भागवत झा आजाद) : आप को जवाब आ जायेगा ।

(vi) UNSATISFACTORY FUNCTIONING OF POST AND TELEGRAPH SERVICES IN SALEM DISTRICT.

**SHRI C. PALANIAPPAN (SALEM) : The Posts and Telegraph Department, which is primarily meant to serve the communication needs of the people, has

proved unsatisfactory in its functioning so far as Salem district is concerned.

In Salem, there are three automatic telephone exchanges. So far as local calls are concerned, the needs of the people are met. One automatic exchange is adjacent to Head Post Office, the other at Sevvaipettai and the third at Mayyanoor. The telephone subscribers covered by these three automatic exchanges are not getting satisfactory service. In the Head Office, we have Special Services, Enquiry, Complaints, Time Service etc. The subscribers are not able to utilise the services effectively. They do not get prompt response from this Head Office Exchange under any of these Services. It is reported that inadequacy of staff in this Head Office is the main cause for such callous attitude to public service. When there is widespread unemployment, some standards of job requirements are to be prescribed and then adequate staff should be posted in this Exchange.

Similarly, the subscribers connected with Mayyanoor Exchange are unable to get telephone connections outside the zone. It will be only right to surmise that the Mayyanoor Exchange is not functioning effectively.

The case is no different in regard to Sevvaipettai Exchange. The subscribers here do need to contact frequently the local counterparts and also their contacts in other towns on business grounds. When they want to book the call, there is inordinate delay in the response of the Operators who book such calls. Even after they get the response, it has become so difficult to book the call first and then latter to get the connection. It is understood that some retired Officers from State Service, particularly from Revenue Department and Police Department, are working as part-time operators. These part-time employees think only about the emoluments they get and not worry about the service to be rendered. This brings a bad name to the regular employees. It is necessary to have properly-trained and qualified staff in this Exchange.

Supervisory officials and engineers are people to resolve the problems that arise frequently in these Exchanges and yet they do not seem to have paid adequate attention for resolving these issues. Some drastic steps are called for in Salem.

(vii) NEED TO EXPORT POTATOES TO ENSURE BETTER REMUNERATIVE PRICES TO GROWERS

SHRI VIJAY KUMAR YADAV (Nalanda) : The condition of the Potato growers in the country is very much deplorable. They are not getting the remunerative price of their produce. Hence they are extremely hard-hit.