

12.23 hrs.

MATTERS UNDER RULE 377

(i) NEED FOR NATIONALISATION OF NATIONAL RUBBER MANUFACTURERS LTD. AND INCHECK TYRES LTD., CALCUTTA

SHRI SOMNATH CHATTERJEE (Jadavpur): Under rule 377, I wish to draw the attention of the Government to the following matter of urgent public importance.

[MR. DEPUTY-SPEAKER in the Chair]

On the demands of the workers, the Government of India took over the management of National Rubber Manufacturers Ltd. (NRM) and Incheck Tyres Ltd. in Calcutta in 1977-78 and entrusted the management of the units to the Industrial Reconstruction Corporation of India Ltd. (IRCI). But the management by IRCI has left much to be desired and because of their inefficient management, the existing production capacities of the units remain grossly under-utilised. NRM with its existing production capacity can manufacture 25,000 cycle tyres per day. But the present management is producing only 5,000 cycle tyres per day and often even less than that. The production capacities of all the departments of NRM are under-utilised. If the production level of 1968 is maintained in NRM, the value of the yearly production at current prices will be Rs. 30 crores and the requirement of raw materials will be to the tune of Rs. 19.50 crores. But the management has procured and supplied raw materials worth Rs. 4.12 crores in 1980-81 and the value of the finished products was Rs. 5.95 crores.

The production in Incheck Tyres is also maintained at a very low level for inadequate supply of raw materials. Under proper management NRM and Incheck Tyres Ltd. can jointly produce goods worth Rs. 100 crores with the existing machinery. The IRCI management has seriously complicated the matter because of their incapacity and inability to utilise the present capacity and as a result, the units are not made

viable. The National Rubber and Incheck Tyres Workmen Coordination Committee have urged the Union Government to direct immediate nationalisation of the two Units and completely change and overhaul the existing management so that the units can run efficiently by full utilisation of the existing production capacity. The workmen have assured that if the production capacities of the two units are utilised, the units will become viable and will earn substantial profit and workmen have assured full cooperation for reaching the target. There are 5000 workers and staff employed in the two units and their future now hangs in balance. Necessary technical surveys have already been conducted by the Government of India and it is essential that the Government should take immediate steps to meet the demands of the workers for the betterment of the two units. I request the Minister for Industry to take immediate and necessary action in the matter.

(ii) PAYMENT OF ENHANCED PRICE FOR SUGARCANE TO FARMERS BY PRIVATE SUGAR FACTORIES IN UTTAR PRADESH

श्री राम नगीना मिश्र (सलैमपुर) : गत वर्ष उत्तर प्रदेश सरकार ने सर्वप्रथम गन्ने का मूल्य 19 रुपये और 20 रुपये प्रति क्विंटल निर्धारित किया था। तत्पश्चात् पुनः उस ने गन्ने का मूल्य बढ़ा कर 22 रुपये और 23 रुपये प्रति क्विंटल कर दिया। इस के उपरान्त यह आदेश हुआ कि भारी चीनी मिलों 7 दिसम्बर, 1980 से बढ़े हुए गन्ने के मूल्य किसानों को देंगी, किन्तु जहाँ प्रदेश की जितनी सरकारी फैक्ट्रियाँ, कोऑपरेटिव फैक्ट्रियाँ और रिस्सीवरशिप में चलने वाली शूगर फैक्ट्रियाँ थी उन्होंने जो सरकार के आदेशानुसार 7 तारीख से बढ़े हुए गन्ने के दाम चुका दिए किन्तु लगभग चालीस शूगर फैक्ट्रियाँ जो निजी प्रोन्सरशिप में चल रही हैं उन्होंने बढ़े हुए गन्ने के दाम का आज तक किसानों को भुगतान नहीं किया है। इससे

[श्री राम नयीना मिश्र]

जिन शहर फैक्ट्रियों ने बड़े हुए गन्ने का शम किसानों को अदा नहीं किया है वहाँ किसानों में काफी असन्तोष व्याप्त है। यह अत्यन्त लोक महत्व और उत्तर प्रदेश तथा केन्द्र सरकार से सम्बन्धित विषय है। ऐसी दशा में मैं आपके माध्यम से केन्द्रीय सरकार से आग्रह करना चाहता हूँ कि सम्बन्धित माननीय मंत्री महोदय अविलम्ब बड़े हुए गन्ने के दाम जिन फैक्ट्रियों ने अदा नहीं किए हैं, उन् में उनका अविलम्ब भुगतान कराने की व्यवस्था कराएं।

(iii) PROBLEMS OF BONDED LABOUR AND UNTOUCHABILITY IN PALGHAT DISTRICT OF KERALA

SHRI V. S. VIJAYARAGHAVAN (Palghat): Even after 34 years of Independence the two evils of untouchability and bonded labour still exist in many parts of the country. Palghat district in Kerala is one such place where these two evils exist today.

According to press reports, in the border villages of Palghat such as Vadakarappati, Eruthempetty, Kozhinjampara, Meenakshipuram, Valayar, etc. a large number of people are still working as bonded labourers. The Government or any other agency has not been able to do anything so far to liberate these unfortunate people from the yoke of cruel landlords. When this sordid story came to light, the landlords became angry and started hunting the bonded labourers. A correspondent of a prominent Tamil daily was mercilessly beaten by these landlords for publishing news about the slave labour in Palghat.

Similarly untouchability is being practised in Gopalapuram, Kozhinjampara and Serampi of Palghat district. The Chakliyas are not allowed to enter the portals of temples and are not given tea in steel glasses.

It is worth mentioning that these social evils had almost disappeared from these areas during the emergency

but it is an irony that these evils have again raised their ugly heads when the present Government in Kerala is in power. The officials also do not take proper action in the matter.

Therefore, I strongly urge upon the Government to look into this matter and take immediate measures to liberate these bonded labourers and remove untouchability from these villages of Palghat.

(iv) NEED FOR PROPER MAINTENANCE OF TRIVANDRUM—KANYAKUMARI NATIONAL HIGHWAY

SHRI N. DENNIS (Nagercoil): The Trivandrum-Kanyakumari National Highway is deplorably in a very bad condition for a long time without maintenance. This road, which earned high reputation and praise with the highest distinction as the longest cement road in India, is now cursed with full of pits and cracks. The passenger and vehicular traffic has become so difficult in this busiest road, the terminus of which is the southernmost part of our land, Kanyakumari. The vehicles take a long time to cover a short distance. So, the passengers, tourists and pilgrims face a lot of difficulties. Traffic accidents have become quite frequent. The Tamil Nadu part of the road is worse than the Kerala part of the road. So, Government may be pleased to take immediate steps for the speedy execution of this southern most highway from Trivandrum to Kanyakumari.

(v) NEED FOR A PERMANENT SOLUTION OF THE FLOOD PROBLEM

श्री अशफाक हुसैन (महाराजगंज) : मान्यवर, घाघरा, गंडक, राप्ती, रोहिली और उसकी सहायक नदियों की बाढ़ ने इस साल फिर पूर्वी उत्तर प्रदेश और पश्चिमी बिहार को भयंकर रूप से तबाह कर दिया है। इनमें से कुछ नदियों की बाढ़ ने दो पिछले 10 साल का रेकार्ड तोड़ दिया। सैलाब, भुखमरी और महामारी, यह तीनों पूर्वी उत्तर प्रदेश और पश्चिमी बिहार के नाम खास तौर से लिख गई है। सैलाब की तबाही