

17.30 hrs.

DEVDAASI AND MURLI PRACTICE
(ABOLITION) BILL*

श्रीमती ऊषा प्रकाश चौधरी (अमरावती) : उपाध्यक्ष महोदय, मैं प्रस्ताव करती हूँ —

“कि भारत में देवदासी तथा मुरली प्रथा को समाप्त करने का उपबन्ध करने वाले विधेयक पर विचार किया जाये।”

MR. DEPUTY-SPEAKER: You may continue your speech next time.

17.31 hrs.

HALF-AN-HOUR DISCUSSION

ACQUISITION OF IMPROVED DESIGN OF
BULLOCK CART WHEEL

MR. DEPUTY-SPEAKER: We will now take up the Half-An-Hour Discussion. Shri A. Neelalohithadasan Nadar. Why not you change your name as Shri N. L. D. Nadar?

SHRI A. NEELALOHITHADASAN NADAR: You can call me like that.

MR. DEPUTY-SPEAKER: This is a Half-An-Hour Discussion. After that is over, I will call Shri Vajpayee.

SHRI A. NEELALOHITHADASAN NADAR: Sir, Pandit Nehru has once remarked that India continues to live in the bullock cart age. And that is a sentiment, which is still true today, despite the country's recent leap into space and other technological advances.

Ours is an agriculture-oriented economy. According to a study conducted by the Planning Commission in 1959-60, 58 to 95 per cent of arrivals of the agricultural produce is on bullock carts. There are

about 140 lakh bullock carts in use in India. The aggregate investment on bullock cart transport system (including the cost of the bullocks) is estimated to be of the order of Rs. 3,000 crores, whereas the respective investment in the Indian Railways is Rs. 4,000 crores and on public goods transport on roads is Rs. 2,500 crores.

Sir, it is a pity that the Government of India and our agricultural research institutions are not paying much attention to the nature and quality of the bullock carts in India and their improvement. So, according to the Government's statistics only 5 per cent of the bullock-carts are of improved type. So, we are forced to think of new bullock-carts which may be of improved quality.

There was a question by Shri Indrajit Gupta on New Bullock Cart Wheel dated the 8th March, 1982:

“Will the Minister of AGRICULTURE be pleased to state:

(a) whether attention of Government has been drawn to the new report published in “Times of India” dated 9 January, 1982 about new bullock-cart wheel designed in Australia;

(b) whether Government propose to import this Bullock Cart for trial which will also help to train the ICAR Scientists who have been working on similar projects for years;

(c) whether any such similar improved bullock cart has been designed by the ICAR at their Bhopal Institute or at IARI, New Delhi or at NDRI, Karnal, and if so, the details thereof; and

(d) whether Government are aware that this would form an important part of research and ICAR should be directed to pay attention to this aspect specially in view of the energy crisis facing the country?”

The answer given was:

"(a) Yes, Sir.

(b) Engineering drawings and detailed test results are being sought from Australia. If found useful under local conditions, the prototype will be made tested and evaluated as compared to traditional and improved carts available in the country.

(c) No. No such improved bullock-cart has been developed at the Central Institute of Agricultural Engineering which was started only towards the late Seventies. However, a research project on the development of improved bullock carts has been taken up at CIAR Bhopal. At the National Dairy Research Institute draught power of animals including crossbred is studied for capacity to pull bullock-carts for haulage. Studies on bullock-carts at a number of other places have led to the development of improved models with antifriction bearing, pneumatic tyred wheel, solid rubber wheeled cart, bullock-cart with steel body, bullock carts with larger carrying capacity, bullock-carts with better yoke and cart with braking mechanism.

(d) Development of bullock-carts continues to be a priority area of research in the Indian Council of Agricultural Research particularly in view of the energy crisis and also because only 5 per cent of the bullock-carts in India are of improved type."

The answer was given in March. Now, eight months have elapsed. A question was put by Shri Harish Kumar Gangwar on 11th October, 1982 about the acquisition of improved design of bullock-cart wheel. The answer given to that indicates that nothing has taken place even after the passage of eight months.

I may repeat his question and the answer given in this regard.

"Will the Minister of Agriculture be pleased to state:

(a) whether Government have obtained the improved design of the bullock cart wheel from Australia as announced

in the Parliament; and if so, the details of its evaluation; and

(b) whether Government have seen in this connection the news report by M. K. Tikku in the Far Eastern Economic Review of September 10, 1982?"

The answer is:

"(a) Yes, Sir. Details have been provided by the Australian High Commission on the wheel developed by Mr. Fed Gerrand of the University of Melbourne. It has been examined and found of limited use. However, for experimental trials more information is required. Mr. Gerrand has been contacted. Information is still awaited. It may be mentioned that Mr. Gerrand is still experimenting with the proposed wheel for animal drawn vehicles involving used truck tyres with low air pressure tube or stuffing of coir, rigid wooden spokes and improvised roller bearing made up of GI pipes separated by steel round bars.

(b) Yes, Sir. The Government is fully aware of Shri Tikku's article in the Far Eastern Economic Review September 10—16, 1982 issue."

Actually, in a handout of the Australian Information Service of 27th November, 1981, the details of this new invention have been brought out. It says:

"An Australian mechanical engineer has designed an oxcart wheel which may cost only one-fifth as much as traditional wooden wheels.

Since the late 1960s, Mr. Fen Gerrand of Melbourne, has experimented with cheap and easily built wheels for animal-drawn vehicles, wheelbarrows and hand-carts.

A 1980 study tour of Indian transport system and likely future needs helped refine his latest truck-tyre design, which is undergoing endurance testing at the University of Melbourne's Department of Civil Engineering,

(Shri A. Neelalohithadasan Nadar)

'The traditional 4-ft. diameter bullock cart wheel is a work of art that might take a craftsman a month to make' Mr. Gerrand said. 'But in India, for example, it costs a labourer 100 days' pay. And as there are about 12 million bullock carts in India, with double that number expected by the 1990, there is an obvious need for wheels and can be made cheaply in cottage industry situations requiring few skills.'

Now it is obvious that an engineer belonging to a friendly commonwealth country has started experimenting on this from 1960 onwards. He himself with some other friends conducted a study tour in India, but our Agricultural Research Institutions including Indian Council of Agricultural Research, New Delhi, Central Institute of Agricultural Engineering, Bhopal do not seem to be aware of these developments. Of course, some of the Departments of our Government such as the National Research Development Corporation of India and other institutions are aware of these things. However the ICAR and other Agricultural Scientific Research Institutions have not done anything in this respect. May I ask the hon. Minister, whether within the last two years any scientist or representative of the ICAR has visited Australia? If so, did he try to contact this engineer, Mr. Gerrand, and collect details about his inventions? What was the result of contacting him? If he was not contacted, what is the reason? Were the Indian Council of Agricultural Research and the other agricultural research institutions of Government aware of the study tour of this engineer during 1980? If so, were they in contact with him, and have they obtained some details about his inventions?

MR. DEPUTY-SPEAKER: The speed should not be bullock-cart speed; please conclude now.

SHRI A. NEELALOHITHADASAN NADAR: I cannot understand the delay in

obtaining this information. Even in their answers in March 1982 and October 1982, they said that they were awaiting the report. I cannot understand the delay in getting a detailed report and other details regarding the invention of an engineer of a friendly Commonwealth Country. What is the reason for this?

Sir, this situation is forcing me to say something about the activities of the ICAR. What are they doing? What are their activities? They are claiming to be the world's second largest Agricultural Research system second only to America. But they are not doing anything properly. Actually, their scientists themselves are committing suicide. I would like to know whether the Agriculture Ministry or the Government of India have ever examined the reasons for so many scientists belonging to the ICAR committing suicide.

AN HON. MEMBER: You are going astray, my dear friend.

SHRI A. NEELALOHITHADASAN NADAR: ICAR is getting an annual budget of Rs. 100 crores every year. During the last three years it has not been able to fully utilise these funds and had to surrender about Rs. 40 crores only last year. ICAR top management is presiding over the fate and fortunes of over 25 thousand staff in 35 of its Institutes and over 300 regional stations etc. over the entire country. In addition, ICAR also serves as a counterpart of the UGC over the 23 Agricultural universities with over 300 sub-stations.

SHRI R. L. BHATIA (Amritsar): You can place it on the Table of the House.

SHRI A. NEELALOHITHADASAN NADAR: ICAR is not unfortunately patterned on Indian culture, but it depends on the US pattern.

MR. DEPUTY-SPEAKER: Concentrate on bullock cart.

SHRI A. NEELALOHITHADASAN NADAR: Then they are unable to spend the money grant allotted to them and have to surrender funds. But in spite of that

they are seeking aid for the National Agricultural Research Project from the World Bank. This is a sorry state of affairs.

So, may I ask through you, Sir, whether the Government will take care in screening the activities of the ICAR and whether the Government will take interest in making the ICAR just like the CSIR under the department of Science and Technology? There is a strong public opinion in favour of that. I would like to know the reaction of the Government on that.

I would also like to know from the Hon. Minister whether the Government is having a comprehensive programme for the modernisation and improvement of the bullock carts in the country?

THE MINISTER OF STATE IN THE MINISTRIES OF AGRICULTURE AND RURAL DEVELOPMENT (SHRI R. V. SWAMINATHAN) : Mr. Deputy-Speaker, Sir, I want to inform the House and also the hon. Member that the bullock carts need some modifications as such in the country. Our Agricultural Research Institute is concentrating on this line to find some ways, because the present bullock cart has got a vertical load on the neck of the bullocks causing strains to animals. That is why we want to devise new type of bullock carts. But in this regard not only the ICAR is interested, but there are also some other institutions which are conducting research in this field. For the information of the House I may mention that they are : M/s. Dunlop India Ltd., Department of Agricultural Engineering, IIT, Kharagpur ICAR scheme on farm implements and machines, Pune Centre and the All India co-ordinated ICAR schemes on studies on harvest and post harvest technology, Raichur Centre; Central Road Research Institute, New Delhi; Indian Institute of Management, Bangalore, Central Institute of Agricultural Engineering, Bhopal and PSG Institute of Technology, Coimbatore. Besides ICAR these are the institutes, which are experimenting for the improvement and modifications in the bullock carts.

The hon. Member had mentioned about one Australian gentleman who visited this country. It is true that one Mr. Fen Gerrand of Australia visited India in 1978. He mentioned that he had invented a bullock cart suitable to our country. He wanted to give some proto-type. He gave a copy of the proto-type. Thereafter, he said he would send some samples. He has not sent them. We wrote to him, and asked him to send other proto-types etc. There has been no response from him. Then we contacted the High Commissioner of Australia in Delhi, to find out the position. They also contacted him. They then said that this man was not replying to them. They gave the address of Mr. Gerrand, so that the Department of Agriculture of the Government could contact him. We wrote another letter to him in February 1982, to give us these particulars. There has been no reply. This is the position.

Also, so far as the bullock carts are concerned, we must find out some method which is suitable to our conditions and also to our farmers. Fifty-nine per cent of the load of our bullock carts is agricultural produce. They are sent only through bullock carts. So, we have to find some ways to develop better bullock carts.

The cost per bullock cart which can be drawn by small bulls in our villages comes to about Rs. 500 to Rs. 600. They are suitable for bullock carts in small villages. In other villages, they need bigger bullock carts. These big companies say that such carts will cost Rs. 5000 to Rs. 6,000. To draw these carts, they have to purchase bigger bullocks, costing Rs. 4,000 to Rs. 5,000. Then, this bullock cart will cost about Rs. 10,000/- i.e. for the bullocks and the cart, together. Considering the conditions prevailing in India, how many agricultural farmers—and small farmers—can afford to have a bullock cart investing Rs. 10,000/- ? So, it may not be suitable.

We should design bullock carts which will be economical to all farmers. Even if the Australian gentleman gives us his scheme, it will not be suitable to us, so-

[Shri R. V. Swaminathan]

cording to me. So, I feel it will not be suitable to our conditions. We must find some bullock carts which will be suitable to us and acceptable to our farmers. How can a farmer afford to have a bullock cart costing so much ?

SHRI A. NEELALOHITHADASAN NADAR : How much time will you take to find out such a cart.

SHRI R. V. SWAMINATHAN : We have already written to that Australian gentleman. There is no reply from your friend, Mr. Gerrand. He is not replying to us. There is no response from him. I will give you his address. You can write to him and get the reply.

So, I have to tell the House that we are interested in finding some ways of having some bullock carts which are suitable to our farmers, and to our conditions. Now a days, we have the ceiling on land. In our country, there are small and marginal farmers, having two, three or five acres. They are in large numbers. Farmers having 15 to 20 acres are very few in our country. Therefore, the bullock cart is very important to our farmers. We must find out some ways to develop a suitable bullock cart.

I hope the hon. Member is satisfied with my reply.

MR. DEPUTY SPEAKER : There are four members to put questions and the questions must be very short. They must finish all the four questions within five minutes. If they do not do it, I will call Mr. Vajpayee. You put only straight questions and no speech.

श्री रामावतार शास्त्री (पटना) : उपाध्यक्ष जी, मैं बैलगाड़ी वाले परिवार से आता हूँ इसलिए मैं जानता हूँ कि बैलगाड़ी क्या होती है। बैलगाड़ी का किसान के जीवन से बहुत ही अभिन्न सम्बन्ध है। हमारे देश के योजना आयोग के अध्ययन के मुताबिक 60.95 प्रतिशत किसानों का काम बैलगाड़ियों से होता है जैसे किफसल

ढोना और शहरों में ले जाना और फिर शहरों से सामान लाकर ले आना और इस तरह बैलगाड़ियों पर तीन हजार करोड़ रुपये का इन्वेस्टमेंट है, रेलवे पर चार हजार करोड़ रुपए, सार्वजनिक परिवहन व्यवस्था पर है ढाई हजार करोड़ रुपए। इसी से अन्दाज़ लगा सकते हैं कि बैलगाड़ी का हमारे किसानों के जीवन से कितना सम्बन्ध जुड़ा हुआ है।

मैं यह जानना चाहूंगा कि इन्होंने कहा है, फेन जेराण्ड ने डिजाइन का आविष्कार किया, वह डिजाइन लिमिटेड उपयोग का ही पाया गया लेकिन यह नहीं बताया कि लिमिटेड यूज किस अर्थ में है। इस्टर्न इकॉनॉमिक रिव्यू में श्री टिक्कू [जो भारतीय लेखक हैं उन्होंने एक लेख लिखा है। उस लेख में क्या बताया गया है, वह मेहरबानी करके बताइए और उसके बारे में आपका विचार क्या है ?

क्या सरकार ने बैलगाड़ियों को संख्या का पता लगाया है। अगर लगाया है तो वह क्या है ? क्या सरकार ने यह भी पता लगाया है कि लकड़ी के पहिये से चलने वाली बैलगाड़ी जिसमें लोहे का हाल लगाया जाता है जो कि बहुत ही वजनदार हो जाता है और बैल को ढोने में मुश्किल करनी पड़ती है, उसके मुकाबले में टायर वाली बैलगाड़ी चलने लगी है तो उनको संख्या क्या है ? इसको और जादा से ज्यादा बढ़ाने के लिए आपने क्या कोई उपाय किया है ? सस्ते दर पर किसानों को टायर मिलें, अगर वह नहीं मिलेंगे तो वह कुछ नहीं कर सकेगा। पहिये में बाल-विद्यारिंग को व्यवस्था करने के लिए आपने क्या किया है ?

श्री राम बालासपासवान (हाजीपुर) : उपाध्यक्ष महोदय, अभी मंत्री महोदय ने जवाब दे दिया कि उसमें चार हजार या पांच हजार का खर्चा लगेगा, मैं कहना

चाहता हूँ कि पहले-पहल हिन्दुस्तान में जिसने भी बैलगाड़ी बनाई होगी, वह बहुत बड़ा अपने को वैज्ञानिक समझता होगा। आज के वैज्ञानिक जिनके ऊपर आप करोड़ों रुपया खर्च कर रहे हैं और आपके यहां इण्डियन एग्रीकल्चरल रिसर्च इन्स्टीट्यूट है जिसका सालाना बजट आपके यहां एक सौ करोड़ रुपये का है उसका काम क्या है?

अभी आपके यहां पूरे देश में 14 मिलियन बैलगाड़ी चल रही हैं। देहात में आप चले जाएं वहां कोई भी सड़क सुरक्षित नहीं है। उस सड़क के सुरक्षित न रहने का सबसे बड़ा कारण यही है कि जहाँ चक्का है वह काठ का है। काठ के चक्के से या लोहे का व्हील लगाएं तो भी सुरक्षित नहीं रहता है। टू टायर लगाने से ही फायदा होगा। (व्यवधान)

18.00 hrs.

मैं मंत्री महोदय से यह जानना चाहता हूँ कि आपके यहां इम्प्रूव्ड क्वालिटी के टायर वाली कुल कितनी बैलगाड़ियां हैं?

मैं यह भी जानना चाहता हूँ कि क्या सरकार ने अपने तरीके से कोई इन्वैशन किया है, कोई आविष्कार किया है जिससे कम-से-कम पैसे में अधिक से अधिक सामान ढोया जा सके और बैल व भैंसे पर उसका कम-से-कम भार पड़े?

MR. DEPUTY-SPEAKER : Prof. Ajit Kumar Mehta. One minute. You are already on bonus time now. A very important discussion is there. You must all cooperate. If I am in your place, I would say, 'I am not raising the question'. I would say that. You must be rational.

प्रो० अजित कुमार मेहता (समस्तीपुर) : अभी मंत्री महोदय ने बताया कि इनके यहां भी इस पर अनुसंधान चल रहा है। हमें पता नहीं कि कितने दिनों तक इनके यहां अनुसंधान चलेगा और कब इसका फल प्राप्त होगा? लिस्ट तो मंत्री महोदय ने गिना दिया है कि इतनी जगह अनुसंधान चल रहा है।

आस्ट्रेलिया में जहां पर कि बैलगाड़ी की आवश्यकता कम है, वहां 1960 से अनुसंधान चल रहा है और वह किसी निष्कर्ष पर पहुंचे हैं और आप अभी तक किसी निष्कर्ष पर नहीं पहुंचे, इसके लिए मैं समझता हूँ कि आप निश्चित रूप से दोषी हैं।

आई० सी० ए० आर० के सम्बन्ध में गजेन्द्र गटकर कमेटी ने 1972 में अपनी रिपोर्ट दी थी। इस सम्बन्ध में एस्टीमेट्स कमेटी ने भी कुछ जांच कर के अपनी संस्तुतियां दी हैं। हम जानना चाहते हैं कि उनकी जांच के आधार पर क्या आप आई० सी० ए० आर० जैसी संस्था को समाप्त कर के फिर से इस को सरकार के अंडर में लेने का कोई विचार करेंगे अथवा यदि यह संभव न हो तो सी० एस० आई० आर० के साथ इसको मर्ज करवा देंगे जिससे सारे के सारे वैज्ञानिक इकट्ठे हो कर एक मंत्रिमण्डल में चले आ सकें?

आप जानते हैं कि बैलगाड़ी हिन्दुस्तान के लिए कितनी महत्वपूर्ण है। आप हिसाब लगाइये कि बैलगाड़ी पर जो भी शक्ति खर्च होती है अगर उसको ट्रेक्टर और दूसरी चीजों से रिप्लेस करेंगे तो कितना खर्चा होगा?

श्री वृद्धि चन्द्र जैन (बाड़मेर) : उपाध्यक्ष महोदय, आई० आर० डॉ० प्रोग्राम के अन्तर्गत हमारे रेगिस्तानी क्षेत्र में ऊंट गाड़ी अभी भी हैं जो कि लोन पर सन्सीडाइज

कर के दी जाती हैं। उससे आप उन किसानों को इकनामी को स्ट्रैन्थन करना चाहते हैं। मैं जानना चाहता हूँ कि क्या सरकार ऊंट गाड़ी का भी कोई ऐसा माडल तैयार करवा रही है जिससे गरीब से गरीब आदमी उसे ले कर अपनी स्थिति सुधार सके ?

आधुनिकीकरण के मामले में वाल-वीरिंग, एक्सल, व्हील, स्टीयरिंग की आवश्यकता होती है और टायर ट्यूब की भी आवश्यकता होती है। इस प्रकार से उन पर भारी कास्ट आ जाती है। कोई ऐसा उपाय निकालना चाहिए जिससे आधुनिकीकरण भी हो और इनकी कास्ट भी कम आये। आज 75 परसेंट गरीब किसान चाहता है कि आधुनिकीकरण भी हो और साथ ही साथ खर्च भी कम हो। और बैलों के गले पर भी ज्यादा वजन न पड़े, इन सभी दृष्टिकोणों के आधार पर क्या आपने अभी तक अपने यहां रिसर्च करके, दिमाग से, कौन सा मॉडल या नमूना निबाला है और वह कहाँ कहाँ प्रचलित है, मैं उस सम्बन्ध में समस्त जानकारी जानना चाहता हूँ।

SHRI R. V. SWAMINATHAN : Mr. Ramavatar Shastri wanted to know the number of bullock-carts that are there in our country. Recently we have not conducted any survey. But in the year 1959-60 a survey was conducted and it was found that there were 140 lakh bullock carts in the country.

Mr. Paswan wanted to know the percentage of the tyre driven carts. The tyre driven carts are 5 per cent of the total number of bullock carts available in the country.

Prof. Ajit Kumar Mehta wanted to know about the names of the Institutes. I have already mentioned names of five or six Institutes which are conducting research in this field.

Mr. Jain wanted to know the carts driven by camels. The research is conducted for all types of carts whether driven by bullocks, camels or horses. We are more interested in finding out a suitable and cheaper bullock-cart which is economical to our farmers.

With these words, I think all the hon. Members would be satisfied by my reply.

18.05 hrs.

[Mr. Speaker in the Chair]

MESSAGES FROM RAJYA SABHA

SECRETARY : Sir, I have to report the following messages received from the Secretary-General of Rajya Sabha:—

(i) "In accordance with the provisions of rule 127 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to inform the Lok Sabha that the Rajya Sabha at its sitting held on the 4th November, 1982, agreed without any amendment to the Salary, Allowances and Pension of Members of Parliament (Second Amendment) Bill, 1982, which was passed by the Lok Sabha at its sitting held on the 3rd November, 1982."

(ii) "In accordance with the provisions of rule 127 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to inform the Lok Sabha that the Rajya Sabha, at its sitting held on the 4th November, 1982, agreed without any amendment to the Industrial Development Bank of India (Amendment) Bill 1982, which was passed by the Lok Sabha at its sitting held on the 20th October, 1982."

18.06 hrs.

DISCUSSION RE. SITUATION IN PUNJAB

श्री अटल बिहारी वाजपेयी (नई दिल्ली) : अध्यक्ष महोदय, पंजाब को