

some compensation to the Steel plants for uncovered costs and cost escalations, will leave around Rs. 200 crores for utilisation towards the approved development outlays on this sector. Necessary adjustment in the pricing structure will continue to be made to ensure that SAIL does not incur any loss due to the pooling of prices between the imported and domestic steel.

In deciding on these price increases Government have carefully considered their possible impact on the general price levels and are satisfied that this impact would not be significant. I may also add that even the revised price, will be lower than the prevailing domestic prices of steel in most of the other countries.

I would also invite the attention of the House to the fact that these price increases are in the form of development surcharges which would go into the Steel Development Fund and will not result in increased realisations in the hands of the producers both in the public or in the private sector. Only a small part of the accretions to the Fund will be utilised for most compensations, and that too on the basis of studies of the actuals by the Bureau of Industrial Costs and Prices once in six months. The bulk of the accretions to the Fund will thus be used for financing outlays which are essential for creating new capacities.

12.42 hrs.

MATTERS UNDER RULE 377

MR. SPEAKER: Shri Qureshi wants priority as he has to go for his prayers.

(i) LAW AND ORDER SITUATION IN JAMMU AND KASHMIR.

SHRI MOHD. SHAFI QURESHI (Anantnag): Since Mr. Bhutto's execution, violent demonstrations have gripped the entire valley in Jammu and Kashmir. The security forces at

the United Nations Military Observers Headquarters of Srinagar opened fire and more than four persons were killed on the spot. Reports of trouble having spread to other parts of the State are disturbing and the police at various places has resorted to unprovoked fire, killing so far more than 8 persons. It seems that the State Government is not in a position to deal with the situation effectively. The Home Minister should have come to the House and made a statement of his own, so that full facts could have been placed before the Parliament. The Central Government cannot remain an idle spectator in such a situation. The House will join me in expressing our sympathies to the families of the persons who were killed in the police firing. It has also been reported in the press that part of Srinagar City has been handed over to the army, which indicates that the situation is very serious. I would request the Home Minister . . .

SHRI K. P. UNNIKRIISHNAN: Where is the Home Minister.

MR. SPEAKER: This was allowed after 10 O'clock. I have not given notice to him.

SHRI MOHD. SHAFI QURESHI: I would request the Home Minister to pay an immediate visit to the State for an on-the-spot study of the situation and report back to Parliament. It is a matter of concern in all of us that a church, which could have been saved, was destroyed because of the inaction of the authorities of the State Government.

(ii) METRO RAILWAY PROJECT IN CALCUTTA.

SHRI SOMNATH CHATTERJEE (Jadavpur): The recent announcement in the press that the Planning Commission has advised the postponement of the execution of the works in Phase III for the Metro Railway Project has caused very great concern and shock to the people of Cal-

[Shri Somnath Chatterjee]

cutta. The Project at its present stage is extremely vital. The two phases in which work has so far gone on relates to disconnected areas and will not serve any purpose whatever to solve the transport problem in Calcutta. The work of Metro Railway Project has seriously dislocated the traffic in Calcutta, adding to the difficulties of the people, but they have so far patiently borne the same with the hope that the scheduled completion of the work will considerably ease the problem. But, from the present decision of the Planning Commission, it appears that work from Shyambazar to Esplanade sector will be taken up only after the work in other phases is completed in 1985-86, which will mean that work will go on till 1990-92. It is reported that the Chief Minister of West Bengal has already taken up the matter with

the Centre. I urge upon the Government to take a firm decision to continue the work in all the phases so that the entire project can be completed by the scheduled time in 1985-86. I also call upon the Government to provide a circular railway for Calcutta, has been strongly recommended by the State Government.

(iii) REPORTED NON-COVERAGE BY ALL INDIA RADIO OF THE NEWS ABOUT ELECTIONS TO THE SHIROMANI GURDWARA PRABANDHAK COMMITTEE.

SHRI BALWANT SINGH RAMOO. WALIA (Paridkot): The All India Radio has literally ignored the recent news item regarding the elections to the Shiromani Gurdwara Parbandhak Committee in its All India News Bulletins. More than 40 lakh Sikh voters used their right to elect 140 Members to the supreme Sikh religious body. The elections were held under the Government's supervision and more than 950 persons contested the election in Punjab, Haryana and Himachal Pradesh. The Akali Dal won 133 seats out of 140. This supreme body had been constituted under the law of Parliament in 1925. The SGPC is considered the only representative body of the Sikhs of the world. More

than 15 million Sikhs all over the country have been eagerly waiting for the results, but AIR totally blacked out the news. The news was published in Punjab papers with PTI and UNI as sources. Even the regional news bulletin did not give coverage. It is a grave insult to the sentiments of Sikh voters and interested masses.

(iv) REPORTED IRREGULARITIES IN THE RAILWAY BOOKING OFFICE AT TRIVANDRUM CENTRAL.

SHRI N. SREEKANTAN NAIR (Quilon): Long before I started for the present Budget Session to Delhi, I had confirmed bookings at Ernakulam for one coupe and four first class berths in the Kerala-Karnataka Express. But when the reservation chart came from Trivandrum, I and my family were allotted four II Class air-conditioned berths. As my sister-in-law is a filarial patient, she fell sick and is even now convalescing.

I went back for an intermediate journey to Kerala and I had confirmed booking through the Parliament House Railway Booking Office for a coupe for me and my wife. But the Trivandrum Central Station Superintendent gave the upper berth of my coupe to a male passenger, and allotted a first class berth to my wife in a four berth compartment along with three male passengers in the Kerala-Karnataka Express of 29th March, 1979.

I did not like railway officers allotting many male passengers in her compartment during her night trip when I am travelling in the same train. As I feel other passengers would also resent the railway officials allotting sleeping berths to other male passengers similarly, strict instructions may be given through the Ministry of Railways to all Booking Offices to allot coupes to adjoining seats/berths to passengers who come with confirmed reservations.