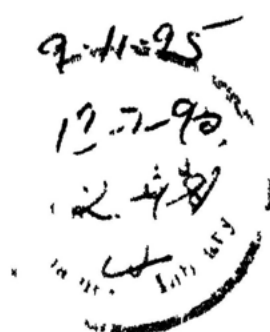


LOK SABHA DEBATES

(Fourth Session)



(Vol. XII contains Nos. 11-20)

**LOK SABHA SECRETARIAT
NEW DELHI**

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LOK SABHA DEBATES

1

LOK SABHA

Tuesday, March 28, 1972/Chaitra
8, 1894 (Saka)

*The Lok Sabha met at Eleven of the
Clock*

[MR. SPEAKER in the Chair]

WELCOME TO YUGOSLAV PARLIAM- ENTARY DELEGATION

MR. SPEAKER. Hon Members,
before we commence the proceedings, I
have to make an announcement.

I have the great privilege, and as is
our convention, I welcome the President of
the Federal Assembly of Yugoslavia, His
Excellency Mr Mijalko Todorovic, Mrs
Todorovic, Mr Ali Sukija, Mr Mijusko
Sibalic, Mr Almaz Dautbegovic, Dr Nikola
Miljanic, Mrs Danika Puskaric, Mr Blagoja
Taleski and Dr Joza Vilfan, who constitute
the Yugoslav Parliamentary Delegation to
India and other officers accompanying them.
I hope they will excuse me for my bad
pronunciation.

I welcome them and extend to them our
very very hearty welcome and a very happy
stay in our country.

Thank you.

We have a new Member who will take the
oath

MEMBER SWORN

SHRI BIREN ENGTI (Diphu—Assam).

2

ORAL ANSWERS TO QUESTIONS

डाकुओं द्वारा यवत रेलवे स्टेशन (मध्य रेलवे)
का लूटा जाना

*161 डा० संकटा प्रसाद : क्या
रेल मंत्री यह बताने की कृपा करेंगे कि :
(क) क्या मध्य रेलवे का यवत
रेलवे स्टेशन 16/17 फरवरी, 1972 को
डाकुओं द्वारा लूट लिया गया था;
(ख) यदि हा, तो वहाँ पर हुई लूट
में रेलवे की कितनी हानि हुई है; और
(ग) इस प्रकार की डकैतियों से रेलवे
स्टेशन की सुरक्षा के लिए सरकार द्वारा
क्या उपाय किये गये हैं?

THE MINISTER OF RAILWAYS
(SHRI K. HANUMANTHAIYA) (a) Yes;
on 16-2-72. The station is on South Cen-
tral Railway

(b) Approximately Rs 570 in cash

(c) The culprits responsible for such
offences in Maharashtra and Andhra
Pradesh States were rounded up by the
Maharashtra Police. All the important and
major stations are manned by Government
Railway Police and RPF Staff. Plain
clothes Police men have also been deployed
to collect information and watch the acti-
vities of criminals.

DR. SANKATA PRASAD : What is the
average loss per annum suffered by the
Indian Railways on account of thefts and
dacoities?

SHRI K. HANUMANTHAIYA : It is
estimated to be about Rs. 5 crores.

SHRI DHAMANKAR : May I know
from the hon Minister whether the RPF
was there at that time?

SHRI K. HANUMANTHAIYA: The force was not there at that time. These dacoities take place all of a sudden and every station has not got RPF. They are sent when required.

MR. SPEAKER: All of a sudden? The dacoits don't give notice!

श्री हुकम चन्द कछवाय: अध्यक्ष महोदय, मैं आप के माध्यम से मंत्री महोदय से यह जानना चाहता हूँ कि जहाँ यह डकैती होती है वह अक्सर छोटे-छोटे स्टेशनों पर जोकि जंगलों में होते हैं, अधिकतर होती है तो इस के लिए क्या उन छोटे रेलवे स्टेशनों पर सुरक्षा मम्बन्धी कोई विशेष व्यवस्था की गई है? ऐसे जंगली इलाकों में पड़ने वाले छोटे स्टेशनों पर जहाँ यह लूट और डकैतियाँ अक्सर होती हैं वहाँ के लिए क्या मंत्री महोदय ने कोई विशेष सुरक्षात्मक व्यवस्था की है?

अध्यक्ष महोदय: इनके इलाके में ज्यादा होती है।

श्री हुकम चन्द कछवाय: सही बात है।

SHRI K. HANUMANTHAIYA: Fortunately the dacoities are not on as large a scale as the hon Member makes out. We have certainly taken precautions to see that the railway property and the property of railway stations are properly safeguarded. Sometimes it happens, once in a while.

श्री झारखंडे राय: मध्य रेलवे और हिन्दुस्तान की अन्य ऐसी रेलवेज है जो एकान्त, जंगली और बियाबान स्थानों से होकर गुजरती है और उनके बीच पड़ने वाले रेलवे स्टेशनों पर और चलती रेलों में भी अक्सर लूट और डकैतियों की बारदातें होती रहती हैं, जैसे उदाहरणार्थ लखनऊ झांसी के बीच रेलवे लाइन पर घटित होती है इस को रोकने के लिए और रेलवेज की सम्पत्ति आदि की सुरक्षा के लिए कोई विशेष सुरक्षा फोर्स रखने का विचार किया जा रहा है या कर लिया गया है?

SHRI K. HANUMANTHAIYA: There is no separate force meant only for dacoities. They are doing the general work and they detect if possible wherever there is dacoity but there is no particular force as such meant only for finding out dacoities.

REDUCTION IN PRICE OF COARSE AND MEDIUM CLOTH

*163. **SHRI DHARAMRAO AFZALPURKAR:** Will the Minister of FOREIGN TRADE be pleased to state:

(a) whether the prices of coarse and medium varieties of cloth were higher in December, 1971 in comparison to the prices prevailing in the month of January, 1970; and

(b) if so, the steps taken by Government to effect a reduction in the prices of such cloth which is generally used by poor people?

THE MINISTER OF FOREIGN TRADE (SHRI L. N. MISHRA): (a) and (b). A statement is laid on the Table of the House.

Statement

(a) There has been no increase in the prices of controlled cloth (Coarse and Medium B) since May, 1968. However, the percentage increase in the prices of non-controlled varieties of Coarse and Medium cloth between January, 1970 and December, 1971 is as follows:

Coarse	.. 25.39 to 40.32
Lower Medium	.. 16.35 to 45.12
Higher Medium	.. 4.16 to 50.00

(b) Prices of non controlled cloth are determined by the demand and supply position.

SHRI DHARAMRAO AFZALPURKAR: According to the statement, the percentage increase in the prices of controlled variety of coarse and medium cloth and higher medium are 25 to 40, 16 to 45 and 4 to 50. May I know from the hon. Minister as to what steps Government has taken to bring down prices so that the poor man can purchase the medium and also the coarse variety.

SHRI L. N. MISHRA : So far as price of coarse cloth is concerned, there is the controlled variety and the prices have not gone up. The production has increased by about 8 times, from 12 million bales to 100 million bales. But then, prices of fine cloth went up last year. That was mainly because of shortage of cotton within the country. We have drawn up an ambitious scheme to increase the yield of cotton per acre and a scheme costing Rs. 15 crores is finalised, in consultation with the Planning Commission and the concerned Ministries, and we believe that the prices of fine cloth, which are governed by the law of supply of demand, will not rise.

SHRI DHARAMRAO AFZALPURKAR : May I know regarding supply and demand, whether Government has taken any action to increase the supply of the non-controlled variety and coarse and medium variety to meet the demands of the people?

SHRI L. N. MISHRA : I stated, the prices of fine and superfine cloth did rise and I have stated that the main reason was shortage of cotton. The figure came to Rs. 3600 per bale as against the support price of Rs. 1600 per bale. The prices were more than double, and naturally the prices of superfine and fine cloth went up. In regard to controlled variety of cloth, price did not go up; production had increased by about 8 times.

श्री अटल बिहारी वाजपेयी : क्या मंत्री महोदय को मालूम है कि नियंत्रित मूल्य का जो कपड़ा है वह बाजार में पर्याप्त मात्रा में उपलब्ध नहीं है? जो लोग कपड़ा खरीदना चाहते हैं उन से कहा जाता है कि साथ में अच्छा कपड़ा जरूर खरीदें और क्या उन्हें यह भी मालूम है कि व्यापारी भी यह शिकायत करते हैं कि मिल-मालिक कंट्रोल क्लाय देते वक्त यह शर्त लगाते हैं कि अच्छा कपड़ा खरीदा जाय?

श्री एल. एन. मिश्र : माननीय सदस्य की यह बात सही है कि जो कंट्रोल

रेट का कपड़ा है उसके दाम ज्यादा लिये गए हैं। कोई एक महीना पहले हमने प्रान्तीय सरकारों को लिखा भी है कि एसेंशियल कमोडिटीज एक्ट के तहत वे कार्रवाई करें और जो दूकानदार ऐसा करते हैं, उनको पकड़ें। पहले एक शिकायत यह थी कि इस कपड़े के हर गज या हर मीटर पर कीमत लिखी नहीं होती है। हमने प्रयास किया है कि हर गज या हर मीटर पर यह कीमत लिखी रहे। जहां तक महीन कपड़ा लेने की बात है माननीय सदस्य को याद होगा कि कुछ मिलें हैं खास कर उत्तर भारत में और पूर्वी भारत में जो विशेष करके कंट्रोल बेराइटी का कपड़ा बनाती हैं और हम उसको सब-सिडाइज करवाते हैं उससे जो फाइन कपड़ा बनता है। दोनों चीजें मिली हुई नहीं हैं। लेकिन एक दूकानदार दोनों कपड़े बेचता है और ऐसी बात भी करता होगा, इससे हम इन्कार नहीं करते हैं। हम प्रान्तीय सरकारों पर दबाव डालते हैं कि ऐसे दूकानदारों या लोगों के खिलाफ वे कार्रवाई करें जो कानून को भंग करते हैं।

SHRI K. LAKKAPPA : In the case of the cloth meant for the poorer classes, the manufacturers have taken a fancy for manufacturing more designs so as to create a more artificial and attractive taste among the people, with the result that the poor people are not able to compete with the richer classes who go in for these varieties. Therefore, may I know whether Government will consider the question of stopping the manufacture of more designs of cloth in order to see that in the cheaper cloth, only one design is available to the poorer classes, and if so, what steps Government are going to take to improve the situation?

SHRI L. N. MISHRA : It is a suggestion for action. But there should not be only one design for the poor people; they should also have some alternatives to choose from,

श्री नाथू राम अहरिबार : कुछ महीने पहले सरकार ने घोषणा की थी कि कोर्स क्लॉथ अधिक मात्रा में तैयार किया जायेगा बतिसबत महंगे कपड़े के। इस घोषणा के बावजूद भी जो धोती का जोड़ा है और जिस को किसान पहनता है वह बारह रुपये के बजाय पच्चीस रुपये में मिलता है। इसका कारण क्या है? कोर्स कपड़ा ज्यादा तैयार किया गया है या नहीं?

श्री एल० एन० मिश्र : मैंने पहले बताया है कि हम लोगों ने एक स्कीम शुरू की है कि जिम के अधीन बारह गुना कोर्स क्लॉथ का उत्पादन बढ़ा है। आठ मिलियन मीटर के बजाय सौ मिलियन मीटर हो गया है। जहां तक पच्चीस रुपये की धोती की बात है वह फाइन, सुपरफाइन और मरमराइज्ड होगी। दूसरी जो कपड़े की है वह ग्यारह बारह या तेहर में मिलती है। फाइन या सुपर फाइन की जो कीमते बढ़ी है उसका भी प्रधान कारण यह है कि बीस बरस में कपास की उत्पत्ति इतनी कम नहीं हुई है जितनी पिछले साल हुई है। हमारा अंदाजा यह है कि इस साल कपास की उत्पत्ति 53 लाख बेल्ज में 60 लाख बेल्ज होने जा रही है। हमारी आशा है कि इस साल उसकी भी कीमतें नहीं बढ़ने पाएंगी।

SHRI DINEN BHATTACHARYA. May I know whether Government are aware that the prices of controlled cloth vary from one State to another and from one place to another, and if so, what steps they are going to take to see that the prices are uniform everywhere?

SHRI L. N. MISHRA : The prices fixed are uniform. But it depends on the variety, that is, the count of the cloth.

SHRI DINEN BHATTACHARYA. It varies from city to city in Bombay, it is different from that in Calcutta.

SHRI L. N. MISHRA : It may differ from town to town and even in the same town

from shop to shop, because by undesirable methods they may charge more prices. That is why we are taking recourse to the Essential Commodities Act and we are persuading the State Governments to take necessary steps against the defaulters.

**RELIEF MEASURES FOR RAILWAY EMPLOYEES
KILLED OR INJURED DURING LAST
INDO-PAK WAR**

*161. **DR. LAXMINARAIN PANDEY:** Will the Minister of RAILWAYS be pleased to state

(a) whether the Railway employees injured or killed during the last Indo-Pak War will be treated at par with the armed personnel killed or injured for the purpose of relief measures; and

(b) if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI K. KANUMANCHAIYA) (a) and (b). The matter is under examination.

डा० लक्ष्मीनारायण पांडेय मंत्री महोदय ने कहा है कि यह मामला विचारधीन है। मैं जानना चाहता हूँ कि इस पर विचार कब तक पूरा हो जाएगा?

SHRI K. KANUMANCHAIYA : The hon. Member can rest assured that the monetary benefits that are permissible under the rules have been given to these railwaymen. Besides, Rs. 11,000 each has been given by the Railway Administration as well as the State Governments. So, it is not that they are left without any compensation and allowances. What the hon. Member wants to know is whether they are to be brought on par with the defence personnel. Whenever there is a question of parity, it has to go before the Finance Ministry for final decision. That is under examination.

डा० लक्ष्मीनारायण पांडेय : मेरा सीधा सा प्रश्न है कब तक निर्णय हो जाएगा? फाइनेंस मिनिस्ट्री में आपकी बातचीत या पत्र व्यवहार चल रहा है उनका कब तक निर्णय हो जाएगा? मैं जानना

चाहता हूँ कि रेल मंत्रालय क्या इन लोगों को आर्म्ड परसनल के समकक्ष मानने को तैयार है या नहीं है ?

SHRI K. HANUMANTHAIYA : Each of the Ministries, Railways and Defence, is governed by its own salary structure and allowances. To bring any particular class on the same level, the Finance Ministry has to process it. I am not processing it. Therefore, I cannot give any time-limit.

डा० लक्ष्मीनारायण पांडेय : आप क्या उनको समकक्ष मानते हैं या नहीं ? उसका उत्तर नहीं आया है ?

अध्यक्ष महोदय : क्या जवाब दे ? दे तो रहे हैं ।

SHRI K. HANUMANTHAIYA : The hon. member can rest assured about it. In fact, the benefits derived by the dependents of the railway personnel who died are almost equal to those of the defence personnel. There is not much of a difference.

SHRI ATAL BIHARI VAIPAYEE : Then why not parity ?

SHRI K. HANUMANTHAIYA : We cannot introduce parity between Ministry and Ministry because each does a different type of work. Therefore, the question of Parity is only notional.

SHRI PARIPOORNANAND PAIULI : What is the total number of railway employees killed and injured in this war ?

SHRI K. HANUMANTHAIYA : 13 have been killed and 26 wounded.

SHRI H. M. PATEL : The hon. Minister stated that there is only a little difference between the Railway Ministry's compensation scheme and the Defence Ministry's and that the Finance Ministry's consent has to be obtained. Even for the Defence Ministry personnel, the Defence Minister announced special rates and concessions on this occasion. The question is, will the Railway Minister recommend the same concessions to the railway personnel who have suffered as is being given to the defence personnel ? It is a special case.

SHRI K. HANUMANTHAIYA : That is what we have recommended.

DETECTION OF A PLASTIC BOMB NEAR
RAILWAY TRACK BETWEEN DIMAPUR
AND RANGAPAHAR STATIONS ON
NORTH-EAST FRONTIER RAILWAY

+

*165. **SHRI NIHAR LASKAR :**

SHRI HUKAM CHAND KACHWAI :

Will the Minister of RAILWAYS be pleased to state:

(a) whether a major train disaster was averted on the 20th February, 1972 in Upper Assam by the timely detection of a plastic bomb near the railway track between Dimapur and Rangapahar Stations (Northeast Frontier Railway);

(b) whether any investigation was made in the matter and if so, with what results; and

(c) the measures taken to avoid such incidents in future ?

THE MINISTER OF RAILWAYS (SHRI K. HANUMANTHAIYA) : (a) No Sir. One hand grenade and not a plastic bomb having marks P.O.F. was recovered near the railway track between Dimapur and Rangapahar Stations on 20-2-1972 at about 10.25 hours.

(b) The case is under Police investigation.

(c) A statement is laid on the table of the House.

Statement

The following measures have been taken :

- (i) Security patrolling by the police/Home Guards in vulnerable sections.
- (ii) Track patrolling by Railway gangmen in conjunction with the Police and Army authorities.
- (iii) Guarding of vital installations round the clock by Armed Police. Guarding of important bridges by Armed Police and Home Guards.

- (iv) Search-light patrolling by 59 Mountain Brigade.
- (v) 10-Metro area on either side of the Railway track declared as protected area under the Assam Maintenance of Public Order Act, 1947.
- (vi) Observation posts set up at important Railway stations.
- (vii) Railway Protection Force Dog Squads are employed to track culprits.
- (viii) Surveillance is kept over suspects, especially blacksmiths and dealers of scrap material.
- (ix) A strict eye is kept on discharged gangmen and casual labourers employed on track patrolling duties, who indulge in such mischief with the idea of getting patrolling reintroduced and thereby secure employment.
- (x) Rewarding persons responsible for timely detection of sabotage activities.

SHRI NIHAR LASKAR : Is it not a fact that several other incidents occurred in this very area? May I know what steps Government are taking to prevent recurrence of these incidents?

SHRI K. HANUMANTHAIYA : It has stopped already. There is no question of repetition. The incidents to which the hon. Member made reference have been taken notice of; some arrests have been made and cases registered.

SHRI NIHAR LASKAR : Is there any evidence of any foreign country having been involved in instigating hostile elements in our country for this purpose?

SHRI K. HANUMANTHAIYA : I have no information.

श्री हुकम चन्द कछवाय : आपने स्टेट-मेंट में कहा है कि महत्वपूर्ण स्टेशनों पर सुरक्षा की आप व्यवस्था कर रहे हैं। मैं जानना चाहता हूँ कि कौन से आधार सरकार ने तय किए हैं जिन को अपना

कर वह विभिन्न स्टेशनों को महत्वपूर्ण माननी है? सभी स्टेशन महत्व के होते हैं। आप कब से इसको प्रारम्भ करने वाले हैं? आपने यह भी कहा है कि कैज्युअल और दूसरी लेबर की आप छानबीन कर रहे हैं और जिस पर आपको सन्देह होगा उसको आप हटाएंगे। कौन से आधार आपके पास है जिन को अपना कर आप किसी पर संदेह कर सकते हैं? जो चोरियाँ होती हैं उनको ले कर क्या आपने कभी किमी ऊपर के स्तर के अफसर को भी पकड़ा है? किम से आप छानबीन का कार्य करवाते हैं और कौन व्यक्ति है जो रेलों के अन्दर चोरी करते हैं?

SHRI K. HANUMANTHAIYA : The hon. Member asks, who commits these thefts. I can only say thieves commit the thefts.

श्री हुकम चन्द कछवाय : मैंने पूछा है कि वे लोग ऊचे स्तर के हैं या नीचे के स्तर के।

SHRI K. HANUMANTHAIYA : So far as the point regarding important and unimportant stations is concerned, I would not think that thieves make any such distinction, but they commit these thefts or damages to railway properties wherever they choose. After these incidents, the State Government, the police and the army have made very effective arrangements. The hon. Member will be pleased to know that no such incident has subsequently happened.

SHRI MUHAMMED KHUDA BUKHSH : May I know through what agency this responsibility for the detection has been made known to the Government?

SHRI K. HANUMANTHAIYA : The primary responsibility is that of the railway police which is under the State Governments.

REQUEST FOR RAILWAY CONCESSION
TICKETS BY ALL INDIA FEDERATION
OF UNIVERSITY AND COLLEGE
TEACHERS ORGANISATION

*168. SHRI RAMAVATAR SHASTRI : Will the Minister of RAILWAYS be pleased to state :

(a) whether the requests of the All India Federation of University and College Teachers' Organisation for the issue of Railway Concession Tickets to their representatives to enable them to participate in their Annual Conferences have been forwarded to his Ministry by the Education Department of the Government of India; and

(b) if so, the reaction of his Ministry thereto?

THE MINISTER OF RAILWAYS (SHRI K. HANUMANTHAIYA) : (a) Yes, Sir. The Ministry of Education and Social Welfare had recommended the grant of concession in fares to University and College teachers for attending conferences of the Federation. However, no direct requests have been made by the Federation.

(b) The request has not been agreed to.

श्री रामावतार शास्त्री : मंत्री महोदय ने कहा है कि फेडरेशन ने मिनिस्टर या डिपार्टमेंट को डायरेक्ट नहीं लिखा है। मैंने तो यह पूछा भी नहीं था। मंत्री महोदय ने इस बात को एम्फासाइज किया है, जैसे अगर फेडरेशन लिख देती तो शायद मंत्री महोदय मान जाते। मैं यह जानना चाहता हूँ कि हिन्दुस्तान में किन-किन संगठनों को कनसेशन टिकट दिये जाने हैं और उन संगठनों को कनसेशन टिकट देने के सम्बन्ध में क्या क्राइटेरिया निर्धारित किये गये हैं।

SHRI K. HANUMANTHAIYA : Briefly, the concessions are admissible to athletes travelling to participate in tournaments; professional and amateur artistes when travelling to give public performance; students of recognised educational institu-

tions when travelling for educational purposes, cadets and officers of the National Cadet Corps when travelling to participate in camps; blind persons; TB, cancer and leprosy patients when travelling in connection with medical treatment; scouts and members of the St John's Ambulance Brigade when travelling on scouting or ambulance duty; kisans and industrial labourers in parties of not less than 20 when travelling to see the country's river-valley projects, etc.; trained nurses and midwives; teachers of primary, secondary and higher secondary schools when travelling on educational tours; persons attending annual conferences of some all-India bodies of educational social and cultural importance. So far as organisations are concerned, there should be of all-India nature and not regional or provincial; and of educational, cultural or social importance. It should not be political, religious or sectarian in appeal. Generally only one all-India organisation in a particular field of activity is given concessions and duplications are avoided.

श्री रामावतार शास्त्री : जो क्राइटेरिया मंत्री महोदय ने बताये हैं, उनमें वह सेकेंडरी स्कूल के टीचरों तक तो आ गये हैं, लेकिन कालेज टीचर्स तक नहीं पहुंचे हैं। मैं यह जानना चाहता हूँ कि इन क्राइटेरिया को देखते हुए इस मांग को न मानने का क्या जस्टिफिकेशन है। एजुकेशन मिनिस्ट्री ने कनसेशन टिकट देने के लिए जो रीकमेंडेशन किया है, उस का बेमिस क्या है? रेलवे मंत्रालय ने उन को कनसेशन टिकट न देने का जो फैसला किया है, मंत्री महोदय ने उस का कोई कारण नहीं बताया है। मैं यह जानना चाहता हूँ कि रेलवे मंत्रालय किन कारणों से यह कनसेशन टिकट नहीं देना चाहता है।

SHRI K. HANUMANTHAIYA : These lists were there before I assumed office. We are guided by the lists that were prepared and were in existence. So far as I am concerned, instead of accepting the suggestion of my hon. friend and making some additions in the list, I propose to subtract. The reason is not such as will not be appreciated by the

House. Hon. Members are always telling me to keep the Railway's finances in green and not in red. I lose about Rs 2 crores annually on this account. I do not see any reason why the Railways alone should be made to pay for conferences of other Ministries or other professions. If I have my way I want to abolish all concessions.

SHRI K. LAKKAPPA : I have information from the Railways that there are certain facilities and concessions extended to religious heads and matathipathis. If so, how many matathipathis and heads of religious denominations have been given and would the Government see that such concessions are stopped ?

MR. SPEAKER : This question concerns only university teachers.

SHRI K. LAKKAPPA : During the course of his reply the hon. Minister analysed the whole thing. Arising out of that answer, I am putting this question.

SHRI K. HANUMANTHAIYA : I have categorically stated that no religious institution gets this concession. If my hon. friend has any information about any particular institution, he might pass it on to me and I shall immediately stop it.

श्री के० एन० तिवारी : जमी मन्त्री महोदय ने कहा है कि ऐसे कनसेशन देने में रेलवेज को फिनांशल लाम होता है।

मैं यह जानना चाहता हूँ कि रेलवेज को ये कनसेशन देने में कितना फिनांशल लाम बर्दाश्त करना पड़ता है।

अध्यक्ष महोदय : मिनिस्टर साहब ने जमी बर्दा दिया है कि दो करोड़ रुपये का नुकसान होता है।

SHRI K. HANUMANTHAIYA : I have already said: two crores.

TAKE OVER OF MICA TRADE

*173 **SHRI R.P. YADAV :** Will the Minister of FOREIGN TRADE be pleased to state:

(a) the quantum of mica exported, country-wise, and the foreign exchange earned therefrom,

(b) whether Government are contemplating to nationalise this mica trade and export business, and

(c) if so, an outline of the proposal in this regard ?

THE MINISTER OF FOREIGN TRADE (SHRI L. N. MISHRA) : (a) to (c). A statement is laid on the Table of the House.

Statement

(a) The quantity and value of mica exported to various countries in 1970-71 and 1971-72 (April-September) is as follows:—

Country	1970-71		1971-72 (up to Sept. 71)	
	Qty.	Value	Qty.	Value
Czechoslovakia	14	72.8	11	42.7
Poland	14	118.0	5	46.4
German Dem. Republic	6	71.5	4	43.2
U.S.S.R.	6	544.0	3	322.2
France	26	67.0	16	33.3
U.K.	35	133.0	18	61.8
U.S.A.	57	173.0	21	129.8
Japan	45	159.0	23	63.2
German Fed. Republic	14	40.8	5	15.3
Others	51	336.9	17	55.3
Total	268	1716.0	123	813.2

Quantity : Lakh Kgs.
Value : Lakh Rs.

(b) and (c) Export of mica (except fabricated and manufactured mica) has been canalised through the MMFC with effect from 24th January, 1972. Under the scheme, the Corporation in addition to being the exporting agency for established traders, will also assist small exporters/mine-owners in their production and export efforts.

श्री राजेन्द्र प्रसाद यादव : अध्यक्ष महोदय, स्टेटमेंट का देखने से पता चलेगा कि जब कि 1970-71 में 1,716 करोड़ का निर्यात किया गया है 1971-72 में 813 करोड़ का निर्यात किया गया है, तो इस को देखते हुए क्या मंत्री महोदय यह बताने की कृपा करेंगे कि यह कमी क्यों हो गयी है ?

श्री एल० एन० मिश्र : यह 1716 करोड़ नहीं है, 17 करोड़ 16 लाख है और जा घट कर हुआ है वह 8 करोड़ 10 लाख है। प्रधान कारण यह है कि अन्नक की मांग दुनिया में घटती जा रही है, इस का सबस्टीट्यूट होता जा रहा है इसलिए जो हमारा बाजार था उस में हम पीछे हट रहे हैं। लेकिन प्रयास यह है कि इस को और भी उपयोग में लगाया जाय जिससे हम पुराने बाजार को फिर से प्राप्त कर सकें। लेकिन कठिनाई इस में है।

श्री राजेन्द्र प्रसाद यादव : क्या सरकार नये बाजार की खोज करना चाहती है ? यदि हां, तो क्या इस के लिए कोई कार्यवाही कर रही है ?

श्री एल० एन० मिश्र : हां, मैंने बताया कि हम इस के लिए प्रयास कर रहे हैं कि इस का हमारा भी उपयोग हो सके और वह हम करना चाहते हैं क्योंकि दुनिया में सब से बड़ा देश है हिन्दुस्तान जो अन्नक पैदा करता है और इस का बहुत अच्छा बाजार पहले था जैसा कि माननीय सदस्य को मालूम है। हम इस वक्त पीछे गए

हैं दुनिया के बाजार में इसका एक ही कारण यह है कि इस के सबस्टीट्यूट बहुत हो गए और इस की मांग बहुत कम हो गई।

श्री राम सहाय पांडे : माइका के एक्सपोर्ट में घटन हो रही है उस को देखते हुए और जैसा मंत्री महोदय ने कहा कि इस के सबस्टीट्यूट अन्तर्राष्ट्रीय जगत में और हो रहे हैं, तो क्या आपने इस के सबध में कोई रिसर्च की है कि इस का कोई और उपयोग हो सके जिस से हमारा एक्सपोर्ट कम न हो ?

श्री एल० एन० मिश्र : माननीय अध्यक्ष महोदय, इस का ख़ास कारण एक यह भी है कि जो माइका निकालने वाली खानों के मालिक लोग हैं उन लोगों ने कुछ खर्च नहीं किया कि इस का कुछ इम्प्रूव्ड क्वालिटी कैसे हो सकती है और इस के दूसरे दूसरे उपयोग कैसे हो सकते हैं। इसलिए हमने 6 महीने पहले निर्णय लिया कि इसके निजार्त को कैनालाइज किया जाय और इस का राष्ट्रीयकरण किया जाय। हम इसके तिजार्त को अपने हाथ में ले रहे हैं सरकार की तरफ से और देश के भीतर भी जो इस की खरीद फरोख्त है उस को लेगे। इस के ऊपर धन खर्च करके हम रिसर्च करना चाहते हैं क्योंकि इतने अमूल्य पदार्थ को हम खोना नहीं चाहते हैं और इस में पैसा खर्च करके इस का हमारा इस्तेमाल हो सके तो वह करना चाहते हैं। माननीय सदस्य को मालूम होगा कि यही हाल पटसन का भी हुआ था। लेकिन उस का दूसरा इस्तेमाल कर के हम ने फिर बाजार को पकड़ा। मुझे आशा है कि हम इस में भी पैसा लगाएंगे और बाजार को पकड़ सकेंगे।

श्री रामावतार शास्त्री : अध्यक्ष महोदय, यह माइका बिहार में सब से ज्यादा होता है। मैं यह जानना चाहता हूँ, अबबारों में इधर अक्सर खबर आती है कि बिहार

में माइका-उत्पादक लोग बहुत ही संकट में हैं और कभी कभी वहां से स्मग्लिंग भी इस की हो रही है, अगर यह बात सही है तो इस को रोकने के लिए आप ने कौन सी व्यवस्था की है ?

श्री एस० एन० मिश्र : खान वालों को क्या कठिनाई है वह मेरी समझ में नहीं आता। वह तो आम मजदूरों का शोषण कर रहे हैं। दस रुपये का माइका बे निकालते हैं तो उन को 8 आने पैसे देते हैं। इसलिए हम हर जगह अपनी दूकान खुलवा रहे हैं, एजेंसीज खुलवा रहे हैं एम० टी० सी० की। मेरा ब्याल है कि उत्पादन करने वालों को कोई कष्ट नहीं है। काफी मुनाफा अब भी है और उस को हम रोकना चाहते हैं। उस का राष्ट्रीयकरण भी करना चाहते हैं। स्मग्लिंग की जो बात है उस की शिकायत हमारे पास है, हम देश का नाम नहीं लेना चाहते हैं। लेकिन हम लोगों ने जो सन्धि अभी की है उस में इस को रोकने की बात है।

INCREASE IN CATERING CHARGES ON THE RAILWAYS

*174. **SHRI S. C. SAMANTA :** Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railway Catering Service charges higher rates for food and beverages than the market rates;

(b) whether catering rates on the Railways are revised according to the increase or decrease in market rates and if so, at what frequency; and

(c) the steps taken to ensure that the catering rates on the Railways are reasonable and at par with the market rates?

THE MINISTER OF RAILWAYS (SHRI K. HANUMANTHAIYA): (a) No, Sir. The Railway Catering Service does not charge rates for food and beverages higher than those in comparable establishments outside.

(b) and (c). No, Sir. The rates for food and beverages are fixed taking into account the cost of raw materials and overhead costs. The rates are revised only when there is increase in costs and not according to any fixed frequency. Such revisions also take into account the prevailing market rates.

SHRI S. C. SAMANTA : May I know whether the catering rates that are prevalent in different zones are determined by an all-India committee like the All India Time-Table Committee?

SHRI K. HANUMANTHAIYA : There is no all-India Committee.

SHRI S. C. SAMANTA : Then, may I know how these rates are notified and whether they are strictly followed?

SHRI K. HANUMANTHAIYA : The respective zones have their committees and offices in consultation with whom these rates are fixed.

SHRI R. V. SWAMINATHAN : It is not a fact that the minister himself has admitted that the food supplied in railway canteens is not wholesome and is inferior. May I know what steps he has taken or proposes to take to improve the quality?

SHRI K. HANUMANTHAIYA : I have seen myself that sometimes it is good and sometimes it is not good. Many hon. members have written to me that in certain places they have found the catering to be good. I propose to take the House into confidence and as indirectly suggested by Samantaji, I propose to set up a National Committee consisting of Members of Parliament not only to fix the rates but also to determine the quality.

SHRI SAMAR GUHA : According to newspaper reports yesterday, the minister himself observed, that it was a 'Socialist misfortune' to have changed the railway catering from private agencies to the department itself. If the minister himself said so, may I know whether he has any intention to divert the ownership of railway catering back to private

agencies, or, if not, what steps he is taking to improve the condition of the catering system?

SHRI K. HANUMANTHAIYA : I did not make any such statement. All I said was, to begin with there were a lot of complaints by hon. members and others that private contract system was detrimental to quality and cost. Therefore, departmental catering was introduced. Even this departmental catering has not satisfied hon. members and many other customers. This is the predicament in which we are placed. I am not abolishing departmental catering. Let not the House be under the impression that reverting back to the old system will improve matters. Both have their own deficiencies. The real problem relating to departmental catering is that the overhead charges are too high, because we have to pay emoluments of all varieties just as we pay to railwaymen. But I propose to make use of the experience and vigilance of the hon. members of the House to tone up the catering system by setting up a National Committee.

श्री नाथूराम अहिरवार : अध्यक्ष महोदय, मैं मंत्री महोदय से यह जानना चाहता हूँ कि क्या उन के पास कुछ ऐसी शिकायतें मिली हैं कि जो रेलवे कैटरिंग है उस में जो सामान खरीदा जाता है उस में मे अफसर लोग अपने यहां घरों में सामान मंगा लेते हैं जिस से घटिया सामान वहां मिलता है, इस के बारे में आप जांच कराएंगे।

MR. SPEAKER : I do not treat it as a supplementary question.

यह कोई क्वेश्चन नहीं है। आप को क्वेश्चन की श्रेणी भी प्राप्तर रखनी चाहिए।

SHRI S. M. BANERJEE : He said he is going to establish a committee. But a committee known as the Parimal Ghosh Committee was already established and it has already submitted a report. May I know whether the Minister has tried to ascertain why the meals supplied to railway passengers are costlier and of inferior quality than the meals supplied to M.Ps., by the

same railway catering in Parliament House? We pay less and get better food. May I know why this difference exists and why it cannot be removed?

SHRI K. HANUMANTHAIYA : The hon. Member may note that I am not thinking of a committee to investigate and report. I want a permanent standing committee of the hon. Members of both Houses so that they may adequately supervise and make suggestions and watch where they go wrong. So far as deterioration in quality is concerned, though I am a Minister I have no hesitation in admitting that there is a lot of corruption and it is such a difficult thing to stop corruption everywhere.

SHRI S. M. BANERJEE : Sir, I have asked about the food served to Members of Parliament by railway catering.

SHRI K. HANUMANTHAIYA : I am coming to that.

MR. SPEAKER : May I request the Minister not to give very long answers? He should be concise, precise and to the point.

SHRI K. HANUMANTHAIYA : The reason for hon. Members getting cheaper and better type of food is that the canteen is subsidised to the extent of Rs. 1,25,000 a year.

SHRI S. M. BANERJEE : Sir, I want clarification. He refers to a standing committee.

MR. SPEAKER : No arguments during the question hour.

SHRI S. M. BANERJEE : Only members of the standing committee will get good food.

श्री हुकुम चन्द कछवाय : खान-पान की जो व्यवस्था स्टेशनों पर मिलती है, उस के घटिया किस्म का होने का एक कारण यह भी है कि जिन लोगों के नाम लाइसेंस दिये जाते हैं, वे स्वयं काम नहीं करते हैं, नौकरों से काम करवाते हैं और उन का वेतन बहुत

ही कम है। यदि यह एक प्रमुख कारण है तो क्या सरकार कोई ऐसी नीति अपनायेगी जिस से उनका वेतन ऊंचा हो तथा जो लोग काम करते हैं उनको लाइसेंस दिया जाय।

श्री के० हनुमन्तैया : नो सर।

श्री हुकम चन्द कछवाय : यह क्या उत्तर हुआ, अध्यक्ष महोदय।

अध्यक्ष महोदय : आपको समझ नहीं आया उन्होंने कहा है—नो सर।

श्री हुकम चन्द कछवाय : मैंने पूछा था...

अध्यक्ष महोदय : अब आप बैठ जाइए।

श्री हुकम चन्द कछवाय : लेकिन उत्तर तो दिलवाइये। मुझे तो सन्तोष नहीं है। अगर आप को सन्तोष है तो बैठ जाता हूँ।

अध्यक्ष महोदय : आपने जो इन्फर्मेसन मांगी थी, उन्होंने कहा है— नो सर।

श्री हुकम चन्द कछवाय : मैंने कहा था कि खान-पान की जो दुकानें स्टेशनों पर हैं, वहाँ जिन के नाम लाइसेंस दिये हुए हैं, वे स्वयं काम नहीं करते हैं, नौकरों से काम कराते हैं, जिन की तनखाहे बहुत कम है। उनका वेतन कम होने के कारण अच्छी चीजे नहीं बेचते।

MR. SPEAKER : I think the Minister should make his "No, Sir" very clear to him sometimes.

SHRI PHOO MODY : It all arises because he is not precise.

MR. SPEAKER : I do not want further elucidation from him.

SAFEGUARDING INTERESTS OF INDIAN TOBACCO EXPORTERS TO U.K.

*176. SHRI SATPAL KAPUR : Will the Minister of FOREIGN TRADE be pleased to state :

(a) whether the contracts of sale of Indian leaf tobacco exported by the Indian Leaf Tobacco Development Company Limited to UK are signed in London;

(o) if so, whether export of tobacco is made without fixing prices before shipment ; and

(c) if so, what steps have been taken by Government to safeguard the interest of Indian exporters?

THE DEPUTY MINISTER IN THE MINISTRY OF FOREIGN TRADE: (SHRI A. C. GEORGE): (a) .o (c). The export of Tobacco is freely allowed to all destinations subject to the condition that the Tobacco cannot be sold abroad on prices less than minimum Export prices notified by the Government every year. There is no provision in the export Trade Control Regulations that the contracts must be signed in India. The Government do not keep any information in respect of the contracts finalised by the individual parties.

श्री सतपाल कपूर : क्या मिनिस्टर माहब बतलाएंगे कि आई० एल० टी० डी०, लन्दन को जो तम्बाकू जाता है, उस का मिनिमम प्राइस हमारे मुल्क में फिक्स नहीं होता है, क्योंकि वह तम्बाकू एक्स-वाई क्वालिटी का जाता है ?

SHRI A. C. GEORGE : There are 11 or 12 varieties of tobacco and at the beginning of each tobacco year that is, in January of every year, prices are fixed by the Administrative Committee of the Tobacco Export Promotion Council. For all the varieties we are fixing the floor price for export.

श्री सतपाल कपूर : क्या यह दुरुस्त है कि 21-2-72 को टाइम्स आफ इण्डिया में हमारे तम्बाकू एक्सपोर्ट कारपोरेशन के श्री पी० बी० के० भूति, जो आई० एल० टी० डी० के मैनेजिंग डायरेक्टर भी है, का स्टेटमेंट छपा है कि इण्डिया जो तम्बाकू तैयार कर रहा है वह घटिया है, इस लिये ईस्ट यूरोपियन कन्ट्रीज में डम्प कर दिया जाय ? क्या हमारा मंत्रालय सोच रहा है कि तम्बाकू का सारा ट्रेड अपने हाथ में ले और तम्बाकू बोर्ड कायम किया जाय ?

विदेश व्यापार मंत्री (श्री एल० एन० मिश्र) : यह सही है कि हम ने ऐसा वक्तव्य देखा है। हम ने इस की भर्त्सना की है। हमने कहा है कि उन्होंने बहुत गलत बयान दिया है। हमारे तम्बाकू की क्वालिटी बहुत अच्छी है और बाहर से मांग भी आई है। उन्होंने जो बातें कहीं हैं, उन को हम ने नहीं माना है और कहा है कि उन्होंने अनुचित काम किया है।

श्री सतपाल कपूर : तम्बाकू बोर्ड बनाने के बारे में आप ने कुछ नहीं कहा।

SHRI A. C. GEORGE : It is under the consideration of Government.

SHRI K. SURYANARAYANA : Several times we have raised this point and whenever we have raised it they have tried to escape it, throwing the solution of this problem on one ministry or another. In view of the problem facing the tobacco trade and industry, is the Government not feeling that there is need for the formation of a tobacco board immediately to fulfil the needs, specially of the growers in the entire country?

SHRI A. C. GEORGE : We do appreciate the agitation among hon. Members regarding the constitution of the tobacco board. It is true that we have not yet finalised it, but I may submit before the House that this proposal is in advanced stages of consideration and quite soon a decision may be expected.

SHRI BIRENDER SINGH RAO : I would like to know whether the export of tobacco has come down on account of reduced production during the past year.

SHRI A. C. GEORGE : It is just the reverse. Last year our export was to the tune of Rs. 34 crores and this year we are attaining the target of Rs. 37 crores. Our production also, as hon. Members from Andhra Pradesh will be knowing very well, has gone up by 20 per cent.

UTILISATION OF BUDGETED MONEY FOR RAJASTHAN CANAL

177. SHRI N. K. SANGHI : Will the Minister of IRRIGATION AND POWER be pleased to state ;

(a) whether out of a budget allocation of Rs. 9.23 crores for 1971-72 for Rajasthan Canal, only Rs. 6 crores could be utilised till January, 1972;

(b) whether the pace of work had slowed down considerably due to inadequate supply of coal and steel ;

(c) what other factors contributed to the fall in utilisation of budgeted money; and

(d) the remedial steps taken in the matter?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI B. N. KUREEL) : (a) About Rs. 5.60 crores have been spent till January, 1972. However, the entire allocated amount is likely to be utilised during the current financial year.

(b) No, Sir. Only few items of work were slightly affected due to short supply of coal on account of emergency.

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

SHRI N. K. SANGHI : In view of the very slow pace of construction of the Rajasthan Canal and 80 per cent of the water of the Beas River going to Pakistan presently, do you anticipate that Pakistan may raise this issue of claiming some water from the Beas River if it is not taken to the Rajasthan Canal and do you expect to complete the Rajasthan Canal within a period of ten years?

THE MINISTER OF IRRIGATION AND POWER (DR. K. L. RAO) : Pakistan cannot raise any claim on the waters that have been allotted to us. If that is done, we can make a much better claim on them. Much of the water that is at the moment going down the river will be completely locked up as soon as we finish the Pong Dam which we hope to complete by 1973-74. The difficulty about the completion of the Rajasthan Canal has been the question of funds. We are not getting as much funds as we should have allotted to it. It will be completed by the end of 1973-74. Only a few things remain to be done. As regards Stage II, we hope, it will be completed by the end of the Fifth Plan.

SHRI N. K. SANGHI : The Government was discussing with the World Bank for a loan of Rs. 200 crores for the development of command area of Rajasthan Canal. Has any progress been made on that for getting Rs. 200 crores from the World Bank?

DR. K. L. RAO : We are not expecting any such loan, nor is that amount required. We are already on the I Stage. We hope, this year, irrigation will be spread out to about 5 lakh acres of land and, next year, it will go upto 7-8 lakh acres of land. While extra funds will no doubt help towards rapid development, I do not think we are thinking of depending any more on the World Bank loan.

SHRI AMRIT NAHATA : Is the hon. Minister aware that the Rajasthan Canal is 2 years behind schedule and the money that is allocated for II stage is being spent for the completion of I Stage? It is very strange when the hon. Minister says that the money meant for this year has not been spent, that less than half has been spent and he expects the rest of it will be spent within a few days. Is the Government aware that there is tremendous corruption and misuse of money which is provided by the Central Government to the State Government and, if so, will they set up an inquiry to investigate into the proper or improper use of money given by the Centre to the State for the completion of the Rajasthan Canal?

DR. K. L. RAO : The actual position is this. An amount of Rs. 92 crores had been allotted for this year, 1971-72. Out of this amount, they have spent Rs. 6 crores and there is a balance of about Rs. 3 crores. Apparently, it looks very strange how in the month of March they can spend all this money. What the Project authorities do is that they do not pay the D.G.S & D and cement manufacturers immediately. The D.G.S & D and cement manufacturers have to be paid. They always postpone payments to them to the end of the year. So, Rs. 1½ crores are to be adjusted to them. Only 1½ crores remains for actual construction work. That will be spent. It is not that the amount allotted to Rajasthan Canal has not been spent. Actually, more money must be spent on it.

It does not lead to any corruption. What I want to submit is that if funds were available, I would have rather allotted more money for the Project which is long pending and it should be completed as early as possible. As soon as the Pong Dam is completed, their waters will be available for use in Rajasthan.

SHRI VIKRAM CHAND MAHAJAN : Is it a fact that you gave an assurance in the House that the Rajasthan Canal will be completed within schedule and that the oustees from Himachal Pradesh where the dam is being built will be rehabilitated by 1974? In view of the fact that this project is being delayed, how are you going to live upto the assurance that you have given in the House that all the oustees will be rehabilitated within schedule?

DR. K. L. RAO : The hon. Member is apparently responsible for the difficulties. Originally, the cost of the which will be submerged was Rs. 18 crores and now it has gone upto Rs. 45 crores. And he still wants more money. That is the whole trouble. Still he is not satisfied with that. We are fully aware that when the Pong dam is filled up with water, all the people there must be rehabilitated. We are having some difficulties. They are now claiming an interest of Rs. 18 crores. From where is the money to be found? This is not for any productive purpose. The money should be available for Rajasthan Canal obviously. Of course, we are taking up the matter with the Himachal Pradesh Government and, I hope, within one or two years we have got, the difficulties will be sorted out.

KANDLA FREE TRADE ZONE PROJECT

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*179. **SHRI BIRENDER SINGH RAO :**
SHRI MUKHTIAR SINGH MALIK :

Will the Minister of FOREIGN TRADE be pleased to state:

(a) whether the Committee which was set up by the Government of India to enquire into the working of the Kandla Free Trade Zone Project has since submitted its report;

(b) if so, the recommendations made by the Committee; and

(c) the reaction of Government thereto?

THE DEPUTY MINISTER IN THE MINISTRY OF FOREIGN TRADE (SHRI A. C. GEORGE): (a) to (c). Government has not set up any Committee so far to enquire into the working of the Kandla Free Trade Zone Project. A study has however, been entrusted to the Indian Institute of Foreign Trade whose final report is awaited.

SHRI BIRENDER SINGH RAO: Is the Government also thinking of setting up a free trade zone on the eastern borders on the lines of a common Indian market for Bangla Desh, Nepal, Burma, etc.? Is there any study being carried on?

MR. SPEAKER: The hon. Member may ask only about Kandla free trade zone.

SHRI BIRENDER SINGH RAO: They have entrusted the study work to some Institute. Will they go into only Kandla zone or will they also make a study about other zones?

SHRI A. C. GEORGE: Kandla is our first project on this line. We are watching its progress. Only after we are entirely satisfied with all the aspects of the development of this free trade zone, we will be thinking of starting more of such.

SHRI MUKHTIAR SINGH MALIK: I would like to know from the hon. Minister the time by which the report of the study team is expected.

SHRI A. C. GEORGE: The Indian Institute of Foreign Trade has been entrusted with the work of going into all aspects of the functioning of the Kandla Free Trade Zone, and we are expecting an exhaustive study without much delay.

NON-PARTICIPATION OF U.S.A. IN ASIA-72 TRADE FAIR

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*180. SHRI RANABAHADUR SINGH:
SHRI P. K. DEO:

Will the Minister of FOREIGN TRADE be pleased to state:

(a) whether the U.S. Government have declined India's invitation to participate

in Asia-72 Trade Fair which is going to be held in India in November, 1972;

(b) the names of other countries who are not participating in this Fair; and

(c) the reasons given by them for not participating in the Fair?

THE DEPUTY MINISTER IN THE MINISTRY OF FOREIGN TRADE (SHRI A. C. GEORGE): (a) Yes, Sir.

(b) Names of other countries who have declined invitation to participate are given in the attached list.

(c) The main reasons for non-participation are stated to be administrative, technical or financial or due to prior commitment.

List of Names of countries who have declined the invitation to participate in the Third Asian International Trade Fair.-

1. Argentina 2. Bahrain, 3. Barbados, 4. Cambodia, 5. Colombia, 6. Ethiopia, 7. Fiji, 8. Finland, 9. Gambia, 10. Guinea, 11. Ireland, 12. Ivory Coast, 13. Jamaica 14. Kenya, 15. Laos, 16. Luxemburg, 17. Madagascar, 18. Malawi, 19. Malta, 20. Mexico, 21. Mongolia, 22. Netherlands, 23. North Korea, 24. North Vietnam, 25. Norway, 26. Pakistan, 27. Panama, 28. Saudi Arabia, 29. Senegal, 30. Sierra Leone, 31. Somalia, 32. South Vietnam, 33. Southern Yemen, 34. Sultanate of Oman, 35. Sweden, 36. Surinam, 37. Tanzania, 38. Trinidad & Tobago, 39. Tunisia, 40. Turkey, 41. Uganda, 42. Upper Volta, 43. United Kingdom, 44. Venezuela, and 45. Zambia.

SHRI RANABAHADUR SINGH: Have other Governments which have expressed their inability to participate mentioned and reasons also for that?

SHRI A. C. GEORGE: I have categorised the reasons in general terms. There are nearly 45 countries which have declined our invitation, and it is difficult to give all the reasons they can only be categorised as administrative, technical or financial or their prior commitments.

WRITTEN ANSWERS TO QUESTIONS

FUNDS FOR CONSTRUCTION OF ANTI-SEA EROSION WALLS IN KERALA

*162. SHRI A.K. GOPALAN : Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether Government are aware that the work on the construction of anti-sea erosion walls in Kerala has now come to a standstill due to the non-allotment of funds by the Central Government; and

(b) if so, the reason for not providing funds to the State Government?

THE MINISTER OF IRRIGATION AND POWER (DR. K. L. RAO): (a) and (b). The Government of Kerala have stated that several of the anti-sea erosion works under execution in the State have been held up as the provision made by them in the State budget had already been exhausted. The State had sought Central assistance of Rs. 1.35 crores during 1971-72 to meet the expenditure on urgent protection measures.

Anti-sea erosion works are included under the Flood Control programme which forms a part of the State Plan. Beginning from the Fourth Plan, Central assistance to the States for their plan works is given in the form of block loans and grants and is not tied to any particular sector of development. As such, there is no earmarked assistance to anti-sea erosion works and it is the responsibility of State Governments to make adequate provision for their plan works according to their *inter-se* priorities.

The request of the State Government for additional assistance during 1971-72 is under consideration.

ACTION ON REPORT OF STUDY TEAM FOR HANDICRAFTS

*166. SHRI P. A. SAMINATHAN: Will the Minister of FOREIGN TRADE be pleased to state the action taken by Government on the Report of the Study Team headed by Shri Anil K. Chanda, the Chairman of All India Handicrafts Board, which

visited Japan in the middle of 1969 and studied the production and designing aspects of the Japanese handicrafts industries as also the scope of strengthening export of Indian handicrafts to Japan?

THE DEPUTY MINISTER IN THE MINISTRY OF FOREIGN TRADE (SHRI A. C. GEORGE): The Report of the Study Team, which visited Japan in June, 1970 identified the following seven handicrafts having potential market in Japan:

- (i) Wood Carvings;
- (ii) Hand printed Textiles;
- (iii) Hand knotted Woollen Carpets;
- (iv) Hand made goods of leather;
- (v) Zari Goods;
- (vi) Cane & Bamboo ware; and
- (vii) Art metal ware.

It also suggested that in respect of Woodware the specifications of the tables and screens have to be changed so as to meet the requirements of the Japanese Homes, and that the Government of India should participate in special promotions in Departmental Stores in Japan. Accordingly the Handicrafts Board participated in the "International Good Living Show", which was organised in one of the leading Departmental Stores, Tokyo. Also, a team of exporters was sponsored to this "Show". The response and the orders booked were very encouraging. The Report was circulated to the State Directors of Industries, Regional Handicrafts Exporters Associations and all other institutions concerned with export of handicrafts and it is expected that as a result of the above efforts exports of Indian handicrafts to Japan will get momentum in due course.

PER CAPITA AVAILABILITY OF COTTON CLOTH

*167. KUMARI KAMLA KUMARI: Will the Minister of FOREIGN TRADE be pleased to state:

(a) the *per capita* availability of cotton cloth in India;

(b) whether it is the lowest in the world; and

(c) if so, the steps taken or proposed to be taken by Government to improve the *per capita* availability of cotton cloth in line with rising population ?

THE MINISTER OF FOREIGN TRADE (SHRI L. N. MISHRA) : (a) The *per capita* availability of cotton cloth in India during 1970 was 13.60 metres.

(b) No, Sir.

(c) Does not arise.

INDO-SOVIET AGREEMENT FOR SUPPLY OF EQUIPMENT FOR ALUMINIUM PLANT

*169. **SHRI SARJOO PANDEY :** Will the Minister of FOREIGN TRADE be pleased to state:

(a) whether India has entered into an agreement with the U S S R for the supply of Soviet equipment for the proposed aluminium plant in Korba in Madhya Pradesh; and

(b) if so, the salient feature thereof ?

THE MINISTER OF FOREIGN TRADE (SHRI L. N. MISHRA) : (a) The Bharat Aluminium Company (a Public Sector Undertaking) entered into a contract with M/s TSVELTMEFTPROMEXPORT MOSCOW (U S S R) on 30-12-1971 for supply of equipment required for the smelter and fabrication units of the Korba (M P) Aluminium Project

(b) The salient features of the contract are given below

(i) The Soviet Agency will supply equipment required for aluminium smelter, sheet Rolling Mill Shop, Foundry, Profile and Tube Shop.

(ii) The total value of the equipment to be supplied by the Soviet Agency amount to Roubles 10 85 million equivalent to about Rs. 9.13 crores.

The Soviet Agency will Guarantee the technical indices and the quality and faultless operation of the equipment for 12 months from the date of putting the equipment into operation, but for not more than 24 months from the date of delivering the last part of any unit, machine and equip-

ment without which that equipment cannot be erected and operated.

(iv) If within the guarantee period, the equipment is proved to be defective because of supplier's fault, the Soviet Agency will at their own expense, rectify the defects within the shortest technically possible time or replace the defective equipment or parts thereof.

POWER SHORTAGE IN MAHARASHTRA

*170 **SHRI RAMKANWAR :** Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether there was an acute power shortage in Bombay and various other parts of Maharashtra recently;

(b) whether as a result thereof industries and agriculture suffered immensely, and

(c) if so, the action taken by the Central Government to ensure normal powersupply to the affected areas ?

THE MINISTER OF IRRIGATION AND POWER (DR. K.L. RAO) : (a) and (b). Owing to inadequacy of reserve margin, the power supply position in Maharashtra particularly in Western Maharashtra has been quite critical in recent months although conditions of acute power shortage have mostly been avoided by careful marshalling of all the resources. The forced outages of any generating capacity, such as have occurred recently from time to time at Tarapur (2x200 MW), Nasik (2x140 MW), Trombay (1x62.5 MW) and Koyna (540 MW) have resulted in power shortages, which have affected industry and agriculture. Acute shortages have been averted during these occurrences by drawing power from the adjoining States of Madhya Pradesh and Mysore to the extent possible and temporary overdrawal of energy from hydro electric resources.

Power shortage to the extent of about 50 to 70 MW (against a total demand of 1630 MW for the whole State) was being experienced in Maharashtra since early February 1972, as a result of which load shedding had to be resorted to in Bombay and the areas

served by the Tata Koyna System. The deficit rose to about 370 MW during the two days 8th and 9th March, 1972 when forced shut-down of the Koyna Power Station had to be availed of for attending to some repairs on the tail race works of Koyna Stage III project. The load shed on the 24th March, 1972 was from 125 MW to 148 MW.

Some inconvenience was caused to industrial, agricultural and other consumers on account of curtailment of power supply for short periods by rotation to reduce the load on the System.

(c) Relief power to the extent possible has been arranged from Madhya Pradesh and Mysore States which helped to alleviate the position. Assistance from Central Water and Power Commission has been offered for quick recommissioning of the Nasik sets.

IRRIGATION POTENTIAL OF ORISSA STATE

*171. SHRI CHINTAMANI PANIGRAHI : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) the irrigation potential of the Orissa State at present;

(b) whether any schemes have been drawn up to augment the same; and

(c) if so, a brief outline thereof ?

THE MINISTER OF IRRIGATION AND POWER (DR. K. L. RAO) : (a) to (c) : The irrigation potential in Orissa at present is about 2.2 million hectares, this is expected to rise to 2.4 million hectares by the end of the Fourth Plan, when about 60% of the total potential would have been exploited.

The Anadapur Barrage and Joro-Harbhanga projects, proposed by the State Government, have been examined by the Central Water and Power Commission and can be taken up by the State Government if the necessary finances are in sight. The Potluru major irrigation project and 5 medium schemes proposed by the State Government are under examination. The State Government also are investigating a number of new irrigation schemes.

HANDLING OF TRADE WITH AFGHANISTAN BY S. T. C.

*172. SHRI S. M. BANERJEE :
SHRI P. GANGADEB :

Will the Minister of FOREIGN TRADE be pleased to state:

(a) whether the State Trading Corporation will handle trade with Afghanistan;

(b) whether any agreement has been signed by both the countries in this regard; and

(c) if so, the salient features hereof ?

THE MINISTER OF FOREIGN TRADE (SHRI L. N. MISHRA) : (a) to (c). The question of induction of Public Sector Agencies in Indo-Afghan trade was discussed in the talks with the Afghan trade delegation held in New Delhi in February, 1972. In deference to the wishes of the Afghan delegation, it was agreed to discuss the matter further before the end of June, 1972.

IMPROVEMENT OF RAILWAYS IN SOUTH GUJARAT

*175. SHRI PRABHUDAS PATEL : Will the Minister of RAILWAYS be pleased to state :

(a) whether Western Railway is proposing to spend Rs. 150 crores during the next five years for the improvement of Railways in South Gujarat; and

(b) if so, the nature of the proposed improvements ?

THE MINISTER OF RAILWAYS (SHRI K. JANUMANTHAIYA) : (a) and (b). Railway statistics including expenditure, are maintained railway-wise and not state-wise or region-wise. Also, it is not possible to give anticipated expenditure even railway wise for the next five years, as the Works Programmes for each year are finalised only a few months in advance. However, a statement showing the list of major railway works in progress and those included in 1972-73 Budget, falling wholly or partly in the Gujarat State, is laid on the table of the Sabha [Placed in Library See. No. LT-1561/72]

**MASTER PLAN FOR ANTI-SEA EROSION WORK
IN KERALA AND GUJARAT**

***178. SHRI D. P. JADEJA :**
SHRI VEKARIA :

Will the Minister of IRRIGATION
AND POWER be pleased to state :

(a) whether problem of protection against
sea-erosion is acute in Kerala and Gujarat;

(b) whether any comprehensive master
plan for anti-sea erosion work in the States
has been prepared; and

(c) if so, a brief outline thereof ?

**THE MINISTER OF IRRIGATION
AND POWER (DR. K. L. RAO) :** (a)
Sea erosion is acute only along the Kerala
coastline. In other coastal States of
the country including Gujarat, sea erosion
occurs only at isolated points and is not
of any serious magnitude.

(b) and (c). Sea erosion is caused by
a number of factors which are highly variable
from year to year and as such the severity
and extent of erosion and the places where
it is likely to occur cannot be predicted.
Therefore, it is not feasible to prepare
to long range plan or Master Plan as
generally understood, for anti-sea
erosion measures. All that is possible is
the identification of areas based on the
available data where the erosion is
serious, the determination of priorities of
protection works in such areas, an assess-
ment of the cost of such works on the basis
of *pro rata* cost of measures already adopted
and found successful and drawing out of a
programme of implementation. Such a
plan for anti-sea erosion measures in Kerala
has been prepared by the State Govern-
ment of Kerala. According to this, out of
the 560 km of coastline in the State, 320 km
are subject to severe coastal erosion.
About 80 km have so far been protected.
The cost of protection of the balance length
based on the experience of works already
undertaken has been estimated as about
Rs. 40 crores. Taking into account the loss
of precious land year by year in the highly
populated coastal areas of the State, it has
been proposed to implement the balance
works in about 10 years with an average
annual outlay of Rs. 4 crores.

In the other Coastal States of the country,
where erosion occurs only in small areas,

a plan similar to that of Kerala has not been
prepared so far nor it is required. Works
are undertaken as found necessary to pro-
tect the small local areas in these States,
affected by sea erosion.

**SANCTION OF IRRIGATION PROJECTS FOR
MADHYA PRADESH**

***1246. SHRI RANABAHADUR SINGH:**
Will the Minister of IRRIGATION AND
POWER be pleased to state :

(a) the number of Irrigation projects
sanctioned by the Central Government for
the State of Madhya Pradesh during the last
three years; and

(b) the amount of aid granted by the
Central Government for each project ?

**THE DEPUTY MINISTER IN THE
MINISTRY OF IRRIGATION AND
POWER (SHRI B. N. KUREEL) :** (a)
The following new Major and Medium
irrigation schemes in Madhya Pradesh have
been accepted by the Planning Commission
for inclusion in the developmental plans of
the State during the last three years:—

MAJOR

1. Mahanadi Reservoir Project -Stage-I

MEDIUM

2. Kunwarpur
3. Bargoor
4. Putka Nala
5. Jamni Dam
6. Mayana Tank

(b) Irrigation is a State subject and irri-
gation Projects are financed by State Govern-
ment from within their overall Plans
outlays. Central assistance to State plans
is in the form of block loans and grants
and is not related to any individual Sector
or project. The total plan outlay in the State
for the three years 1969-70 to 1971-72 was
Rs. 206.8 crores, out of which Central
assistance is Rs. 146.7 crores.

**SERVICE OF ERNAKULAM AND TRIVANDRUM
STATIONS BY STORE DEPOTS**

1247. SHRI VAYALAR RAVI : Will the
Minister of RAILWAYS be pleased to state;

(a) the total number of Stores Depots in Southern Railway and how many Stores Depots are there in Kerala; and

(b) from which Store Depot Ernakulam Junction and Trivendrum Central Stations are served and the distance from the depot to these stations ?

THE MINISTER OF RAILWAYS (SHRI K. HANUMANTHAIYA) : (a) There are 7 major stores depots and 10 sub-depots and none of these are situated in Kerala.

(b) Ernakulam Junction and Trivandrum Central are served by General Stores Depot at Nagappattinam for general stores. Loco and carriage & wagon items are supplied by the Loco Stores Depot, Madurai. The distances between these stations are indicated below:—

Nagappattinam to Trivandrum Central 616 Kms.

Nagappattinam to Ernakulam Junction 707 „

Madurai to Trivandrum Central 333 „

Madurai to Ernakulam 424 „

DRINKING WATER FOR MERAL, GARHWA, RAMNA STATIONS (EASTERN RAILWAY)

1248. KUMARI KAMLA KUMARI: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is an acute scarcity of drinking water at Meral, Garhwa, Ramna Railway Stations in Palamau District (Bihar) and passengers face a lot of hardship;

(b) whether Government have any plan to sink tube wells at these stations to meet the need of the passengers; and

(c) if so, the main features of the plan ?

THE MINISTER FOR RAILWAYS (SHRI K. HANUMANTHAIYA) : (a) No.

(b) Deep wells exist at these stations already.

(c) Does not arise.

INTRODUCTION OF A PASSENGER TRAIN FROM DELHI TO REWARI

1249. SHRI ISHWAR CHAUDHRY: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government propose to start a new passenger train from Delhi to Rewari (Northern Railway) in order to avoid over-crowding; and

(b) if so, the time by which it will be introduced ?

THE MINISTER OF RAILWAYS (SHRI K. HANUMANTHAIYA) : (a) No, there is neither economic justification for running such short-distance shuttle as adequate services are already available, nor is there terminal capacity available at Delhi and Rewari to deal with additional train.

(b) Does not arise.

**दिल्ली-रेवाड़ी मीटर गेज रेलवे लाइन
(उत्तर रेलवे) को दोहरा करना**

1250. श्री ईश्वर चौधरी : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) दिल्ली-रेवाड़ी (उत्तर रेलवे) के मध्य मीटर गेजरे लवे लाइन को दोहरा करने का कार्य कब प्रारम्भ किया गया था और अब तक उस पर कितना व्यय किया जा चुका है ;

(ख) उक्त कार्य कब से स्थगित है और उसके क्या कारण हैं ; और

(ग) पाटौदी रेलवे स्टेशन तक यह कार्य कब तक पूरा हो जायेगा ?

रेल मंत्री (श्री के. हनुमन्तैया) : (क) दिल्ली और रेवाड़ी के बीच वाले 82 किलोमीटर लम्बे खण्ड का दिल्ली और दिल्ली सराय रोहिल्ला के बीच वाले 4 किलोमीटर लम्बे भाग पर 1952 से पहले ही दोहरी लाइन बिछा दी गयी थी। दो और भागों (i) दिल्ली सराय रोहिल्ला से गढ़ी हरसक (37 किलोमीटर) और (ii) खलीलपुर से रेवाड़ी (11 मीलमीटर) के बीच 1956 और 1959 में दोहरी लाइन बिछाने का काम शुरू किया गया था जो क्रमशः मार्च और जुलाई, 1960 में पूरा किया गया। 48 किलोमीटर में दोहरी लाइन बिछाने के काम पर 91.43 लाख रुपये खर्च हुए।

(ख) काम को निलम्बित नहीं किया गया।

(ग) गढ़ी हरसक-पटौदी रोड-खलीलपुर के बीच के (31 किलोमीटर) बकाया इकहरी लाइन वाले भाग में दोहरी लाइन बिछाने का कोई प्रस्ताव नहीं है।

INADEQUATE SUPPLY OF LABOUR BY LABOUR
CONTRACTORS OF AJMER AND PALANPUR
STATION

1251. SHRI CHANDRIKA PRASAD:
Will the Minister of RAILWAYS be pleased to state:

(a) whether complaints have been received against the Labour contractors of Ajmer, Marwar Junction and Palanpur Stations for inadequate supply of labour since October, 1971;

(b) the total number of loaders required to be provided and actually provided by Contractors at these stations during October, 1971 to December, 1971; and

(c) the total amount paid by the Railway to the Contractors every month and the amount deducted by the Railway from the bills of the Contractors for short supply of labour?

THE MINISTER OF RAILWAYS
(SHRI K. HANUMANTHAIYA): (a) Yes.

(b) The total number of loaders required to be provided during October, 1971 to December 1971 at Ajmer, Marwar Junction and Palanpur stations was 5796, 3128 and 7760 respectively. The total number of loaders supplied by the Contractors was 4911, 2668 and 2516 respectively.

(c) The information is being collected and will be laid on the table of the Sabha.

FORMATION OF CATEGORY-WISE UNIONS
ON RAILWAY

1252. SHRI CHANDRIKA PRASAD:
Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 3441 on the 29th June, 1971 regarding exchange of correspondence with unrecognised Railway Unions and state:

(b) whether Government are aware of the formation of category-wise Unions on the Railways; and

(b) if so, the steps taken to grant them negotiating facilities for redress of the grievances of their members?

THE MINISTER OF RAILWAYS
(SHRI K. HANUMANTHAIYA) : (a) Yes.

(b) As already stated in reply to part (a) of the Lok Sabha Unstarred Question No. 3441 dated, 29-6-1971, which has been referred to, in respect of collective subjects the recognised Unions are the only organisation through whom they can be discussed with the Administration. In respect of individual grievances, it is expected that employees who are not members of recognised Union should seek redressal of their grievances individually through official channels.

INCREASE OF COMMERCIAL CLERKS

1253. SHRI CHANDRIKA PRASAD :
Will the Minister of RAILWAYS be pleased to state:

(a) whether the traffic has increased on the Railways but the strength of Commercial Clerks has not increased proportionately;

(b) the gross total of traffic handled by each Division of Indian Railways, separately for goods, Parcels and Passengers and its earning during the years 1969 to 1971 separately for each year; and

(c) the total number of Commercial Clerks on the rolls of the Railways separately on each Division in grades of Rs. 450-575, Rs. 370-475, Rs. 335-425, Rs. 250-380, Rs. 205-280, Rs. 150-240 and Rs. 110-200 as on the 1st December, 1969 and as on the 1st December, 1971 ?

THE MINISTER OF RAILWAYS (SHRI K. HANUMANTHAIYA): (a) to (c). The information is being collected and will be laid on the Table of the Sabha.

SUITABILITY OF DRIVERS WORKING IN DIESEL, STEAM AND ELECTRIC LOCOMOTIVES

1254. SHRI CHANDRIKA PRASAD : Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 6110 on the 27th July, 1971 regarding suitability of Drivers working in Diesel, Steam and Electric Locomotives and state:

(a) whether the required information has been collected; and

(b) if so, the gist thereof ?

THE MINISTER OF RAILWAYS (SHRI K. HANUMANTHAIYA) : (a) Yes.

(b) A statement is laid on the Table of the House. [Placed in Library Sec No. LT-1562 172]

EXTENSION OF FOOT OVER-BRIDGE AT DAHOD RAILWAY STATION (WESTERN RAILWAY)

1255. SHRI BHALJIBHAI PARMAR : Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have any proposal for extension of foot-over bridge at the Dahod Railway Station upto the godowns in the northern side of the Dahod Railway station to avoid accidents and inconvenience to people; and

(b) if so, the main features thereof ?

THE MINISTER OF RAILWAYS (SHRI K. HANUMANTHAIYA) (a) No.

(b) Does not arise.

PROMOTION OF QUALIFIED ACCOUNTANTS IN HIGHER SCALE OF PAY (WESTERN RAILWAY)

1256. SHRI BHALJIBHAI PARMAR : Will the Minister of RAILWAYS be pleased to state:

(a) the number of qualified Accountants on Western Railway waiting for promotion in the scale of Rs. 270-540 (Authorised scale);

(b) whether the qualified Accountants are given due opportunities to serve in the said scale of pay during their career, and, if not, the reasons therefor; and

(c) whether there are proposals to increase the quota of the said posts ?

THE MINISTER OF RAILWAYS (SHRI K. HANUMANTHAIYA) : (a) 180.

(b) Yes. Promotions to this grade will be made according to their turn as and when vacancies occur.

(c) No.

घाटे में चल रही जोनल रेलवे

1257. श्री हुकम चन्द कछवाय : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) कौन-कौन सी जोनल रेलवे घाटे में चल रही हैं; और

(ख) भविष्य में उन्हें लाभ में चलाने के लिये सरकार ने क्या कार्यवाही करने का विचार किया है ?

रेल मंत्री (श्री के० हनुमन्तैया) :
(क) 1970-71 में निम्नलिखित रेलों के संचालन में घाटा हुआ :—

1. पूर्ब
2. उत्तर
3. पूर्वोत्तर
4. पूर्वोत्तर सीमा
5. दक्षिण

(ख) रेलों के वित्तीय परिणामों में सुधार लाने के उद्देश्य से आमदनी को अधिकतम करने और खर्च कम करने के लिए अनेक कदम उठाये जा रहे हैं।

विपणन सम्बन्धी सर्वेक्षण और वाणिज्यिक गतिविधियों पर अधिकाधिक बल दिया जा रहा है। ऊँची दर वाले अधिकाधिक यातायात अर्थात् कटेनर सेवा, भाड़ा अग्रेषक योजना, स्टेशन दरें आदि वाले यातायात को आकर्षित करने के लिए अनेक उपाय किये गये हैं। बिना टिकट यात्रा पर काबू पाने के लिए भी कदम उठाये गये हैं।

जहाँ तक खर्च का सम्बन्ध है, ईंधन में कमी करने के लिए प्रयास किया जा रहा है। यह कमी परिचालन दक्षता बढ़ा कर, ईंधन की चोरी, उठाईगिरी और जाया होने की रोकथाम कर के, मरम्मत तथा अनुरक्षण और आकस्मिकताओं के खर्च को कम कर के लायी जायेगी।

ये उपाय धीरे-धीरे सफल होते जा रहे हैं और आशा है कि 1971-72 के वर्ष के अन्त में बचत होगी।

देश में अति गरीब जिलों का सर्वेक्षण

1258. श्री मोहन स्वर्ण : क्या सिंचाई और विद्युत मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या 550 सर्वेक्षण दल देश के कुछ अति गरीब जिलों का सर्वेक्षण कर रहे हैं यदि हाँ, तो इस योजना की मुख्य बातें क्या हैं ;

(ख) उपरोक्त सर्वेक्षण के फलस्वरूप इस योजना के क्रियान्वित करने पर कितनी धन राशि व्यय होगी; और

(ग) इसके परिणामस्वरूप कितने व्यक्तियों को लाभ पहुंचेगा ?

सिंचाई तथा विद्युत मंत्रालय में उपमंत्री (श्री बंजनाथ कुरील) : (क) से (ग) ग्रामों में विकासात्मक कार्यक्रमों को हाथ में लेने के लिए यह आवश्यक है कि आधारभूत इंजीनियरिंग तथा कृषि सम्बन्धी आकड़ों को एकत्र किया जाये जो विकास की वैज्ञानिक और व्यवहार्य स्कीमों के तैयार करने में सहायता करेगा। इस लक्ष्य को दृष्टि में रखते हुए ग्राम इंजीनियरिंग सर्वेक्षण की एक स्कीम को 17 राज्यों के 25 जिलों में 550 सर्वेक्षण दलों द्वारा सर्वेक्षण करने हेतु स्वीकार किया गया है। सर्वेक्षण दल कृषि सांख्यिकी जनसंख्या और उसकी आय सम्बन्धी आकड़ों एकत्र करेंगे और वर्तमान सिंचाई सुविधाओं, पेयजल, सड़क यातायात तथा विद्युत सप्लाई के सम्बन्ध में सूचना एकत्र और सकलित करेंगे। एक फुट के अन्तर-सहित कन्टूर मानचित्रों को तैयार करने का कार्य भी हाथ में लिया जायेगा ग्रामों के हरिजनों और गरीब वर्गों की आवश्यकताओं जैसे सड़क की रोशनी के लिए विद्युत स्कूल और मकान स्थलों का निर्धारण करने के कार्य का भी मूल्यांकन किया जायेगा।

सर्वेक्षणों में सम्मिलित जिले वे हैं जहाँ चिर-सूखाग्रस्त क्षेत्रों के लिए ग्रामीण निर्माण-कार्य कार्यक्रम स्कीम पहले से चालू है, और उन राज्यों में है जहाँ पर यह स्कीम चालू नहीं है तथा उन जिलों में जहाँ पर हर ग्राम रोजगार के लिये क्रेस स्कीम चालू है।

यह स्कीम केन्द्र द्वारा प्रवर्तित है और राज्यों द्वारा कार्यान्वित की जानी है।

व्यय को राज्यों की सहायता-अनुदान देकर केन्द्रीय सरकार द्वारा वहन किया जाएगा।

राज्यों से स्कीम को दिसम्बर, 1971 से कार्यान्वयन करने के लिए अनुरोध किया गया था और यह चतुर्थ पंचवर्षीय योजना की शेष अवधि में प्रचालित होती रहेगी और योजना अवधि में लगभग 610 लाख रुपये व्यय होना प्रत्याशित है।

ग्राम इंजीनियरिंग सर्वेक्षण स्कीम रोजगार अनुकूलित स्कीम है और इसमें लगभग 5500 व्यक्तियों को रोजगार देने का अनुमान है जिनमें 1150 अभियंताओं 600 कृषि स्नातकों तथा भू-संरक्षण अधिकारियों, 735 सांख्यिकीय, तकनीकी और वैज्ञानिक कर्मियों, 300 सचिवालयीय और लिपिक वर्गीय कर्मचारियों एवं लगभग 2750 अकुशल व्यक्तियों को रोजगार देना सम्मिलित है।

FLOOD CONTROL PROGRAMME IN MADHYA PRADESH

1259. SHRI RANABAHADUR SINGH: Will the Minister of IRRIGATION AND POWER be pleased to state the total amount spent by Government during the three years on flood control programmes in the State of Madhya Pradesh?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI B. N. KURELL): The State Government of Madhya Pradesh have reported the following expenditure on flood control schemes in the state during the years 1969-70 to 1971-72.

	(Rs. in lakhs)
1. 1969-70	3.08
2. 1970-71	6.02
3. 1971-72 (anticipated)	10.00
Total	19.10

CLOSURE OF TEXTILE MILLS IN WEST BENGAL

1260. SHRI H' M. PATEL :
DR. SEN RANEN :

Will the Minister of FOREIGN TRADE be pleased to state:

(a) whether the Textile Mills closed down

in West Bengal are proposed to be re-opened and if so, the broad outlines of the proposal; and

(b) whether any of them are proposed to be taken over by Government, and if so, which of them?

THE DEPUTY MINISTER IN THE MINISTRY OF FOREIGN TRADE (SHRI A. C. GEORGE) : (a) and (b). Excluding mills fit to be scrapped but including one powerloom unit, 14 cotton textile mills were lying closed in West Bengal as at the end of January 1972. Government have been considering the question of taking over the management of 12 of these mills and the present position in respect of them is as follows:—

- (i) the management of 4 mills (including one powerloom unit) has been taken over under Section 18-A of the Industries (Development & Regulation) Act and they are expected to re-start as early as possible.
- (ii) the affairs of 4 other mills are being investigated under Section 15 of the above mentioned act and the question of taking over the management of these mills will be examined on receipt of their reports of the Investigation Committees.
- (iii) the question of obtaining the permission of the Calcutta High Court under Section 15-A of the above-mentioned Act for investigating into the possibility of re-starting one more mill is under consideration.
- (iv) the question of taking over the management of one unit under Section 18-AA of the above-mentioned Act is also under consideration.
- (v) the investigation proceedings in the case of one mill has been stayed since the company has been able to obtain the required finances.
- (vi) in the case of another mill, after investigations under the above-mentioned Act, the Government have come to the conclusion that it would not be a fit case for taking over the management.

OPERATION OF NEW ROUTE RELAY INTERLOCKING SYSTEM AT BORIVLI (WESTERN RAILWAY)

1261. SHRI RAMAVATAR SHASTRI : Will the Minister of RAILWAYS be pleased to state:

(a) whether on the 8th November, 1971, the Assistant Station Masters at Borivli (Western Railway, Bombay Division) were ordered to work and operate new route relay interlocking system without picking up the work;

(b) whether on their demand for providing 8 A.S.Ms. for the work as advised by M/s. Siemen (engineers of establishing firm), they were threatened with dire consequences;

(c) whether in their absence Switchmen and other persons having no competency certificates were put to work in violation of operating rules; and

(d) whether the representation of the Assistant Station Masters was not looked into and whether the operation of trains by unqualified persons resulted in detention of trains and if so, the action taken in the matter ?

THE MINISTER OF RAILWAYS (SHRI K. HANUMANTHAIYA) : (a) to (c). No.

(d) No. Does not arise.

BOGUS TRAVELLING ALLOWANCE BILLS BY T.T.E. OF D.S. OFFICE, ALLAHABAD (NORTHERN RAILWAY)

1262. SHRI CHANDRIKA PRASAD :
SHRI S. M. BANERJEE :

Will the Minister of RAILWAYS be pleased to state:

(a) whether a Travelling Ticket Examiner (T.T.E.) working in Commercial Section of the Divisional Superintendent's Office, Allahabad had claimed bogus Travelling Allowance for two years in 1969 and 1970 with the connivance and support of a dealing Assistant in the Commercial Section of the Office;

(b) whether from the documentary records it has been established that blank excess fare ticket books were manipulated for claiming the bogus Travelling Allowance; and

(c) if so, the action taken against the persons concerned and the measures

adopted to prevent the recurrence of such incidents ?

THE MINISTER OF RAILWAYS (SHRI K. HANUMANTHAIYA) : (a) A complaint of this nature has been received.

(b) and (c). Enquiries into the complaint are in progress. Action will be taken on completion of the enquiries.

FALL IN EXPORT OF JUTE

1263. SHRI N. K. SANGHI :
SHRI P. K. DEO :

Will the Minister of FOREIGN TRADE be pleased to state:

(a) whether a situation has now arisen when India is likely to lose the American market for Jute packaging;

(b) the extent of fall in exports of jute packagings to USA during the last three years; and

(c) whether Government have been able to explore new markets for diversion of jute exports and to what extent our export loss has been offset through diversion ?

THE DEPUTY MINISTER IN THE MINISTRY OF FOREIGN TRADE (SHRI A. C. GEORGE) : (a) No, Sir, although it is a fact that synthetics pose a serious threat to jute.

(b) Exports to USA of hessians which are largely used for packaging fell from 114,800 tonnes in 1968-69 to 58,900 tonnes in 1970-71. Since then, exports have improved in 1971-72.

(c) Yes, Sir. Diversification of production has achieved success. Exports of carpet packing cloth are expected to be about 250,000 tonnes in 1971-72 compared to 199,500 tonnes in 1968-69. Exports of jute decoratives are also being stepped up. A large percentage of these exports are to the US market.

FINANCIAL LOSS TO RAILWAYS DUE TO NON-EXECUTION OF AGREEMENT WITH SIDINGS (ALLAHABAD DIVISION)

1264. SHRI AZIZ IMAN : Will the Minister of RAILWAYS be pleased to state:

(a) the names of Private and Assisted sidings functioning in Allahabad Division

and the time from which these sidings came into operation ;

(b) whether no agreement was executed with the owner of these sidings and whether as a result thereof there has been financial loss to the Railways; and

(c) if so, what steps Government propose to take against the staff for such negligence causing loss to the Railways ?

THE MINISTER OF RAILWAYS (SHRI K. HANUMANTHAIYA) : (a) and (b). A statement is laid on the Table of the House. [Placed in Library. See No. LT-1563/72] Out of total number of 54 sidings on Allahabad Division, agreements in case of 47 sidings have already been executed and in case of seven sidings only vide items Nos. 39, 41, 49, 50, 52, 53 and 54 of the Statement, the execution of agreement is under finalisation. The Railway Administration is not incurring any financial loss on this account.

(c) Does not arise.

निर्यातोंमुखी सूती कपड़ा मिलों को वित्तीय सहायता

1265. डा० संकटा प्रसाद : क्या विदेश व्यापार मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार ने निर्यातोंमुखी सूती कपड़ा मिलों को वित्तीय सहायता देने की कोई योजना तैयार की है ; और

(ख) यदि हां, तो उमका ब्यौरा क्या है ?

विदेश व्यापार मंत्रालय में उपमन्त्री (श्री ए० सी० जार्ज) : (क) जी हां ।

(ख) योजना की मुख्य बातें दर्शाने वाला विवरण संलग्न है ।

निर्यात अभिमुख सूती वस्त्र मिलों के आधुनिकीकरण हेतु वित्तीय सहायता सम्बन्धी योजना की मुख्य बातें ।

1. इस योजना के अन्तर्गत केवल वही सूती वस्त्र एकक होंगे जिन्होंने गत दो वित्तीय वर्षों में से प्रत्येक के दौरान

अपने उत्पादन का 15 प्रतिशत से अधिक भाग का निर्यात किया हो, ये एकक चाहे मिश्रित किस्म की, बुनाई की अथवा कताई की मिलें हों ;

2. औद्योगिक वित्त निगम, सूती वस्त्र उद्योग के निर्यात अभिमुख एककों से आधुनिकीकरण हेतु ऋण के लिये प्राप्त होने वाले सभी आवेदनपत्रों को निपटारयेगा ;
3. औद्योगिक वित्त निगम आवेदनकर्ता एककों की आर्थिक तथा तकनीकी क्षमता का निर्धारण करने और साथ ही ऋणों की सुरक्षा के लिये अपनी सामान्य कसौटी अपनाएगा ;
4. ऋणों के चुकाने की अवधि 15 वर्ष होगी जिसमें 3 वर्ष की ऋण स्थगन अवधि भी शामिल होगी । 15 वर्ष की यह अवधि समुचित मामलों में प्रत्येक मामले के गुणावगुण के आधार पर 18 वर्ष तक बढ़ाई जा सकती है । ऋण स्थगन अवधि समाप्त हो जाने के बाद ऋण चुकाया जाएगा । हां, ब्याज की अदायगी ऋण स्थगन अवधि के बिना छमाही की जायेगी ;
5. औद्योगिक वित्त निगम द्वारा सूती वस्त्र उद्योग के निर्यात अभिमुख एककों को दिये जाने वाले ऋणों का मार्जिन 25 प्रतिशत होगा ;
6. केन्द्रीय सरकार, औद्योगिक वित्त निगम को निगम द्वारा अलग-अलग मिलों को दिये जाने वाले ऋणों के सम्बन्ध में होने वाली हानि के 80 प्रतिशत भाग के लिये गारंटियां देगी ;
7. औद्योगिक वित्त निगम द्वारा ब्याज की रियायती दर अर्थात् सामान्य दर से 1 प्रतिशत कम उन एककों

से ली जाएगी जिनके कार्य परिणामों से गत तीन वित्तीय वर्षों के दौरान उनमें लगी पूँजी के 12 प्रतिशत से कम लाभ हुआ है और जिनके सम्बन्ध में आधुनिकीकरण कार्यक्रम के क्रियान्वित किये जाने के बाद 4 अथवा 5 वित्तीय वर्षों के दौरान कार्यचालन प्रयोजनाओं से भी उतने ही लाभ हुए हैं। तथापि, जब कि एक विशेष एकक का लाभ गत तीन वित्तीय वर्षों के दौरान उसके पूँजी-गत परिवर्धन से बढ़ जाना है और जब इस कारण ऐसे सम्बन्धित एकक शुरू से ही 1 प्रतिशत की ब्याज दर पर उपदान के लिये पात्र नहीं होंगे तो ऐसे एकको को योजना के अन्तर्गत अनुमत अन्य रियायतों जैसे कि ऋणों पर माजिन की घटी दर, हानियों के लिये सरकारी गारंटी आदि के दिये जाने पर कोई रोक नहीं होगी। इसके अतिरिक्त यदि एक बार एक मिल को 1 प्रतिशत की रियायती ब्याज दर का लाभ देने के लिये स्वीकार कर लिया जाता है तो बाद में यदि उसका लाभ 12 प्रतिशत से अधिक होता है तो उसे यह रियायत देने के लिये मना नहीं किया जाएगा तथापि, जिन एकको के लाभ का स्तर 12 प्रतिशत से अधिक का है, उन्हें अपने निर्यातों में वृद्धि करने के लिये प्रोत्साहित करने की दृष्टि से उनके कार्यचालन पर निगरानी रखी जानी चाहिए ;

औद्योगिक वित्त निगम द्वारा ब्याज की रियायती दर के लिये पात्र मिल से इस आशय की एक स्वीकृति प्रकट की जाएगी कि वह ऋणों की अवधि के दौरान प्रत्येक वित्तीय वर्ष में अपने उत्पादन के 15 प्रतिशत

अथवा उससे अधिक भाग का निर्यात करती रहेगी और यह कि यदि किसी वित्तीय वर्ष में इस शर्त को पूरा करने में वह मिल असफल रहती है तो वह आगामी वित्तीय वर्ष के दौरान ब्याज की रियायती दर के लिये पात्र नहीं होगी। तथापि, यदि कमी को आगामी वित्तीय वर्ष के दौरान पूरा कर लिया जाता है तो अगले वर्षों के लिये उपदान देने के प्रश्न पर विचार किया जा सकता है। इसके अतिरिक्त, सरकार को सम्बन्धित एकक से निर्यात दायित्व की कमी के बराबर मूल और/अथवा कपड़े को अन्तर्राष्ट्रीय प्रतियोगी निर्यात कीमत पर अपने अधिकार में लेने और उसे किसी अन्य अभिकरण के माध्यम से निर्यात करने का अधिकार होगा ;

9. जिन मिलों को औद्योगिक वित्त निगम द्वारा पहले ऋण दिये गये थे उनमें से प्रत्येक के सम्बन्ध में पिछले वित्तीय वर्ष के दौरान के निर्यात निष्पादन के बारे में वस्त्र आयुक्त द्वारा एक प्रमाणपत्र हर वर्ष 30 जून तक औद्योगिक वित्त निगम को दिया जायगा ताकि औद्योगिक वित्त निगम यह निर्धारित कर सके कि किन मामलों में रियायती दर की सुविधा नहीं दी जानी है ;
10. केन्द्रीय सरकार ब्याज की रियायती दर के लिये उपदान देगी ;
11. आवेदनपत्र वस्त्र आयुक्त द्वारा समय-समय पर आमंत्रित किए जाएंगे जो कि औद्योगिक वित्त निगम द्वारा निर्धारित सगत प्रपत्रों में होंगे और ये आवेदनपत्र ऐसे और दस्तावेज तथा जानकारी के साथ, जो कि आवेदनपत्र मागने के नोटिस में अथवा वस्त्र आयुक्त द्वारा, अथवा

औद्योगिक वित्त निगम द्वारा निर्धारित किये जाएं, वस्त्र आयुक्त के माध्यम से प्रस्तुत किये जाएंगे ;

12. इन आवेदन पत्रों के सम्बन्ध में कार्यवाही वस्त्र आयुक्त द्वारा आवेदनकर्ता मिलों के निर्यात निष्पादन के क्रम में की जाएगी और ऋणों के देने के सम्बन्ध में और यदि अनुमत हो तो ब्याज की रियायती दर के सम्बन्ध में अपनी सिफारिशों के साथ उन्हें औद्योगिक वित्त निगम को अवैधित कर दिया जायगा

PURCHASE OF RUBBER BY CENTRE

1266. SHRI C. K. CHANDRAPPA : Will the Minister of FOREIGN TRADE be pleased to state:

(a) the amount spent by the Centre for buying rubber from open market in Kerala last year;

(b) how far it has averted the crisis in rubber industry; and

(c) whether this policy will continue this year too ?

THE DEPUTY MINISTER IN THE MINISTRY OF FOREIGN TRADE (SHRI A. C. GEORGE) : (a) As there was fall in indigenous rubber prices due to low off-take by the manufacturers, the State Trading Corporation was directed in October, 1970 to enter in the rubber purchase operations. The Corporation has got 4 centres at Cochin, Kottayam, Calicut and Parakod and rubber purchase operations are continuing. In December 1971, Government of Kerala were given a loan of Rs. 2.5 crores for rubber purchase operations and two instalments of Rs. 50 lakhs each have since been released for the purchase of rubber from small growers.

Rubber was purchased by State Trading Corporation and Kerala State Government at a value of Rs. 6.53 crores during the year 1971.

(b) and (c). The price of rubber has not improved to the notified level. However, the price prevailing at Rs. 375

per 100 kgs. for lot rubber in December, 1971 has risen to Rs. 465 per 100 kgs. as on 21-3-1972. The entry of the Kerala State Government in December, 1971 in addition to S. T.C. in the rubber market has helped the rubber industry and is expected to stabilise prices of rubber.

COMPLAINT RE : DISTRIBUTION OF RAW CASHW NUTS

1267. SHRI C. K. CHNADRAPPA : Will the Minister of FOREIGN TRADE be pleased to state:

(a) whether Government have received any complaint regarding the policy of the Cashew Corporation of India in distributing the raw cashew nuts;

(b) if so, the nature of the complaint; and

(c) the decision of the Government thereon ?

THE DEPUTY MINISTER IN THE MINISTRY OF FOREIGN TRADE (SHRI A. C. GEORGE) : (a) Yes, Sir.

(b) The distribution of raw cashew nuts should be made only on the basis of the past export performance of the parties.

(c) The Standing Advisory Committee of Cashew Corporation of India which includes representatives of the industry also, has reviewed the matter and recommended that the present distribution policy should be continued for distribution of raw cashew nuts. The Government is examining the recommendation.

REORGANISATION OF KERALA HANDLOOM INDUSTRY

1268. SHRI C. K. CHANDRAPPA : Will the Minister of FOREIGN TRADE be pleased to state:

(a) whether Government have received any comprehensive scheme from Kerala proposing the reorganisation of the handloom industry and seeking centre's assistance;

(b) if so, the salient features of this scheme; and

(c) the decision taken by the Centre in the matter ?

THE DEPUTY MINISTER IN THE MINISTRY OF FOREIGN TRADE (SHRI A.C. GEORGE): (a) to (c). Certain proposals for reorganisation of the handloom industry in Kerala were received in June, 1971. The main features of the proposals were as follows:

- (1) The quantum of working capital loans granted to handloom cooperative societies, under the Reserve Bank of India Scheme of Handloom Finance, should be raised from 25 to 50 per cent of the turnover of the society concerned in the previous year;
- (2) An amount of Rs. 9.50 lakhs should be made available to the Handloom Finance Corporation of Kerala to enable it to revive closed handloom factories; and
- (3) An amount of Rs 1 375 crores should be given to the State Government by way of loans and grants to enable it to bring additional handlooms in the cooperative sector and to make existing cooperative societies viable units

2. The proposals mentioned above were examined and the present position in respect of them is indicated below seriatim;

- (1) The proposal has been referred to the All India Handloom Board for consideration in consultation with the Reserve Bank of India. The Board's comments and/or recommendations are awaited
- (2) The Handloom Finance Corporation of Kerala do not satisfy the criteria laid down by the Reserve Bank of India for getting refinancing facilities. As such the refinancing facility sought for by the Corporation will not be available.
- (3) It has not been found possible to afford any assistance to the State in addition to the Central Assistance already being given for the development of Plan Schemes on the basis of the State's Annual Plans.

REPORT OF LAW COMMISSION REGARDING DISPOSAL OF ARREARS IN SUPREME COURT

1269. **SHRI C. T. DHANDAPANI:** Will the Minister of LAW AND JUSTICE be pleased to state whether Law Commission has submitted an exhaustive Report to Government suggesting measures to tackle the problem of arrears in the Supreme Court and if so, the action taken by Government in this regard?

THE MINISTER OF LAW & JUSTICE AND PETROLEUM & CHEMICALS (SHRI H. R. GOKHALE): No exhaustive report suggesting measures to tackle the problem of arrears in the Supreme Court has been submitted by the Law Commission. Certain general recommendations relating to the Supreme Court were made by them in Chapter 5 of their 14th Report on "Reform of Judicial Administration" which was submitted in 1958. These recommendations were examined by the Government and action was taken to the extent called for.

COTTON GINNING MILL AT KAKDWIP

1270. **SHRIMADHURYA HALDAR:** Will the Minister of FOREIGN TRADE be pleased to state

(a) whether the Cotton Ginning Mill at Kakdwip has been set up?

(b) the estimated cost of the mill, and

(c) the employment capacity and ginning capacity of the mill?

THE DEPUTY MINISTER IN THE MINISTRY OF FOREIGN TRADE (SHRI A. C. GEORGE): (a) Construction work is in progress and is expected to be completed before the commencement of next marketing season of kapas

(b) Rs. 2.5 lakhs.

(c) Mill will employ forty men and its total working capacity in two shifts for five months is 2000 tonnes.

SUPPLY OF PRE-COOKED AND PRE-PACKED FOOD TO PASSENGERS IN TRAINS

1271. **SHRI P. VENKATASUBBAIAH:** Will the Minister of RAILWAYS be pleased to state:

(a) whether Government propose to extend the scheme for supplying pre-cooked and pre-packed food to passengers in trains, as provided by the Western Railway, to all other Zones; and

(b) if so, the time by which it will be done?

THE MINISTER OF RAILWAYS (SHRI K. HANUMANTHAIYA): (a) and (b). A Pilot Project for supplying pre-cooked and prepacked food to passengers on Nos. UP/4 DN Frontier Mails is proposed to be introduced shortly. The question of extending the scheme to other trains on the Railways will depend on the results of the experiment and the extent of patronage.

IMPROVEMENT IN WORKING OF TARIFF COMMISSION

1272. SHRI P. VENKATASUBBAIAH: Will the Minister of FOREIGN TRADE be pleased to state:

(a) whether Government propose to improve the scope and effectiveness of the work of the Tariff Commission?

(b) if so, the steps taken in this direction and the improvements proposed to be made; and

(c) the stage at which the matter stands at present?

THE DEPUTY MINISTER IN THE MINISTRY OF FOREIGN TRADE (SHRI A. C. GEORGE): (a) to (c). The question of re-defining the scope and functioning of the Tariff Commission is receiving the attention of Government.

SPECIAL RAILWAY SALOONS FOR GOVERNORS

1273. SHRI CHANDRA SHEKHAR SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) how many of the Governors have their special railway saloons; and

(b) the annual expenditure on their maintenance?

THE MINISTER OF RAILWAYS (SHRI K. HANUMANTHAIYA): (a) Three.
(b) About Rs. 9,000/- for each Saloon.

भीलवाड़ा का विद्युतीकरण

1274. डा० संकटा प्रसाद: क्या सिंचाई और विद्युतमंत्री यह बताने की कृपा करेंगे कि:

(क) क्या केन्द्रीय सरकार ने भीलवाड़ा के विद्युतीकरण की कोई योजना तैयार की है;

(ख) यदि हाँ, तो इस पर कितना खर्च होगा; और

(ग) इस योजना से कितने लोग लाभान्वित हो सकेंगे?

सिंचाई और विद्युत मंत्रालय में उपमंत्री (श्री बंजनाथ कुरील): (क) में (ग). ग्राम विद्युतीकरण निगम ने, जो कि भारत सरकार का सरकारी सेक्टर का उपक्रम है, फरवरी, 1972 में राजस्थान राज्य बिजली बोर्ड को एक स्कीम स्वीकार की है जो कि भीलवाड़ा जिले की महरा, मंडल और रायपुर की तीन पंचायत समितियों के संबंध में है। इस स्कीम के अन्तर्गत लगभग 24200 (1961 में की गई जनगणना) की जनसंख्या वाले 45 ग्रामों और 1818 सिंचाई पम्पसेटों को बिजली देने और 101 कृषि उद्योगों लघु उद्योगों को बिजली के कनेक्शन देने के लिए 60.5 लाख रुपये की ऋण सहायता दी जानी है।

उत्तर रेलवे की मीटर गेज गाड़ियों में स्लीपर कोचों की संख्या में वृद्धि

1275. डा० संकटा प्रसाद: क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार ने उत्तर रेलवे की मीटर गेज गाड़ियों में स्लीपर कोचों की संख्या में वृद्धि करने का निर्णय किया है; और

(ख) यदि हाँ, तो क्या अन्य रेलों में भी स्लीपर कोचों की संख्या में वृद्धि की जावेगी?

रेल मंत्री (श्री को. हनुमन्तैया) : (क) और (ख). जी हां, यह स्वीकृत नीति है कि ट्रंक लाइन पर लम्बी दूरी वाली सवारी गाड़ियों में अधिकाधिक शयनयानों की व्यवस्था की जाय।

STEPS TO MAKE DRY FRUITS AVAILABLE AT CHEAPER RATES

1276. SHRI NIHAR LASKAR : Will the Minister of FOREIGN TRADE be pleased to state :

(a) whether Government propose to take any steps to end the concentration of dry fruits trade in a few hands and to eliminate profiteers and middle-men from this trade;

(b) if so, an outline of the proposal; and

(c) the measures taken to make dry fruits available to the public at cheaper rates?

THE DEPUTY MINISTER IN THE MINISTRY OF FOREIGN TRADE (SHRI A.C. GEORGE). (a) to (c) Bulk of dry fruits are imported into India from Afghanistan. In order to ensure that the trade in dry fruits is not concentrated in a few hands, import of dry fruits from Afghanistan, under the provision of the Indo-Afghan Trade Arrangement signed in New Delhi on Feb. 20, 1972, will not now be confined to "approved importers" only. It has been decided to consider applications for imports of dry fruits from Afghanistan from any person subject to certain safeguards. It is hoped that this will bring down the prices of fruits in India, and also result in diversification of India's exports to Afghanistan.

IRRIGATION CESS TO RAISE RESOURCES TO FINANCE IRRIGATION WORKS

1277. SHRI NIHAR LASKAR :
SHRI P.M. MEHTA :

Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether the Irrigation Commission has favoured the levy of an Irrigation Cess in view of the necessity to raise resources to finance irrigation works;

(b) whether a similar step had been recommended by certain other Committee also; and

(c) the steps taken to implement this suggestion?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI B. N. KUREEL): (a) The Irrigation Commission have not yet submitted their report.

(b) The Nijalingappa Committee set up by the Government of India in 1964 recommended that the water rates might initially be fixed as a suitable percentage ranging from 25 to 40 of the additional net benefit per acre derived by the farmers and where such data on additional net benefits are not available, the same may be fixed at 5 to 12 per cent of the gross income of the farmers. The committee also recommended that in States where irrigation charges were optional, there should be a charge to be levied on the entire culturable command area to cover at least the maintenance and operation charges. On carrying out actual irrigation, this facility charge paid in respect of the area should be deducted from the total irrigation dues for the year and should form part of the water rates.

(c) The recommendations of the Nijalingappa Committee were commended to the State Governments for adoption. The question of increase in water rates was since discussed on several occasions with the State Governments at various levels. In view of the need to raise additional resources and in pursuance of the policies already accepted, the State Governments have been urged to fix water rates in an equitable way so as to meet the maintenance and operation charges and interest at the rate of 2-1/2% and that the increased rate may be collected after providing for a transition period.

REPORT OF STUDY-CUM-SALES TEAM TO E.E.C.

1278: SHRI P.A. SAMINATHAN: Will the Minister of FOREIGN TRADE be pleased to state the action taken by Government on the Report submitted by the Study-cum-Sales team consisting of 4 non-official exporters, which visited E.E.C. countries for the purpose of exploring markets for Indian handicrafts?

**THE DEPUTY MINISTER IN THE MINISTRY OF FOREIGN TRADE
(SHRI A. C. GEORGE)**

Recommendations of the Study cum-sales Team to E.E.C. Countries	Action taken
(a) There is need for keeping delivery schedules of goods ordered from abroad;	(a) The need for this has all along been emphasised on the entire export section of Handicrafts.
(b) Publicity for Indian handicrafts abroad should be given more attention.	(b) Various measures for publicity have been taken by the All India Handicrafts Board from time to time, such as films on different crafts, brochures and pamphlets on individual crafts, Directory of Exporters, handicrafts calendars etc. etc.
(c) A Central Show Room for Handicrafts may be set up, and	(c) This idea is already covered up in Crafts Museum.
(d) Buying teams from abroad may be invited to India.	(d) Individual buyers have been coming to India, but proposals regarding inviting of buyers teams have still to be received.

REPORT OF STUDY-CUM-SALES TEAM TO JAPAN

1279. **SHRI P.A. SAMINATHAN:** Will the Minister of FOREIGN TRADE be pleased to state the action taken on the report of the Sales-cum-Study Team headed by Shri S.K. Guha, Development Commissioner for Handicrafts that visited Japan in July, 1970?

THE DEPUTY MINISTER IN THE MINISTRY OF FOREIGN TRADE (SHRI A.C. GEORGE): The suggestions contained in the report for boosting of our exports were circulated to the Regional Exporters Associations of Handicrafts, State Governments, and all other Institutions concerned with the exports of handicrafts with a view to acquainting them with the conditions in the Japanese Market and the prospects for exports there. Further, the Market Extension Centres of the All India Handicrafts Board have been entrusted with added responsibilities to work as Handicrafts Service Centres on the basis of the idea of the Japanese Design Institute.

ADEQUACY OF RETIRING AND DORMITORY TYPE OF ROOMS AT PATNA CITY RAILWAY STATION

1280. **SHRI MD. JAMILURRAHMAN:** Will the Minister of RAILWAYS be pleased to state:

(a) whether the Retiring and dormitory type of rooms and waiting rooms available at Patna City Railway Station are adequate to meet the needs of the passengers; and

(b) if not, the reaction of Government thereto?

THE MINISTER OF RAILWAYS (SHRI K. HANUMANTHAIYA): (a) and (b). There are no Retiring Rooms at Patna City Railway Station. To meet the requirements of the passengers provision for one Retiring Room with 2 beds and one Dormitory with 4 beds has been made by Eastern Railway in their Works Programme for 1971-72. The Waiting room accommodation at Patna City Station is considered adequate for the needs of the passengers.

INSPECTION VISIT OF PATNA CITY RAILWAY STATION

1281. **SHRI MD. JAMILURRAHMAN:** Will the Minister of RAILWAYS be pleased to state:

(a) whether the Divisional Superintendent & Incharge of Patna City Railway Station has paid inspection visits to the Station; and

(b) if so, when?

THE MINISTER OF RAILWAYS (SHRI K. HANUMANTHAIYA) (a) Yes (b) During the period from April, 1971 till date Patna City Railway Station was visited by the Divisional Superintendent on four occasions viz 19-6-1971, 21-6-1971, 8-7-1971 and 11-12-1971

EXPORT LICENCES ISSUED TO INDUSTRIAL HOUSES

1282. KUMARI KAMLA KUMARI Will the Minister of FOREIGN TRADE be pleased to state

(a) the number of export licences issued to 20 big industrial houses with special reference to TATAS, SAHU JAIN, MAHENDRA AND MAHENDRA, BIRLAS AND D C M during 1971, and

(b) the values and period for which these were issued?

THE DEPUTY MINISTER IN THE MINISTRY OF FOREIGN TRADE (SHRI A C GEORGE) (a) and (b) Export licences are issued in the name in which the business is carried on and not in the name of the person/persons groups or houses who own/control the business. Therefore the information asked for is not being maintained. However, particulars of all licences issued by the Import and Export Trade Control Organisation or published in the Weekly Bulletin of Industrial Licences, Import licences and Export licences, copies of which are sent to the Parliament Library.

IMPORT LICENCES ISSUED TO VARIOUS CONCERNS

1283. KUMARI KAMLA KUMARI Will the Minister of FOREIGN TRADE be pleased to state

(a) the number of import licences issued to TATAS, SAHU JAIN, DAI MIA, BIRLAS AND MAHENDRA in the year 1970-71 along with the values of each licence; and

(b) the number of these licences issued on emergency basis and the reasons of such licences?

THE DEPUTY MINISTER IN THE MINISTRY OF FOREIGN TRADE (SHRI A.C. GEORGE): (a) and (b), Import

licences are issued in the name in which the business is carried on and not in the name of the person/persons/groups or houses who own/control the business. Therefore, the information asked for is not being maintained. However, particulars of all licences issued (but without distinction as to whether they were issued on emergency basis or not) by the Import and Export Trade Control Organisation are published in the Weekly Bulletin of Industrial Licences, Import Licences and Export licences, copies of which are sent to the Parliament Library.

WAGON QUOTA FOR GARHWA AND GARHWA ROAD STATIONS (EASTERN RAILWAY)

1284 KUMARI KAMLA KUMARI Will the Minister of RAILWAYS be pleased to state

(a) the number of wagons loaded from Garhwa and Garhwa Road Railway Stations in District Palamu (Eastern Railway) during the last two years, year wise

(b) whether the quota of wagons per month which has been fixed for these Railway Stations has met the demand for wagons there, and

(c) whether Government propose to increase the quota of wagons for these Railway Stations?

THE MINISTER OF RAILWAYS (SHRI K. HANUMANTHAIYA) (a) Number of wagons loaded ex Garhwa and Garhwa Road Stations during 1970 and 1971 were as under -

	1970	1971
Garhwa	1197	879
Garhwa Road	960	886

(b) No quota had been fixed for movement of goods traffic from these stations as no quota of wagons are fixed for any individual station.

(c) Does not arise. Movement of goods offered will be arranged according to priority on the basis of wagons available.

UPGRADATION OF EASTERN RAILWAY BOY'S HIGH SCHOOL, (KHAGAU DANAPUR)

1285 SHRI RAMAVATAR SHASTRI: Will the Minister of RAILWAYS be pleased to state

(a) whether Government are aware that Railway employees residing at Khagaul (Danapur) in Eastern Railway have to face lot of difficulty in having their children admitted to Colleges at Patna, Bihta and Arrah;

(b) if so, whether Government propose to upgrade the Eastern Railway, Boy's High School at Khagaul (Danapur) to the level of Intermediate College; and

(c) if, so, when?

THE MINISTER OF RAILWAYS SHRI K. HANUMANTHAIYA: (a) No.

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

SERVICE OPPORTUNITIES TO SONS AND DEPENDENTS OF RAILWAY EMPLOYEES

1286. SHRI RAMAVATAR SHASTRI: Will the Minister of RAILWAYS be pleased to state:

(a) whether sons and dependents of the Railway employees were given special preference in employment in Railway services in the past;

(b) whether in the Central Government sons and dependents of their employees are given special preference in the matter of employment even at present.

(c) whether a large number of sons and dependents of Railways employees are unemployed; and

(d) if so, whether Government propose to give similar preference to them in Railway Services again?

THE MINISTER OF RAILWAYS SHRI K. HANUMANTHAIYA: (a) and (b). After the commencement of the Constitution it is not permissible to give any preference in the matter of employment for sons and dependents of Railway employees.

(c) No statistics are maintained.

(d) Does not arise.

CHANNEL OF PROMOTION OF STATION MASTERS/ASSISTANT STATION MASTERS

1287. SHRI RAMAVATAR SHASTRI: Will the Minister of RAILWAYS be pleased to state

(a) whether the Railway Board have come to tentative decisions not to promote Assistant Station Masters to the post of RTAs; and of other categories of staff (guards etc.) to higher grade posts of S. Ma. and A.S. Ms;

(b) whether the sub-Committee constituted by the authorities with nominees of All India Railway men's Federation and National Federation of Indian Railwaymen for this purpose has submitted its report on channel of promotion of Station Masters/Assistant Station Masters; and

(c) if so, the latest orders of Railway Board thereon?

THE MINISTER OF RAILWAYS (SHRI K. HANUMANTHAIYA): (a) to (c). The report of the Sub-committee constituted by the Departmental Council under the Joint Consultative Machinery has been accepted by the Government. Accordingly, the system of Relieving Transportation Assistant (R.T.As) in vogue on Eastern, Northern and South Eastern Railways is to be abolished. Instructions are under issue to the effect that posts of Station Masters and Assistant Station Masters upto and inclusive of scale Rs. 250-380 (AS) should be filled by promotion of Station Masters/Assistant Station Masters in the lower grade subject to 25% of the vacancies in grade Rs. 250-380 (AS) being filled by direct recruitment of Traffic Apprentices.

NATIONALISATION OF FOREIGN TRADE

1288. SHRI CHINTAMANI PANIGRAHI: Will the Minister of FOREIGN TRADE be pleased to state:

(a) whether Government have any proposals to nationalise foreign trade; and

(b) if so the salient features thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF FOREIGN TRADE (SHRI A.C. GEORGE): (a) and (b). It is the policy of Government to increase progressively the role of State agencies in the import and export trade of the country. About 70 per cent of the import trade and over 10 per cent of export trade has already been canalised through State Trading Agencies.

Government has been undertaking studies of various commodities with regard to their suitability for canalisation and will canalise as much of foreign trade through State Agencies as is found feasible.

**DEPOSIT OF SECURITY MONEY BY
REFRESHMENT ROOM CONTRACTOR AT
FATEHPUR RAILWAY STATION**

**1289. SHRI S.M. BANERJEE:
SHRI CHANDRIKA PRASAD:**

Will the Minister of RAILWAYS be pleased to state:

(a) whether Refreshment Room Contractor of Fatehpur Railway Station (Allahabad Division) had paid security money to the dealing Assistant in Commercial Section of D.S. Office for contract for the year 1969 and earlier and whether it was not deposited in the Railway Treasury;

(b) whether the Contractor continued to run the Refreshment Room in 1969 and in the preceding years;

(c) if so, the official responsible therefor; and

(d) whether any enquiry has been held in the matter, and if so, the action taken thereon?

THE MINISTER OF RAILWAYS (SHRI K. HANUMANTHAIYA): (a) to (d). The Refreshment Room contract at Fatehpur railway station was awarded to M/s H.R. Chopra and Sons with effect from 1-2-1967. The contractors did not deposit the security money and when asked to furnish the deposit particulars, it was advised by them that the amount of security money had already been paid by them to some Head Clerk of Divisional Office Allahabad. The matter was enquired into by the Railway Administration but the contractor's statement having paid the amount to some clerk in the Divisional Superintendent's office remains unsubstantiated. The staff held responsible for not keeping a watch that the money was deposited by the contractor before he started work are being taken up. The security amount and other Railway dues are being recovered from the contractor. Remedial steps to stop recurrence of such lapses have also been taken by the Northern Railway Administration.

TRADE BETWEEN INDIA AND NORTH KOREA

1290. SHRI S. M. BANERJEE: Will the Minister of FOREIGN TRADE be pleased to state the volume of trade between India and North Korea in 1971 as compared to that in 1970?

THE DEPUTY MINISTER IN THE MINISTRY OF FOREIGN TRADE (SHRI A.C. GEORGE): The information is being collected and will be laid on the Table of the House.

**SUPPLY OF HINDI TEXTS OF LAWS TO VARIOUS
LAW COURTS AND CONCERNED DEPARTMENTS**

1291. SHRI S. C. SAMANTA: Will the Minister of LAW AND JUSTICE be pleased to state:

(a) the arrangements made for the supply of Hindi text of laws to the various Law Courts in the centrally administered areas in particular and in the country as a whole in general;

(b) the facilities of stenographic assistance being provided to the judges to write the Judgments in the Official Language of the Union, if they so desire; and

(c) the arrangements made for making available the Hindi texts of laws to the Police and other Departments concerned?

THE MINISTER OF STATE IN THE MINISTRY OF LAW AND JUSTICE (SHRI NITIRAJ SINGH CHAUDHARY): (a) and (c). The Official Language (Legislative) Commission in the Ministry of Law and Justice prepares authorised Hindi translations of Central Acts etc. and these translations are published under the authority of the President in the Official Gazette in the pursuance of the provisions of section 5 of the Official Languages Act 1963. The Translations are priced publications and can be obtained by State Governments/Union Territory Administrations/Courts/Police and other Departments who require them, from the Manager, Government of India Publications Branch, Delhi.

(b) The Government of India is not concerned with the appointments made in courts to enable judges to write judgments in Hindi.

**CHANGE IN DESIGN OF BALLOT PAPERS USED
IN RECENT ASSEMBLY ELECTIONS IN GUJARAT**

1292. SHRI PRABHUDAS PATEL: Will the Minister of LAW AND JUSTICE be pleased to state,

(a) the total number of ballot papers required for Gujarat State during the Assembly Elections;

(b) whether the change in the form and design of the ballot papers created difficulties for the majority of voters;

(c) whether there were large number of complaints in regard to defective ballot papers in that State; and

(d) whether the new system was found satisfactory?

**THE MINISTER OF STATE IN THE
MINISTRY OF LAW AND JUSTICE
(SHRI NITIRAJ SINGH CHAUDHARY)**

(a) 1,29,30,500 ballot papers

(b) No, Sir

(c) One complaint regarding the design of the ballot paper was received by the Election Commission

(d) Yes, Sir.

**SAFETY OF TRACK FROM FLOOD WATERS IN
GUJARAT**

1293. SHRI PRABHUDAS PATEL: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railway track in Gujarat is generally submerged in flood waters; and

(b) if so, the steps being taken in this regard?

**THE MINISTER OF RAILWAYS
(SHRI K. HAMUMANTHIAIA)** (a) and (b). Certainly this of Railway lines which are located in dips, get submerged when there is heavy and sustained rainfall. On Bombay-Baroda trunk route, where flood damages have occurred in the past, schemes for remedial measures have been drawn up and are expected to be completed in the course of next three years. On Ahmeda-

bad Botad M.G. Section, dip No. 4 is being eliminated by a high level bridge.

RECOMMENDATIONS OF IRRIGATION COMMISSION

1294. SHRI PRABHUDAS PATEL: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) the recommendations made by Irrigation Commission; and

(b) how many of these have been accepted by Government?

**THE DEPUTY MINISTER IN THE
MINISTRY OF IRRIGATION AND
POWER (SHRI B. N. KURELI)** (a) and (b) The Irrigation Commission have not yet submitted their report.

**MODE OF ISSUING INVOICES FOR TOBACCO
EXPORTS**

1295. SHRI SAT PAL KAPUR: Will the Minister of FOREIGN TRADE be pleased to state

(a) the mode of issuing invoices by the Indian Leaf Tobacco Development Co. Ltd. against the quantity of tobacco exported to UK and to its other associate companies in other countries and buyers other than their associate in different countries; and

(b) the prices obtained against the exports of different grades of tobacco to different countries during the last three years?

**THE DEPUTY MINISTER IN THE
MINISTRY OF FOREIGN TRADE (SHRI
A. C. GORGE)** (a) There are no special instructions for the issue of invoices by the Indian Leaf Tobacco Development Co. Ltd. The normal rules of procedure apply to all firms equally.

(b) The Government do not publish statistics regarding prices obtained by individual parties against exports. As these are minimum export prices for different grades of tobacco, no company can export at prices less than those prescribed by the Government.

MODE OF TOBACCO MARKETING

1296. SHRI SAT PAL KAPUR: Will the Minister of FOREIGN TRADE be pleased to state:

(a) the mode of sale of Indian leaf tobacco to UK, USSR, Japan and other countries; and

(b) whether the prices are settled and contracts of sale signed before shipment in all such cases?

THE DEPUTY MINISTER IN THE MINISTRY OF FOREIGN TRADE (SHRI A.C. GEORGE): (a) Exports are freely allowed by all categories of exporters.

(b) Government have prescribed minimum floor prices for tobacco and nobody can sell at a price less than that.

IMPLEMENTATION OF EXPORT POLICY RESOLUTION

1297. SHRI N. K. SANGHI.

SHRI P. M. MITTA.

Will the Minister of FOREIGN TRADE be pleased to state:

(a) whether Government have made any analysis regarding the implementation of the Export Policy Resolution during its eighteen months' operations;

(b) if so, the spheres where Public Sector export agencies have given a fillip to the exports;

(c) the spheres where the Public Sector export agencies have failed to come up to the expectations; and

(d) the steps Government propose to take to remedy the shortcomings?

THE DEPUTY MINISTER IN THE MINISTRY OF FOREIGN TRADE (SHRI A.C. GEORGE): (a) The progress in implementation of the Export Policy Resolution is being evaluated on a continuous basis.

(b) to (d). The public sector agencies are playing an expanding developmental role in supplementing the export effort of the private sector. These agencies are largely concentrating on the export of non-traditional goods and on securing new markets for our exports. The STC's exports increased from Rs. 55 crores in 1969-70 to Rs. 71 crores in 1970-71. Nearly 50 per cent of exports of the STC are products of the small scale sector. The MMTC's exports consisting largely of iron ore and manganese ore increased from Rs. 91 crores in 1969-70 to Rs. 106 crores in 1970-71. The canalisation of exports of iron ore through MMTC has helped to work out integrated strategies for

the development of production and exports. The Handicrafts and Handlooms Export Corporation which handles exports of handicrafts and handlooms has through its promotional activities particularly helped the export of costume jewellery and ready-made fashionware. A new Corporation, named Projects and Equipment Corporation was set up as a subsidiary of the STC in April 1971. It is designed to specialise on long value contracts and turn key projects in the fields of railway systems, public utilities industrial plants and projects. The tea Trading Corporation has been set up recently to develop export of packaged tea.

INTRODUCTION OF A NIGHT TRAIN FROM BADARPUR TO LUMDING

1298. SHRIMATI JYOTSNA CHANDA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government propose to introduce night train from Badarpur to Lumding (Northeast Frontier Railway); and

(b) if so, the time by which it will be introduced?

THE MINISTER OF RAILWAYS (SHRI K. HANUMANTHAIYA): (a) and (b). 203/204 Dharmanaguri-Lumding passenger has already been re-introduced to run during night with effect from 1-3-1972.

INABILITY OF RAILWAY PROTECTION FORCE TO CURB INCIDENCE OF PILFERAGE AND THEFTS

1299. SHRI N. K. SANGHI: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have analysed the reasons as to why the Railway Protection Force has not been able to curb the incidence of pilferage and thefts on the Railways; and

(b) if so, the outcome of the analysis and the steps proposed to be taken in the matter?

THE MINISTER OF RAILWAYS (SHRI K. HANUMANTHAIYA): (a) Yes.

(b) The High Powered Committee on Security and Policing on Railways, appointed by the Government in 1966, enquired into the working of the R.P.F.

According to their analysis, the causes contributing to the ineffectiveness of the R.P.F. in curbing the menace of thefts and pilferages of railway property on the Railways, are mainly as follows:-

- (i) Lack of requisite legal powers of the R.P.F.
- (ii) Duality of control over prevention, detection, investigation and prosecution of railway crimes i.e. one by G.R.P. and the other by R.P.F.
- (iii) Organisational defects in respect of recruitment, promotion, disciplinary control, conditions of service etc. of Superior Officers and members of the Force.
- (iv) Defects in the working methods in respect of assignment of duties and working of different Branches of the Force.
- (v) Inadequacy of supervisory staff and armed personnel in the Force.

The steps proposed to be taken are the re-organisation of various Branches of the Force, the modifications of existing rules and regulations in respect of recruitment, promotion, disciplinary control, etc. the enhancement of legal powers of the Force by amending the R.P.F. Act, 1957 and R.P. (U.P.), Act, 1966 and Indian Railway Act, 1890. Besides these, it is proposed to make certain changes in the working methods and in the administrative set up of the Force at Divisional and Headquarters level on the Railways.

SETTING UP OF AN INDEPENDENT SECRETARIAT FOR CENTRAL ELECTRICITY AUTHORITY

1300. SHRI D.P. JADEJA: Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether an independent secretariat has been set up for the Central Electricity Authority; and

(b) if so, the composition thereof ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI B.N. KUREEL): (a) and (b). The question of setting up full time

Organisation for the Central Electricity Authority including secretariat is under consideration.

BROAD GAUGE LINE CONNECTION FOR JAMNAGAR

1301. SHRI D.P. JADEJA: Will the Minister of RAILWAYS be pleased to state.

(a) whether there is a proposal to connect Jamnagar with broad gauge line; and

(b) if so, an outline thereof and by what time the work will be done?

THE MINISTER OF RAILWAYS (SHRI K. HANUMANTHAIYA): (a) Yes.

(b) Conversion of the Viramgam-Okha-Porbandar (with Jamnagar-Bedi and Kanalus-Sikka branch lines) metre gauge line into broad gauge has been sanctioned and the work is in progress. The total length to be converted is 557 kms. and its estimated cost Rs. 42.93 crores. This conversion will connect Jamnagar with broad gauge. The work will be completed in five years.

SHORTFALL IN ELECTRIC TRACTION DURING FOURTH PLAN

1302. SHRI D.P. JADEJA: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is likelihood of shortfall in the electric traction extension during the Fourth Plan Period; and

(b) if so, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI K. HANUMANTHAIYA): (a) Yes.

(b) Due to track lifting works on the Western Railway necessitated by heavy floods.

INCENTIVE BONUS SCHEME FOR RAILWAY WORKSHOPS

1303. SHRI D.P. JADEJA:
SHRI VEKARIA:

Will the Minister of RAILWAYS be pleased to state:

(a) whether an Incentive Bonus Scheme has been introduced in Railway Workshops; and

(b) if so, an outline thereof?

THE MINISTER OF RAILWAYS (SHRI K. HANUMANTHAIYA): (a) Yes.

(b) The incentive bonus scheme has been designed to afford monetary incentives to workers who should exceed a minimum level of output. The salient features of this system of payment by results are as follows:

- (i) Time is a yardstick for measuring work and productivity is based on that unit.
- (ii) The allowed times are computed from basic data built up by analytical method and include allowances for general handling, gauging (where necessary) and fatigue and an overall allowances of 33-1/3% for profit so that a workman of average ability is enabled to earn 33-1/2% over and above his basic wages in respect of the period spent on piece work jobs.
- (iii) Ceiling limit on profit is fixed at 50% of the standard basic wages earned in respect of each piece work job.
- (iv) Supervisors and essential indirect workers (in the shops in which piece work system is working) participate in piece work profits. Mistries earn the average percentage of profit earned by the direct workers in the particular shops, Chargemen and essential indirect workers get profit at 80% of that figure.
- (v) The basic wages of an artisan are guaranteed irrespective of his piece work results, but losses incurred during any particular month are adjusted against profits made during the same month.
- (vi) Only that work which conforms to laid down standards and passes inspection is paid for.
- (vii) The Administration reserves the right to vary the standard timings if improved machine tools are installed or other time saving devices are introduced and also if there is any error in computation or in printing.

(viii) In case an operator changes the method of manufacture on his own initiative resulting in quicker production and intimates the new method to the Administration, he is compensated by the grant of a reward equivalent to the expected saving in terms of his standard basic wages for six months if on investigation the new method is found to have the advantages claimed, and the allowed time is revised accordingly.

दरभंगा-सकरी-निर्मली और सकरी-जयनगर रेलवे लाइनों को बड़ी रेलवे लाइन में परिवर्तित करना

1304. श्री जगन्नाथ मिश्र: क्या रेल मंत्री यह बताने की कृपा करेंगे कि पूर्वोक्त रेलवे की दरभंगा-सकरी, सकरी-निर्मली और सकरी-जयनगर मीटर गेज लाइनों को कब तक बड़ी रेलवे लाइनों में परिवर्तित कर दिया जायेगा ?

रेल मंत्री (श्री के० हनुमन्तैया) : इन खण्डों को बड़ी लाइन में बदलने के लिए अभी विचार नहीं है।

INTRODUCTION OF EXPRESS RAIL SERVICE FROM DARBHANGA TO PATNA

1305. SHRI JAGANNATH MISHRA: Will the Minister of RAILWAYS be pleased to state :

(a) whether there is a long-standing demand from the public of North Bihar for an Express Rail Service from Darbhanga to Patna both ways; and

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

THE MINISTER OF RAILWAYS (SHRI K. HANUMANTHAIYA): (a) Yes.

(b) Whereas in introduction of an additional train between Darbhanga and Patna is economically not found justified, conversion of an existing passenger train into an Express train by withdrawal of stoppages would cause inconvenience to passengers on those sections.

**ACTION ON VARIOUS STUDIES CONDUCTED BY
FOREIGN TRADE MINISTRY**

1306. SHRI V. MAYAVAN. Will the Minister of FOREIGN TRADE be pleased to state the action taken on the studies conducted by his Ministry regarding carpet industry in Bhadohi, Mirzapur, Jaipur and Agra art metalware industry at Moradabad and other important centres, and certain crafts in Mysore State?

THE DEPUTY MINISTER IN THE MINISTRY OF FOREIGN TRADE (SHRI A.C. GEORGE) As a result of the studies conducted by the All India Handicrafts Board under the aegis of Ministry of Foreign Trade, besides various developmental and promotional activities for carpet industry, art metalware industry and Mysore crafts the following deserve special mention

1. Carpets

- (i) Five Weavers' Training Centres have been started in different regions of the country
- (ii) Minimum price of carpets for exports has been raised,
- (iii) Standard for Quality Control of Hamadan type of carpets is being introduced,
- (iv) Provision for common facility centres for dying, lustre washing and Drying is being made

2. Art Metalwares Industry :

- (i) A Common Facility Lacouring Centre for Art Metalwares at Moradabad has been set up,
- (ii) Marketing Extension Centres have been set up at Moradabad and Nagarcoll,
- (iii) New Designs for metalwares have been evolved by the Board's Design Centres

3. Mysore Crafts :

- (i) The Design Centre Bangalore, has been feeding handicrafts of Mysore in new designs;
- (ii) A depot for Sandalwood was set up by the Board;
- (iii) The Central Handicrafts Development Centres of the Board at

Bangalore has been providing technical assistance in improvement of tools and techniques,

- (iv) The Board has assisted the Bangalore Arts and Crafts Emporium in improvement of display and expansion of sales.

किसानों को सिंचाई के पानी की सप्लाई

1307 श्री मूलचन्द्र डागा : क्या सिंचाई और बिद्युत मंत्री यह बताने की कृपा करेंगे कि .

(क) क्या सरकार ने यह निर्णय लिया है कि अनुसूचित जातियों के किसानों तथा यात्री भूमि वाले किसानों को उन की भूमि की सिंचाई के लिये पूरी मात्रा में पानी सप्लाई करने के मामले में बड़े किसानों के मुकाबले वरीयता दी जायेगी .

(ख) यदि हा, तो क्या सभी राज्यों ने इस निर्णय को क्रियान्वित किया है , और

(ग) इस के क्या कारण हैं ?

सिंचाई और बिद्युत मंत्रालय में उपमन्त्री (श्री बंजनाथ कुरील). (क) से (ग). बृहत् और मध्यम परियोजनाओं में जल का वितरण राज्य सरकारों द्वारा सिंचाई के हेतु भूमि की योग्यता, उसकी कमानगत क्षमता तथा अन्य ऐसे ही तकनीकी विचारों के आधार पर किया जाता है और जहाँ तक व्यवहार्य होता है, सभी सम्भव क्षेत्रों में सिंचाई की सुविधाएँ दी जाती हैं ।

निर्यात निष्पादन के लिए पुरस्कार

1308. श्री मूलचन्द्र डागा : क्या बिदेश व्यापार मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार ने उत्कृष्ट निर्यात निष्पादन के लिए पुरस्कार देने के बारे में 26 नवम्बर, 1969 को कोई कार्यवाही की थी; और

(ख) यदि हां, तो उन फर्मों या बैंकों के नाम क्या हैं जिन्हें निष्पादन के लिये श्रेष्ठता प्रमाणपत्र दिए गए थे और यह प्रमाणपत्र देने के आधार क्या थे ?

विदेश व्यापार मंत्रालय में उप-मंत्री (श्री ए० सी० जार्ज) : (क) अक्तूबर, 1966 से मार्च, 1968 की अवधि के दौरान निर्यातों के क्षेत्र में उत्कृष्ट निष्पादन के लिये विजेताओं को पुरस्कार तथा श्रेष्ठता प्रमाण-पत्र 28 नवम्बर, 1969 को नई दिल्ली में हुए एक विशेष समारोह में दिये गये थे।

(ख) पुरस्कार तथा श्रेष्ठता-पत्र विजेताओं के नाम दर्शाने वाली एक सूची सभा पटल पर रख दी गई है। मन्त्रालय में रखा गया। देखिये सख्या LT—1564/172)

जैसाकि भूतपूर्व वाणिज्य मंत्रालय के मकल्प सं० 11(8)/66-ई० ए० सी०, दिनांक 23 नवम्बर, 1968 (समय-समय पर यथा सशोधित) में दिया गया है, पुरस्कार/श्रेष्ठता प्रमाण-पत्र देने के लिए सामान्य आधार यह है कि फर्म, संगठन, सरकारी निगम जैसे सम्थान, बैंक, समाचार पत्र, पत्रिका, अनुपगामी माल तथा सेवाओं के मभरक अथवा निर्यात व्यापार के विस्तार के लिए किसी व्यक्ति द्वारा विशिष्ट रूप से क्या योगदान किया गया है। किसी पार्टी की पावना निर्धारित करते समय ध्यान में रखी जाने वाली बातों का व्यौरा जैसा कि उमी सकल्प में स्पष्ट किया गया है, इस प्रकार है :—

- (1) जिस उत्पादन का निर्यात पहले नहीं होता था, उनके लिए विदेशों में बाजार विकसित करना।
- (2) सतत आधार पर निर्यात बिक्री में, अधिमानतः गैर-परम्परागत वस्तुओं तथा तैयार उत्पादों के संबंध में, पर्याप्त वृद्धि।

(3) निर्यात व्यापार में किसी नए उत्पाद का सफलतापूर्वक प्रवेश।

(4) उत्पाद विकास।

(5) विदेशी बाजार में, जहाँ स्थितियां विशेष रूप से कठिन हैं, सफलतापूर्वक प्रवेश।

(6) निर्यात बाजारों में किसी वस्तु के बन्द हुए निर्यात को पुनः आरम्भ करना।

(7) विदेश व्यापार समस्याओं के अनोखे तथा सफल समाधान।

(8) अन्तर्राष्ट्रीय विपणन तथा उत्पाद के संवर्धन में किए गए प्रयास, जिनसे सामान्यतः सभी निर्यातों के विस्तार में प्रत्यक्ष रूप से योगदान मिला हो।

(9) निर्यात व्यापार के विस्तार के लिए तथा अन्य वित्तीय सहायता के लिए ऋण उपलब्ध कराने के सम्बन्ध में किए गए प्रयास।

(10) ऐसे बाजार सर्वेक्षण जिनसे सर्वेक्षण किए गए क्षेत्र में निर्यातों में काफी वृद्धि होती हो।

(11) निर्यात निष्पादन अथवा संवर्धन के क्षेत्र में कोई अन्य महत्वपूर्ण योगदान।

निर्यात बढ़ाने के लिए विदेशों में

प्रशिक्षण हेतु भेजे गये मैनेजर

1309. श्री मूलचन्द डागा : क्या विदेश व्यापार मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या निर्यात संवर्धन के क्षेत्र में प्रशिक्षण प्राप्त करने हेतु 1970-71 में अथवा इससे पूर्व कुछ मैनेजरों को विदेशों में भेजा गया था ;

(ख) यदि हा, तो क्या उन के नामों की सूची सभा पटल पर रखी जायेगी; और

(ग) उनके चयन के लिये क्या प्रक्रिया अपनाई गई तथा उन पर कुल कितना व्यय किया गया ?

विदेश व्यापार मंत्रालय में उपमंत्री (धी ए० सी० जार्ज) : (क) जी हा ।

(ख) तथा (ग). एक विवरण सलग्न है ।

विवरण

निर्यात संवर्धन के क्षेत्र में प्रशिक्षण हेतु विदेश भेजे गए निर्यात प्रबन्धकों की एक सूची सभा पटल पर रख दी गई है । [ग्रन्थालय में रखा गया । रेखांक संख्या LT—1565/72]

विभिन्न द्विदेशीय/बहुदेशीय कार्यक्रमों के अन्तर्गत उपलब्ध प्रशिक्षण कोर्सों के लिए निर्यात प्रबन्धकों/कार्यपालकों का चयन आयोजक सरकार/संगठन द्वारा निर्धारित अर्हताओं व शर्तों का ध्यान में रख कर किया जाता है और साथ ही यह भी देखा जाता है कि क्या संबंधित कार्यक्रम कनिष्ठ, मध्यम अथवा वरिष्ठ स्तर के निर्यात प्रबन्ध कर्मिकों के लिए अभिप्रेत है । व्यापारी प्रबन्धक तथा उद्यम के लिए, जहां वह नियुक्त है, विशेषतः निर्यात संबंधी विनिश्चय लेने में उसकी कार्य कुशलता को बढ़ाने की दृष्टि से प्रशिक्षण कार्यक्रम की उपयोगिता को ध्यान में रखा जाता है ।

फैलोशिप के बारे में प्रचार समाचार पत्रों के माध्यम से और (क) निर्यात संवर्धन परिषदों, (ख) वस्तु बोर्डों, (ग) राज्य व्यापार निगमों (घ) राज्य उपक्रमों और (ङ) भारतीय विदेश व्यापार संस्थान को लिख कर किया जाता है । आवेदनपत्रों की आवश्यक जांच के बाद एक उच्च-शक्ति प्राप्त चयन बोर्ड, जिसमें विदेश व्यापार

मंत्रालय, आर्थिक कार्य विभाग, विदेश कार्य मंत्रालय, मंत्रिमण्डल सचिवालय के अधीन विज्ञान तथा प्रौद्योगिकी संबंधी समिति के प्रतिनिधि और भारतीय विदेश व्यापार संस्थान की शासी निकाय का एक सदस्य होता है, अन्तिम चयन के लिए अभ्याषियों का माक्षात्कार करता है ।

जिन सामान्य प्रशिक्षण कोर्सों के लिए उपर्युक्त कसीटी को अपनाया जाता है, उनके अतिरिक्त भारत-जर्मन इंजीनियरी निर्यात संवर्धन परियोजना के अन्तर्गत 1968 से 1971 तक के वर्षों के दौरान निर्यात कार्यपालक पश्चिम जर्मनी को भी भेजे गए थे । इस कार्यक्रम के अन्तर्गत विभिन्न भारतीय इंजीनियरी फर्मों से निर्यात कार्यपालकों के चयन की कमीटी मुख्यतः यह थी कि पश्चिम जर्मन के बाजार में उनके उत्पादों के ग्राह्य होने की भविष्य में कितनी संभाव्यता हो सकती है । इंजीनियरी निर्यात संवर्धन परिषद्, कलकत्ता नामक एक अधिकरण ने, जिसे भारत में परियोजना के कार्यान्वयन का कार्य दिया गया है, चयन करते समय उन फर्मों के प्रतिनिधियों को प्राथमिकता दी जो पश्चिम जर्मनी में आयोजित होने वाली विभिन्न प्रदर्शनियों में अपने उत्पादों को प्रदर्शित भी करेगी । ये चयन विदेश व्यापार मंत्रालय और पश्चिम जर्मन दूतावास के साथ परामर्श करके किये गए थे ।

विदेशों में प्रशिक्षण हेतु अन्तर्राष्ट्रीय यात्रा व्यय सहित दोनों तरफ के लिए छतरांश सामान्यतः आयोजक सरकार/संगठन द्वारा प्रदान की गई थी । भारत-जर्मन इंजीनियरी निर्यात संवर्धन परियोजना के अन्तर्गत दिये जाने वाले प्रशिक्षण के मामलों में प्रायोजक फर्मों को यात्रा व्यय देने के लिये कहा गया था । दोनों ही मामलों में विदेशों में प्रशिक्षण हेतु अन्तिम रूप से चुने गये अभ्याषियों को प्रायोजित करने के

लिए भारत सरकार द्वारा कोई व्यय नहीं किया गया।

**SPECIAL AGENCY FOR FINANCIAL ASSISTANCE
TO SICK TEXTILE MILLS**

1310. SHRI BIRENDRA SINGH RAO:
Will the Minister of FOREIGN TRADE be
pleased to state:

(a) whether there is any proposal under consideration of Government to set up a special agency provide financial assistance to sick and dying textile mills in the country; and

(b) if so, the salient features thereof?

THE DEPUTY MINISTER IN THE
MINISTRY OF FOREIGN TRADE (SHRI
A.C. GEORGE): (a) No, Sir.

(b) Does not arise.

**उच्च न्यायालय के अनिर्णीत मुकदमों
सम्बन्धी समिति की सिफारिशें**

1311. श्री अटल बिहारी वाजपेयी:
क्या बिधि और न्याय मंत्री यह बताने की
कृपा करेंगे कि उच्च न्यायालयों में अनिर्णीत
मुकदमों को निपटाने के संबंध में उपचारात्मक
कार्यवाही का सुझाव देने के लिए भारत के
भूतपूर्व मुख्य न्यायाधीश, श्री जे० सी० झाह
की अध्यक्षता में गठित समिति ने क्या
सिफारिशें की हैं और उन पर सरकार की क्या
प्रतिक्रिया है?

बिधि और न्याय तथा पेट्रोलियम और
रसायन मंत्री (एच० आर० गोखले):
समिति ने अनेक सिफारिशें की हैं जिन का
उद्देश्य —

- (1) सुनवाई के लिए मामले की तैयारी
से पूर्व होने वाले विलंब को घटाना
है;
- (2) कुछ बर्गों के मामलों को जो वर्तमान
व्यवस्था के अधीन उच्च न्यायालयों में

जाते हैं, छांटना और उन्हें अन्य न्याया-
लयों या अधिकरणों द्वारा विचारणीय
बनाना है; और

- (iii) यह सुनिश्चित करना है कि मामलों की
वास्तविक सुनवाई में जितना समय
लगता है, उसे काफी कम किया जा
सके।

समिति ने वादों के मस्थित किए जाने
में वृद्धि होने और लम्बित मामलों को निपटाने
के अनुरूप उच्च न्यायालयों में न्यायाधीशों
की संख्या और बढ़ाने का भी सुझाव दिया है।

समिति की सिफारिशों पर सम्बन्धित
प्राधिकारियों से परामर्श करके विचार किया
जायेगा और सिफारिशों को यथासंभव
कार्यान्वित करने के लिए कदम उठाए जायेंगे।

**COMPLAINTS OF CORRUPTION IN STATE
TRADING CORPORATION**

1312. SHRI K. MALLANNA:
SHRI N. SHIVAPPA:

Will the Minister of FOREIGN TRADE
be pleased to state:

(a) whether Government have received
any complaints of corruption in the State
Trading Corporation;

(b) if so, the nature of complaints received
during the last two years; and

(c) the nature of action taken by Govern-
ment against the persons responsible?

THE DEPUTY MINISTER IN THE
MINISTRY OF FOREIGN TRADE (SHRI
A.C. GEORGE): (a) Yes, Sir.

(b) and (c). The details are furnished in the
statement laid on the Table of the House.
[Placed in Library: See No. LT-1566/71].

**ENQUIRY INTO STRIKE OF DELHI CHARCOAL
IMPORTERS ASSOCIATION**

1313. SHRI M.M. JOSEPH: Will the
Minister of RAILWAYS be pleased to
state:

(a) whether the members of the Delhi
Charcoal Importers' Association were on

strike in February, 1972 in protest against the indiscriminate wharfage and demurrage charges imposed by the Northern Railway Commercial Inspector at Tughlakabad Mineral Siding;

(b) whether any enquiry was held in the matter; and

(c) if so, the outcome thereof and the action taken in this regard?

THE MINISTER OF RAILWAYS (SHRI K. HANUMANTHAIYA). (a) Charcoal merchants stopped un-loading of wagons at and removal of goods from Tughlakabad mineral siding between 28-2-1972 and 17-3-1972 as a protest against the collection of wharfage due, detected on surprise checks conducted by Commercial Inspectors.

(b) Yes.

(c) The demands of the merchants were found untenable. Charcoal merchants have started unloading and removal of charcoal from 18-3-1972. The procedure for taking inventory has been tightened.

REPRESENTATION OF SCHEDULED CASTES SCHEDULED TRIBES ON POSTS OF SUPERINTENDENTS IN LEGISLATIVE DEPARTMENT AND OFFICIAL LANGUAGE LEGISLATIVE COMMISSION

1314. **SHRI G. Y. KRISHNAN.** Will the Minister of LAW AND JUSTICE be pleased to state:

(a) whether there are some posts of Superintendents (Technical Translation) in the Legislative Department of his Ministry and the Official Language (Legislative) Commission;

(b) whether there is no person belonging to the Scheduled Castes/Tribes holding this post; and

(c) if so, the steps being taken to give representation to the persons belonging to the Scheduled Castes/Tribes in these posts?

THE MINISTER OF STATE IN THE MINISTRY OF LAW AND JUSTICE (SHRI NITIRAJ SINGH CHAUDHARY):

(a) Yes, Sir.

(b) No person belonging to the Scheduled Caste, Scheduled Tribes is holding any of these posts.

(c) According to the recruitment rules for the posts of Superintendent (Technical), the post is required to be filled by transfer deputation of officers holding analogous posts under the Central or State Government, failing which by direct recruitment. The post of Superintendent (Translation) is required to be filled by promotion from among the suitable translators in the Ministry of Law, failing which by direct recruitment.

Reservation orders are applicable only when a post is filled by direct recruitment. The post of Superintendent (Translation) has not been filled so far by direct recruitment. Two posts of Superintendent (Technical) were filled by direct recruitment, one in 1969 and the other in 1971. Both posts were treated as 'Unreserved' in accordance with the reservation orders, as only one post each had to be filled in each of the two years mentioned above.

INCREASE IN PASSENGER TRAFFIC ON RAILWAYS

1315. **SHRI G. Y. KRISHNAN:** Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any increase in the passenger traffic on the Railways during this year as compared to the last three years; and

(b) if so, the extent thereof?

THE MINISTER OF RAILWAYS (SHRI K. HANUMANTHAIYA): (a) and (b) The increase in passenger traffic in 1971-72 compared to the last three years is as under:

Year	passengers Originating (Millions)	Percentage increase compared to previous year.	Passenger Kilometres (Millions)	Percentage increase compared to previous year
1968-69	2,213	..	106,940	—
1969-70	2,338	5.69	113,382	6.02
1970-71	2,431	3.96	118,120	4.18
1971-72 (Estimated)	2,480	2.02	121,300	2.69

The passenger traffic measured in terms of passengers originating has increased, on an average, during the last three years at the rate of 3.89 per cent per annum. The rate of increase in the case of passenger kilometres is of the order of 4.30 per cent per annum.

बम्बई-इलाहाबाद और बम्बई-सांसी पैसेंजर गाड़ियों में चोरी तथा जंजीर खींचने की घटनाओं में वृद्धि

1316. श्री गंगा चरण दीक्षित : क्या रेल मंत्री यह बनाने की कृपा करेंगे कि :

(क) क्या बम्बई-इलाहाबाद और बम्बई-सांसी पैसेंजर गाड़ियों में तार की चोरी और जंजीर खींचने की घटनाओं में भारी वृद्धि हुई है;

(ख) यदि हां, तो 1969-70 की तुलना में 1970-71 में श्रेणीवार ऐसी कुल कितनी घटनाएं हुई;

(ग) इन घटनाओं के परिणामस्वरूप सरकार को कुल कितनी हानि हुई, और

(घ) इन घटनाओं में हुई भारी वृद्धि को रोकने के लिये सरकार ने क्या कार्यवाही की है ?

रेल मंत्री (श्री के० हनुमन्तैया) : (क) जी हां। खतरे की जंजीर खींचने की घटनाओं में वृद्धि हुई है।

(ख) कोटि वार घटनाओं की संख्या इस प्रकार है :—

	1968-70	1970-71
तारों की चोरी		
(डाक-तार विभाग की और ऊपरी उपष्कर	460	547
खतरे की जंजीर खींचना	13,197	13,838

(ग) ऊपरी कर्षण तारों की चोरी के कारण रेलों को हुई हानि

	1969-70	1970-71
रुपये	1,743.34	19978.20

(घ) तारों की चोरी की रोकथाम के लिए स्थानीय पुलिस, रेलवे पुलिस और रेलवे सुरक्षा दल प्रभावित क्षेत्रों में गश्त लगाते हैं और एक दूसरे के साथ सम्पर्क स्थापित करते हैं।

खतरे की जंजीर खींचने की घटनाओं को बढ़ने से रोकने के लिए निम्नलिखित कार्रवाई की जा रही है —

- बहुत अधिक प्रभावित गाड़ियों। क्षेत्रों में रेलवे पुलिस और रेलवे सुरक्षा दल के दस्तों द्वारा अचानक छापे मारना।
- जंजीर खींचने के अपराध को हतोत्साहित करने के लिए भारतीय रेल अधिनियम की धारा 10 के अधीन सजा का बढ़ाया जाना।
- खतरे की जंजीर खींचने के लिए जिम्मेदार अपराधियों के बारे में सूचना देने वाले व्यक्तियों को पुरस्कार देना।

CLOSURE OF TEXTILE MILLS

1317 SHRI JYOTIRMAY BOSU: Will the Minister of FOREIGN TRADE be pleased to state:

- the total number of workers in each of the closed cotton textile mills;
- the total looms and spindles in each of the closed mills;
- a State-wise list of Mills which have been declared as permanently closed; and
- a State-wise list of mills which have been taken over by the Government?

THE DEPUTY MINISTER IN THE MINISTRY OF FOREIGN TRADE (SHRI A.C. GEORGE): (a) and (b). Excluding mills considered fit to be scrapped, 52 cotton textile mills were lying closed at the end of January, 1972. A statement giving the required information in respect thereof is laid on the table of the House. [Placed in Library. See No. LT-1567/72].

(c) Presumably the intention is to seek information in respect of those mills which have been considered fit to be scrapped. The names of these mills (State-wise) is laid on the Table of the House. [Placed in Library. See No. LT-1567/72].

(d) A statement of cotton textile mills (including one powerloom unit) the mana-

gement of which has been taken over under the Industries (Development and Regulation) Act is laid on the Table of the House. [Placed in Library. See No LT-1567/72].

This statement also includes those mills the possession of which has yet to be taken over.

PROFIT AND LOSS ACCOUNT OF AND
CONSULTANTS FEE PAID BY DIESEL LOCOMOTIVE
WORKS, VARANASI.

1318. SHRI JYOTIRMOY BOSU: Will the Minister of RAILWAYS be pleased to state:

(a) the total amount paid to the U.S. Firm of Consultants who had been appointed consultants for the Diesel Locomotive Works at Varanasi;

(b) whether this production Unit has achieved self-sufficiency;

(c) if so, to what extent; and

(d) the profit and loss account of this Plant year-wise during the last three years?

THE MINISTER OF RAILWAYS (SHRI K. HANUMANTHAIYA): (a) In terms of the collaboration agreements, the following payments have been made to U.S. Firm of Consultants up to the end of March, 1971:—

(i) \$ 9,15,420.29 (U.S. dollars) to M/s. Alco Products Inc., and M/s. Alco Engines Division, White Industrial Power Inc., USA, towards engineering fee and royalty.

(ii) \$ 31,709.66 (U.S. dollars) plus Rs. 16,46,000 to M/s. Transworld Manufacturing Services Inc., USA, and to their technicians for the services of the technicians deputed to the Diesel Locomotive Works.

(b) Substantial self-sufficiency has been achieved in the manufacture of diesel locomotives at the Diesel Locomotive Works, Varanasi.

(c) The indigenous content of the diesel locomotives produced at the Diesel Locomotive Works, Varanasi has been progres-

sively increased to 85% and sustained efforts are continuing.

(d) Being a departmental Production Unit, the total cost of production of each locomotive is debited to the allottee Railway. The manufacturing accounts, however, are kept separately. There is no 'profit and loss' account.

BALLYGUNGE STATION AS SECOND TERMINAL
STATION (EASTERN RAILWAY)

1319. SHRI JYOTIRMOY BOSU: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have considered the proposal to make "Ballygunge Station" on the Sealdah Division of the Eastern Railway a second terminal station; and

(b) if so, the decision taken in this regard?

THE MINISTER OF RAILWAYS (SHRI K. HANUMANTHAIYA): (a) Yes.

(b) The proposal has not been found feasible.

CONSTRUCTION OF WESTERN KOSI CANAL
PROJECT

1320. SHRI HARI KISHORE SINGH: Will the Minister of IRRIGATION AND POWER be pleased to state whether Government propose to take over the responsibility of construction of the Western Kosi Canal project as a Central Project?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI B.N. KUREEL): Irrigation is a State Subject. The Government of India have, therefore, no proposal to take over the implementation of the Western Kosi Canal Project.

PROGRESS IN EXECUTION OF BAGMATI RIVER
PROJECT

1321. SHRI HARI KISHORE SINGH: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) the progress made in the execution of Bagmati River Project during 1971-72;

(b) whether work on the Project is proceeding according to the schedule;

(c) if not, the reasons for the delay; and

(d) the likely date by which the construction of barrage will be completed.

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI B.N. KUREEL) : (a) to (d). The Bagmati project is in the initial stage of construction. The project is scheduled for completion by the Government of Bihar during the course of Fifth Plan.

DECISION ON BANSAGAR DAM PROJECT

1322. SHRI HARI KISHORE SINGH: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether Government have come to any decision in regard to the Bansagar Dam Project in Madhya Pradesh after receiving the representation from the Government of Bihar; and

(b) if so, an outline thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI B.N. KUREEL) : (a) and (b). The Government of Bihar, Madhya Pradesh and Uttar Pradesh have not yet been able to arrive at a settlement on the proposed Bansagar Dam.

POWERS AND FUNCTIONS OF MEMBERS/ ADDITIONAL MEMBERS

1323. SHRI S.N. MISRA: Will the Minister of RAILWAYS be pleased to state:

(a) the powers and functions of Additional Members *vis-a-vis* Members in the Railway Board;

(b) the Guidelines, if any, laid down for the allocation and transaction of business by the two sets of Members; and

(c) whether the decisions taken by Additional Members are construed as decisions of the Railway Board and if so, whether a copy of the allocation of business rules laid down by Government in this behalf will be laid on the Table?

THE MINISTER OF RAILWAYS (SHRI K. HANUMANTHAIYA) : (a) to (c). The Additional Members have the full authority of Members of the Board in respect of the subjects allotted to them to issue directives to Railways and they ordinarily deal with the Ministers direct. The allocation of business among the Chairman, Financial Commissioner, Members and Additional Members of Railway Board is indicated in paras 205-208 of the Railway Board's Manual of Office Procedure, copies of which are laid on the Table of the House [*Placed in Library See No. LT-1568/72*]. Three of the five posts of Additional Members are at present lying unfilled.

ISSUE OF RETIREMENT PASSES TO GAZETTED AND-GAZETTED OFFICERS

1324. SHRI S.N. MISRA: Will the Minister of RAILWAYS be pleased to state:

(a) the number of retirement Passes issued to a Class II/Class I Railway Officer after putting in service for 15 years, 20 years 25 years and above;

(b) the corresponding number of such passes issued to non-gazetted Railway employees; and

(c) the reasons for the disparity, if any, between the two categories of officials in such cases?

MINISTER OF RAILWAYS (SHRI K. HANUMANTHAIYA) and (a) (b).

The number of retirement passes issued per year is as follows:—

	15 Years.	20 Years.	25 Years.
(i) Class II/I Railway Officers.	Nil	2 sets	3 sets
(ii) Non-gazetted Railway employees.			
Class III	Nil	1 set	1 set (2 sets after 30 years).
Class IV	Nil	Nil	1 set (once in 5 years for self and wife only).

(c) Extension of these privileges to Class IV Staff is of later origin and the decision to limit the concession to them is based on the considerably large number of staff and administrative difficulties involved.

IMPLEMENTATION OF GSP UNDER UNCTAD

1325. SHRI S.R. DAMANI: Will the Minister of FOREIGN TRADE be pleased to state:

(a) which of the EEC countries have communicated their decision to implement the Generalised Scheme of Preferences evolved under the U.N.C.T.A.D;

(b) whether there are any contradictions likely to arise in the British decision to implement them *vis-a-vis* Commonwealth preferences enjoyed by India and the larger policy of the E.E.C; and

(c) their implications on our trade with these countries and how the disadvantages are sought to be removed?

THE DEPUTY MINISTER IN THE MINISTRY OF FOREIGN TRADE (SHRI A.C. GEORGE): (a) All the EEC countries (Belgium, France, Federal Republic of Germany, Italy, Luxembourg and Netherlands) have implemented the EEC's Scheme under the Generalised System of Preferences with effect from 1st July, 1971.

(b) Britain introduced her offers under the G.S.P. with effect from the 1st January, 1972. The British Scheme varies from the EEC Scheme mainly in two respects. No ceilings are applicable to imports from beneficiary developing countries in respect of the items falling under the industrial sector (Chapters 25-99 of the BTN) whereas cotton textiles has been included in the EEC's Scheme, this item has been excluded from the British Scheme.

The Commonwealth preferential arrangements are not affected by the British Scheme under G.S.P. If goods exported from India satisfy the appropriate conditions of origin and consignment, admission to the U.K. under either the Commonwealth Preference or the GSP may be claimed.

(c) The implementation of the British Scheme under GSP dilutes the value of Commonwealth Preference enjoyed by India and

other Commonwealth countries in British market in as much as the Commonwealth developing countries are required to share these preferences with other non-Commonwealth developing countries.

In accordance with the agreed conclusions of the Special Committee on Preferences of UNCTAD, the developing countries which share their existing tariff advantages in some developed countries as a result of GSP would expect new access in other developed countries to provide export opportunities at least to compensate them. We have specifically drawn the attention of the UK Government to this provision.

The EEC's Scheme under the GSP is expected to enable India to enlarge her exports but improvements in certain directions are necessary to make the scheme more effective. We have taken up the matter with the EEC in this regard.

COTTON CONVERSION SCHEME

1326. SHRI S.R. DAMANI. Will the Minister of FOREIGN TRADE be pleased to state the mills chosen for Indo-USSR Cotton Conversion scheme and the production figures since the scheme has been implemented?

THE DEPUTY MINISTER IN THE MINISTRY OF FOREIGN TRADE (SHRI A.C. GEORGE): The contract for the Conversion of Cotton was executed between the Cotton Textiles Export Promotion Council, Bombay and M/s. EXPORTJON, Moscow on 26th January, 1972 and the latter is in process of finalising orders on mills for the bulk of the varieties, awaiting the choice of the former in respect of a few varieties.

NEGOTIATION WITH OTHER COUNTRIES FOR COTTON CONVERSION SCHEME

1327. SHRI S.R. DAMANI: Will the Minister of FOREIGN TRADE be pleased to state the names of the countries other than U.S.S.R. with which negotiations have been held for cotton conversion schemes and the results thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF FOREIGN TRADE (SHRI

A. C. GEORGE) : An understanding has been reached between the Cotton Textiles Export Promotion Council of India, Bombay and the HUNGAROTEX, Hungary, whereby the HUNGAROTEX would be prepared to supply of foreign cotton to India and pay charges for conversion into textiles which will be exported to Hungary. Follow-up action to negotiate and finalize the details of the transaction are in progress.

**SURVEY FOR NEW BROAD GAUGE LINE FROM
KARUR-DINDIGUL TO MADURAI AND
CONVERSION TO BROAD GAUGE LINE FROM
MADURAI-MANIYACHI TO TUTICORIN
(SOUTHERN RAILWAY)**

1328. SHRI M. KATHAMUTHU: Will the Minister of RAILWAYS be pleased to state:

(a) whether the engineering and traffic survey reports for a new broad-gauge Rail line from Karur-Dindigul to Madurai and conversion of metre-gauge line from Madurai-Maniyachi to Tuticorin and Tirunelveli into broad-gauge have been finalised; and

(b) if so, the broad outlines thereof?

THE MINISTER OF RAILWAYS (SHRI K. HANUMANTHAIYA) : (a) Yes.

(b) According to survey reports, this project is about 324 kms. long and estimated to cost about Rs. 17 86 crores. Survey reports are at present under examination and an economic appraisal is also being carried out. Decision regarding the construction of this project will be taken after the survey reports and economic study are examined from all angles

PLAN TO REDUCE CLASSES OF ACCOMMODATION

1329. SHRI K. RAMAKRISHNA REDDY: Will the Minister of RAILWAYS be pleased to state:

(a) whether there are 8 different classes of accommodation provided in the trains for which different fares are applicable;

(b) whether there is any proposal before Government to increase or decrease the number of classes of accommodation in the trains; and

(c) whether there is any proposal under consideration under which a long distance IIIrd class passenger whose journey falls between 10 P.M. and 4 A.M. will be provided sleeper accommodation automatically?

THE MINISTER OF RAILWAYS (SHRI K. HANUMANTHAIYA) : (a) No. Only five classes of accommodation are provided in the trains on Indian Railways, namely, Airconditioned Class, First Class, Air-conditioned Chair Car, Second Class and Third Class. There are Second Class sleeper and Third Class Two-Tier and Three-Tier sleeper services also but these are not treated as different classes of accommodation.

(b) No.

(c) No.

PUNCTUALITY OF TRAINS

1330. SHRI K. RAMAKRISHNA REDDY: Will the Minister of RAILWAYS be pleased to state :

(a) the extent of improvement in the punctual running of passenger trains brought about by his drive launched in June, 1971;

(b) which Zonal Railway has responded the most and which Railways have failed to respond; and

(c) the rewards given for bringing about improvements and punishment awarded for failure in this regard?

THE MINISTER OF RAILWAYS (SHRI K. HANUMANTHAIYA) : (a) The punctuality drive launched in June, 71, resulted in an all round improvement in punctuality. The extent of improvement on each railway is shown in the attached statement.

(b) All the railways have responded well, though the extent of improvement varies.

(c) No reward or punishment has been awarded to any individual railway, but individuals have been rewarded as well as punished according to their performance.

STATEMENT

Railway	Punctuality percentage of Mail/Express trains 'Not losing time'	
	Pre-drive (May '71)	Post-drive (July to Nov., 71 average)

Broad Gauge

Central	73.4	89
Eastern	24.3	44
Northern	82.3	91
Northeast Frontier	43.5	60
Southern	77.1	94
South Central	75.0	93
South Eastern	54.2	70
Western	56.7	94

Metre Gauge

Northern	87.7	93
North Eastern	69.6	82
Northeast Frontier	62.9	80
Southern	84.5	93
South Central	85.0	95
Western	85.3	95

DIFFERENCE IN RATES OF ELECTRICITY IN
RURAL AND URBAN AREAS

1331. SHRI PRIYA RANJAN DAS MUNSI: Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether electricity supplied in urban areas and rural areas in various parts of the country is charged at different rates;

(b) if so, the reasons therefor; and

(c) whether Government propose to remedy the situation?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI B. N. KURIEL): (a) to (c). The State Electricity Boards have generally introduced uniform rates for each class of consumers both in urban and rural areas in their respective area of operation. In the case of Himachal Pradesh the rates for domestic supply for rural areas are lower than those in urban areas. In Uttar Pradesh the low tension tariff in the cities of Allahabad, Kanpur and Lucknow are lower than those in rural areas for historical reasons. Difference in the rates for the same class of

consumers in a State will be gradually reduced.

SEPARATE QUOTA OF SLEEPING ACCOMMODATION

AT RAIGANJ AND KALIYAGANJ STATIONS

(NORTHEAST FRONTIER RAILWAY)

1332. SHRI PRIYA RANJAN DAS MUNSI: Will the Minister of RAILWAYS be pleased to state:

(a) whether a separate bogie is available for the passengers from Radhikapur to Barsoi to provide connection with Darjeeling Mail and Kamrup Express at Barsoi junction; and

(b) whether a separate quota of sitting-cum-sleeping accommodation is available in the aforesaid trains for the passenger of Raiganj and Kaliyaganj Station (Northeast Frontier Railway)?

THE MINISTER OF RAILWAYS (SHRI K. HANUMANTHAIYA): (a) No.

(b) A quota of 4 third class seats (3 for Raiganj and 1 for Kaliyaganj passengers) is available Ex. Barsoi by 44 Dn. Darjeeling Mail. There is, however, no sitting or sleeping accommodation quota by 60 Dn. Kamrup Express for passengers of Raiganj and Kaliyaganj as the journey between Barsoi and Howrah is covered during day time.

DELEGATION TO ARGENTINA FOR TRADE TALKS.

1333. SHRI MUHAMMED SHERIFF: Will the Minister of FOREIGN TRADE be pleased to state:

(a) whether a delegation headed by the Chairman of Equipments and Projects Corporation, New Delhi, visited Argentina for trade talks; and

(b) if so, the salient features of the talks held and the decisions arrived at?

THE DEPUTY MINISTER IN THE MINISTRY OF FOREIGN TRADE (SHRI A. C. GEORGE) (a) and (b). A delegation headed by the Chairman, Projects and Equipment Corporation visited Argentina besides some other Latin American countries for exploring possibilities of increasing exports to this area. Preliminary talks

were held by the delegation with Argentinian authorities on the prospects of establishing joint shipping service, undertaking turn-key projects, export of railway and other engineering equipment etc. and on import of rare metals. No decisions have been arrived at.

THEFT-PROOF AMENITIES IN TRAINS

1334. SHRI MUHAMMED SHERIFF:
SHRI AMAR NATH CHAWLA:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have formulated a scheme for providing theft-proof fittings and other amenities in trains;

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

(c) the annual loss suffered on account of pilferage of fittings and other amenities during the last three years and the likely reduction in pilferage under the proposed scheme?

THE MINISTER OF RAILWAYS (SHRI K. HANUMANTHAIYA) : (a) Yes.

(b) (i) Use of alternative cheaper material.

(ii) Change in methods of attachment of fittings to make removal difficult.

(c) The annual loss suffered on account of pilferage of fittings is as under:-

Year	Amount
1968-69 ..	Rs. 50,92,537
1969-70 ..	Rs. 62,51,453
1970-71 ..	Rs. 91,72,371

It is expected that losses on account of pilferage of fittings will be reduced to a considerable extent, but the quantum of reduction cannot be estimated at this stage.

STEPS TO CHECK CLOTH HOARDING

1335. SHRI MUHAMMED SHERIFF:
Will the Minister of FOREIGN TRADE be pleased to state:

(a) whether Government have taken any stern measures against cloth hoarding in the country and profiteering therefrom;

(b) if so, the broad outline thereof; and

(c) the steps taken by Government for the production of more quantity of cheap cloth to meet its shortage?

THE DEPUTY MINISTER IN THE MINISTRY OF FOREIGN TRADE (SHRI A.C. GEORGE): (a) and (b). State Governments have been repeatedly asked to take stern measures, including periodical raid of shops being organised to check hoarding of and over-charging on controlled cloth.

In addition all the mills have been asked to stamp consumer prices on selvedge of controlled cloth on each metre.

(c) A scheme for production of 100 million sq. metres of controlled cloth every quarter is in force since 1st June, 1971.

RI-INTRODUCTION OF NORTH BENGAL EXPRESS FROM SEALDAH TO NEW BONGAIGAON (NORTH-EAST FRONTIER RAILWAY)

1336. SHRI B. K. DASCHOWDHURY:
Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware of the heavy passenger traffic on Sealdah-New Bongaigaon Section of the North-East Frontier Railway and lack of any convenient trains from New Jalpaiguri and New Bongaigaon to Howrah;

(b) whether Government propose to re-introduce the North Bengal Express from Sealdah to New Bongaigaon over Naihati, Murshidabad District *via* Farakka; and

(c) whether Government have received any representation in this regard and if so, their reaction thereto?

THE MINISTER OF RAILWAYS (SHRI K. HANUMANTHAIYA): (a) Yes, there is heavy traffic, but convenient trains are also available in 43/44 Darjeeling Mail between Sealdah-New Bongaigaon and 59/60 Kamrup Express between Howrah-New Jalpaiguri/New Bongaigaon.

(b) No, but No. 59/60 Kamrup Express running between Howrah and New Bongaigaon will be diverted *via* Katwa from 1-5-72.

(c) Yes. One more direct train has been provided between Howrah and New Jalpaiguri by amalgamating 347/348 and 45/46 Passengers, with effect from 6-3-72, and cancelling No. 333/334.

**RESERVATION OF BERTHS IN KAMRUP EXPRESS
AND ASSAM MAIL**

1337. **SHRI B. K. DASCHOWDHURY:** Will the Minister of RAILWAYS be pleased to state:

(a) the number of seats and berths in all classes reserved for the New Cooch Behar Station (North-East Frontier Railway) in the Kamrup Express and Assam Mail both for Up and Down trains; and

(b) whether Government propose to increase the quota of seats and berths to meet the increased demand and, if so, how much?

THE MINISTER OF RAILWAYS (SHRI K. HANUMANTHAIYA): (a) A quota of 4 first class berths and 8 third class sleeper berths & 12 third class seats is allotted to New Cooch Behar station by 60 Dn. Kamrup Express. There is, however, no quota by 59 Up Express as the short journey between New Cooch Behar and New Bongaigaon is covered during the day time.

No specific quota has been allotted to New Cooch Behar station by 3 Up/4 Dn Assam Mails. Demands for reservation of accommodation by these trains are met from the reservation controlling stations.

(b) No.

**RURAL ELECTRIFICATION IN COOCH-BEHAR
DISTRICT (WEST BENGAL)**

1338. **SHRI B. K. DASCHOWDHURY:** Will the Minister of IRRIGATION AND POWER be pleased to refer to the reply given to Unstarred Question No. 6750 on the 3rd August, 1971 and state:

(a) whether the names of 97 villages of Cooch-Bihar District (West Bengal) proposed to be electrified during the Fourth Five Year Plan have been finalised; and

(b) if so, the names of these villages and the salient features of the scheme?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI B. N. KUREEL): (a) and (b). Out of the 97 villages in Cooch Behar District (West Bengal) proposed to be electrified during the Fourth Plan, names of 93 villages have been finalised. The names of the remaining four villages have been kept in reserve and would be finalised later depending on any special demands. The names of the 93 villages are given in the statement laid on the Table of the House. [*Placed in Library. See No. LT-1569/72*]. On completion of electrification of the above villages, it is expected that 300 shallow tube-wells would be electrified and power provided to about 32 agro-based/small scale industries.

**RE-OPENING OF RAILWAY LINE FROM HALDI-
BARI TO JALPAIGURI (NORTH-EAST FRONTIER
RAILWAY)**

1339. **SHRI B. K. DASCHOWDHURY:** Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 2764 on the 22nd June, 1971 regarding the re-opening of Railway line from Haldibari to Jalpaiguri and state:

(a) whether his Ministry has since taken any decision to re-open the Railway line from Haldibari to Jalpaiguri of the North-east Frontier Railway; and

(b) if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI K. HANUMANTHAIYA): (a) and (b). The matter regarding restoration of the line from Jalpaiguri to Haldibari is still under consideration as the West Bengal Government's consent to carry out certain flood protection measures in the area has not been received.

**TOBACCO EXPORT PROMOTION COUNCIL
CHAIRMAN'S STATEMENTS REGARDING
TOBACCO**

1340. **SHRI SHASHI BHUSHAN:** Will the Minister of FOREIGN TRADE be pleased to state:

(a) whether his attention has been drawn to the Press Statement of Shri P. B. K. Murty, Chairman, Tobacco Export Promotion Council, published in the Times of India

dated the 21st February, 1972, to the effect that the Current Flue cured Virginia tobacco crop is saline and unfit for home consumption and good only to be dumped in Socialist countries; and

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

THE DEPUTY MINISTER IN THE MINISTRY OF FOREIGN TRADE (SHRI A. C. GEORGE): (a) and (b). The statement made by Shri Murty has been brought to the notice of the Government. This along with the clarification given by Shri Murty are under consideration of the Government.

DEPRESSION IN TOBACCO MARKET

1341. SHRI SHASHI BHUSHAN : Will the Minister of FOREIGN TRADE be pleased to state :

(a) whether Shri P. B. K. Murty, the Chairman of Tobacco Export Promotion Council is the Director of India Tobacco Co. Ltd. and also the Managing Director of Indian Leaf Tobacco Development Co. Ltd.; and

(b) if so, the steps Government have taken to prevent depression in the tobacco market caused by the Indian Leaf Development Co., Ltd.

THE DEPUTY MINISTER IN THE MINISTRY OF FOREIGN TRADE (SHRI A. C. GEORGE) : (a) Yes, Sir.

(b) Depression in the tobacco market was created due to a very large crop. In order to provide relief to the farmers, STC was directed to enter the market.

REPORTS SUBMITTED BY LAW COMMISSION

1342. SHRI SHASHI BHUSHAN : Will the Minister of LAW AND JUSTICE be pleased to state :

(a) the nature of reports made by the Law Commission since July, 1971; and

(b) the names of members of the Law Commission ?

THE MINISTER OF STATE IN THE MINISTRY OF LAW AND JUSTICE

(SHRI NITIRAJ SINGH CHAUDHARY): (a) Since July, 1971 the Law Commission have submitted the undermentioned five Reports to the Government :

1. 43rd Report on Offences against National Security (31-8-1971);
2. 44th Report on the Appellate Jurisdiction of the Supreme Court in Civil matters (31-8-1971);
3. 45th Report on Civil Appeals to the Supreme Court on a Certificate of Fitness (28-10-1971);
4. 46th Report on the Constitution (25th Amendment Bill, 1971), (28-10-1971); and
5. 47th Report on the Trial and Punishment of Social and Economic Offences (28-2-1972).

(b) The names of members of the present Law Commission are as under: —

1. Dr. P. B. Gajendragadkar—Chairman.
2. Shri Justice V.R. Krishna Iyer—Member.
3. Dr. P. K. Tripathi—Member

WORKING OF S.T.C. SUBSIDIARY IN HONG KONG

1343. SHRI C. CHITTIBABU : Will the Minister of FOREIGN TRADE be pleased to state:

(a) the financial and other details of joint trading venture in Hong Kong that the State Trading Corporation has entered into recently;

(b) whether Indian personnel will be represented on this joint venture;

(c) whether the question of repatriation of profits on the proportion of investment has been finalised; and

(d) if so, the salient features of the arrangement in this regard ?

THE DEPUTY MINISTER IN THE MINISTRY OF FOREIGN TRADE (SHRI A. C. GEORGE) : (a). The authorised capital of the joint trading venture in Hongkong is HK \$ 1 million divided into 1000 shares. To start with 960 shares of HK

\$ 960,000 are being subscribed on a 50:50 basis: half by STC of India and the other half by 6 Hongkong Businessmen.

(b) Out of the 12 Directors on the Board, 6 will be nominated by the STC (India).

(c) There is no restriction on repatriation of profits under the local laws.

(d) According to detailed preliminary surveys it is expected that the Indian investment would be soon repatriated with an adequate margin of profits.

EXPORT PROGRAMME OF MICA

1344. SHRI C. CHITTIBABU: Will the Minister of FOREIGN TRADE be pleased to state:

(a) whether established mica traders are now called Government agents for the purpose of exporting mica;

(b) whether the Metals and Minerals Trading Corporation lack in expertise in this matter; and

(c) if so, the steps taken by Government to fill this gap in our export programme?

THE DEPUTY MINISTER IN THE MINISTRY OF FOREIGN TRADE (SHRI A. C. GEORGE): (a) and (b). The established mica traders are principal suppliers but are not Government agents in relation to the Minerals & Metals Trading Corporation, which is the canalising agency for export of mica. The Minerals & Metals Trading Corporation has extensive contacts abroad and its marketing expertise will be available to the mica trade and industry which will work together with the Corporation for furthering the cause of the export of mica.

(c) Does not arise.

DELAY IN IMPLEMENTING RECOMMENDATIONS REGARDING ELECTION LAW REFORMS

1345. SHRI PILOO MODY:
SHRI P. GANGADEB:

Will the Minister of LAW AND JUSTICE be pleased to state:

(a) whether the attention of Government has been drawn to a statement made by the

Chief Election Commissioner, in New Delhi on February 21, 1972 appearing in the *Hindustan Times* dated the 22nd February, 1972 to the effect that Government delayed implementation of his recommendations regarding the Election Law reforms; and

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

THE MINISTER OF STATE IN THE MINISTRY OF LAW AND JUSTICE (SHRI NITIRAJ SINGH CHAUDHARY):

(a) It is reported in the news item pertaining to the statement that "the Chief Election Commissioner regretted the delay in implementing his recommendations to the Government regarding Election Law reforms, which are being examined by a Parliamentary Committee." The heading given to this news item by the *Hindustan Times* is its own and is not correct.

(b) In compliance with assurances given in Parliament, the proposals for amendment of Election Law were referred to a Joint Committee of both Houses. The earlier Committee constituted for the purpose ceased to function with the dissolution of the Fourth Lok Sabha on 27-12-1970. A fresh Joint Committee was set up for the purpose after the Fifth Lok Sabha was constituted. The report of this Joint Committee was presented to Parliament on 13th March, 1972. This report is now under consideration of Government.

INDO-UAR TRADE PROBLEMS

1346. SHRI PILOO MODY:
SHRI BIBHUTI MISHRA:

Will the Minister of FOREIGN TRADE be pleased to state:

(a) whether Indian and UAR trade officials recently met in Cairo to sort out problems concerning the trade protocol between the two countries;

(b) if so, the nature of discussions held and whether the differences between the two countries in regard to trade protocol were sorted out; and

(c) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF FOREIGN TRADE (SHRI A. C. GEORGE): (a) No, Sir.

(b) Does not arise.

(c) Does not arise.

DATA ABOUT CRAFTS IN VARIOUS STATES

1347. SHRI T. S. LAKSHMANAN : Will the Minister of FOREIGN TRADE be pleased to state:

(a) the action taken on the basic data about the crafts located in the respective States as furnished by the State Directors of Industries; and

(b) the nature of assistance in concrete terms rendered by the Foreign Commercial Intelligence Unit to the traders and exports of handicrafts?

THE DEPUTY MINISTER IN THE MINISTRY OF FOREIGN TRADE (SHRI A. C. GEORGE): (a) The All India Handicrafts Board has been drawing up its various development plans, over the years, on the basis of data furnished by the State Governments. Based on this information as well as surveys/studies carried out by Board directly, the State Governments are also being advised, from time to time, in drawing up their schemes for the development of handicrafts, such as emporia, design centres, common facility centres, training-cum-production centres, etc.

(b) The All India Handicrafts Board has an Economic Intelligence Unit which has been keeping the traders and exporters of handicrafts informed of the trends/demands in foreign markets on the basis of information received by it from Embassies/Consulates abroad and from other sources such as reports of Sales/Study Teams, etc.

COMMITTEE ON COVERING RISK OF EXPORTERS

1348. SHRI P. VENKATASUBBAIAH: Will the Minister of FOREIGN TRADE be pleased to state:

(a) whether Government contemplate to cover the risk of exporters arising out of fluctuation of world currencies and whether

a Committee has been formed to examine this question;

(b) whether the said Committee has since examined the issue; and

(c) if so, with what results?

THE DEPUTY MINISTER IN THE MINISTRY OF FOREIGN TRADE (SHRI A. C. GEORGE): (a) to (c). A Working Group consisting of representatives of the Ministry of Finance, the Reserve Bank of India, the Export Credit & Guarantee Corporation and the Ministry of Foreign Trade, has been set up to examine the question of providing cover against losses that exporters contracting on medium or long term deferred payment basis may suffer on account of exchange rate fluctuations. The Group has yet to submit its report.

CONSTRUCTION AND ALLOTMENT OF QUARTERS TO RAILWAY EMPLOYEES, DELHI AREA

1349. SHRI RAJDEO SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) the number of Railway Employees awaiting allotment of quarters in Delhi area and the maximum period of waiting;

(b) whether the 2nd Pay Commission had made recommendations for the construction of quarters for the staff on priority basis in cosmopolitan cities and if so, the action taken by Government thereon; and

(c) the steps proposed to be taken to reduce the period of waiting both in essential and non-essential categories in Delhi area?

THE MINISTER OF RAILWAYS (SHRI K. HANUMANTHAIYA): (a) The maximum period of waiting for Railway quarters in Delhi Area is given below:

- | | |
|------------------------------|----------------------|
| (i) Class III Essential | Since May 1956. |
| (ii) Class III Non-essential | Since December 1952. |
| (iii) Class IV Essential | Since January 1962. |
| (iv) Class IV Non-essential | Since August 1954. |

(b) Yes. The principle underlying the recommendation is being followed to the extent of availability of resources.

(c) Quaretrs are constructed every year on programmed basis subject to availability of funds.

**OCCUPATION OF GOVERNMENT ACCOMMODATION
SIMULTANEOUSLY AT TWO STATIONS BY
OFFICERS (NORTHERN RAILWAY)**

1350. SHRI RAJDEO SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether some Officers of Northern Railway have been in occupation of Government accommodation both in Delhi and at out-stations simultaneously for some months;

(b) if so, what is the number of such officers and the rate at which the rent is deducted in such cases; and

(c) whether in view of the acute shortage of accommodation in Delhi, Government propose to take steps to avoid the recurrence of such cases?

**THE MINISTER OF RAILWAYS
(SHRI K. HANUMANTHAIYA):** (a) Yes.

(b) Two. Normal rent for the first two months and penal rent at double the assessed rent or 10% of the emoluments whichever is higher thereafter is being deducted from them.

(c) It is proposed to take action under the Public Premises Act (Eviction of Unauthorised Occupants) 1971.

**COMMENTS OF IRRIGATION COMMISSION
ON DELAY IN COMPLETION OF PROJECTS**

1351. SHRI RAJDEO SINGH: Will the Minister of IRRIGATION AND POWER be pleased to state whether the Irrigation Commission has made any comments on the delays in completing projects and if so, the gist thereof?

**THE DEPUTY MINISTER IN THE
MINISTRY OF IRRIGATION AND
POWER (SHRI B. N. KUREEL):** The Irrigation Commission have not yet submitted their report.

COMPLETION OF PLAN PROJECTS

1352. SHRI RAJDEO SINGH: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether of the 540 Plan projects undertaken, only 300 have been completed so far; and

(b) if so, the reasons therefor?

**THE DEPUTY MINISTER IN THE
MINISTRY OF IRRIGATION AND
POWER (SHRI B. N. KUREEL):** (a) 361 projects have been completed so far.

(b) The remaining 215 projects are in different stages of construction. The period of completion of a project will depend upon the size of the project, the funds available from year to year, the year of commencement etc.

**HYDRO-ELECTRIC AND IRRIGATION PROJECTS
RECOMMENDED BY KERALA GOVERNMENT**

1353. SHRI C. K. CHANDRAPPAN: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) the hydro-electric and irrigation projects recommended by the Kerala Government for investigation;

(b) the schemes taken up by Central Government for investigation; and

(c) the estimated expenditure on the Schemes?

**THE DEPUTY MINISTER IN THE
MINISTRY OF IRRIGATION AND
POWER (SHRI B. N. KUREEL):** (a) Normally, investigation of irrigation and power projects is the function of the State Governments/State Electricity Boards. The Government of Kerala have not recommended any schemes for investigation by the Centre

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

**HYDRO-ELECTRIC AND IRRIGATION SCHEMES
UNDER CONSTRUCTION IN KERALA**

1354. SHRI C. K. CHANDRAPPAN: Will the Minister of IRRIGATION AND POWER be Pleased to state:

(a) the names of hydro-electric and irrigation project in Kerala which are under construction;

(b) when these projects are likely to be completed; and

(c) the reasons for the delay in the completion of the Kallada, Pampa, Periar Wally, Chittur Puzha, Kanjira Puzha, Kuttiyadi and Pazhassi Raja Schemes?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI B. N. KUREEL): (a) The following irrigation and hydro-electric schemes are under construction in Kerala.

Irrigation

1. Periyar Valley.
2. Pamba.
3. Kuttiyadi.
4. Chitturpuzha.
5. Pazhassi.
6. Kanhirapuzha.
7. Kallada.

Hydro electric

1. Kuttiyadi
2. Idikki.

(b) The Kuttiyadi hydro-electric scheme is expected to be commissioned shortly. The first generating unit of Idikki hydro-electric scheme is expected to be commissioned in the latter half of 1974.

Amongst the irrigation schemes, Periyar Valley and Kuttiyadi projects are expected to reach an advanced stage of construction by the end of the Fourth Plan. The other schemes are likely to be completed by the end of the Fifth Plan.

(c) Inability of the State Government to provide funds of the magnitude needed to meet the construction schedules feasible on technical considerations.

EXPORT OF JUTE GOODS

1355. SHRI NARENDRA SINGH: Will the Minister of FOREIGN TRADE be pleased to state:

(a) whether the export of jute goods is likely to be increased by about Rs. 110 crores in the current financial year over that in the previous years;

(b) if so, the total amount expected to be earned through foreign exchange; and

(c) the names of the countries to which jute goods are exported?

THE DEPUTY MINISTER IN THE MINISTRY OF FOREIGN TRADE (SHRI A. C. GEORGE): (a) and (b). The value of exports of jute goods during the 11 months April 1971—February, 1972 was of the order of Rs. 273.36 crores. While the final figures for the whole year will be available later, it is estimated that the total exports may be about Rs. 300 crores as against Rs. 189.93 crores during 1970-71.

(c) Jute goods are currently being exported to almost all countries with the exception of South Africa, Southern Rhodesia, Portugal and Pakistan.

WORKERS' PARTICIPATION IN MANAGEMENT OF INDIAN RAILWAYS

1356. SHRI VAYALAR RAVI: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal to appoint workers' representatives on the management bodies of Indian Railways; and

(b) if so the salient features of the proposal?

THE MINISTER OF RAILWAYS (SHRI K. HANUMANTHAIYA): (a) and (b). The Railway Labour are already participating in certain spheres of management. As has been stated in reply to the general discussions on the Railway Budget, on 20-3-72, the question of extending the area of labour participation needs to be examined in detail keeping in view various aspects of the matter.

PRICE OF COCONUT HUSK

1357. SHRI VAYALAR RAVI: Will the Minister of FOREIGN TRADE be pleased to state:

(a) whether Government have any alternative proposal to control the price of coconut husk in the light of the High Court Order cancelling the Price Control Order of 1959;

(b) if so, the salient features of the proposal; and

(c) whether Government of Kerala have sent any proposal in this regard and if so, the reaction of Central Government thereto?

THE DEPUTY MINISTER IN THE MINISTRY OF FOREIGN TRADE (SHRI A. C. GEORGE): (a) and (b). A copy of the judgement has been received recently and is under examination.

(c) No, Sir.

POWER FAILURES RESPONSIBLE FOR LOW PRODUCTION IN FERTILIZER PLANTS

1358. SHRI P. GANGADEB:
SHRI P. M. MEHTA:

Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether the power failures have been held responsible for low production in fertiliser plants;

(b) whether this issue was discussed between representatives of fertilizer manufacturers and the Planning Commission; and

(c) the steps suggested by his Ministry in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI B. N. KUREEL): (a) and (b). At a meeting held by the Planning Commission in November 1971, with the representatives of major fertilizer manufacturers, it transpired that although there were other factors which were responsible for low production, in some cases, poor capacity utilisation was attributed to power shortage and instability of power supply.

(c) The following measures have been taken or are being taken as appropriate in particular specific cases:—

- (i) proper maintenance of transmission lines through which supply is being made available;
- (ii) Provision of appropriate protective devices for clearance of faults;
- (iii) Alternate source of power supply to ensure continuity of supply;
- (iv) Improvements in the protective system, instrumentation, power circuitry etc. of the Fertilizer factory installation itself;

(v) In the case of Nangal Fertilizer Factory where the Punjab Government has enforced a power cut, Centre is endeavouring to arrange for supply from a neighbouring power system to make up the reduction.

COLLISION OF TRAINS AT PANSKURA STATION (SOUTH-EASTERN RAILWAY)

1359. SHRI P. GANGADEB:
SHRI P. M. MEHTA:

Will the Minister of RAILWAYS be pleased to state:

(a) the officials held responsible for the collision of the 316 Down Chakradharpur-Adra-Howrah express train at Panskura Station of the South-Eastern Railway on the 5th October, 1971; and

(b) the action taken in the matter?

THE MINISTER OF RAILWAYS (SHRI K. HANUMANTHAIYA): (a) and (b). The accident took place on 5-12-71 and not on 5-10-71.

The final report of the Additional Commissioner of Railway Safety, Calcutta, who held a statutory inquiry into this accident, is awaited. Suitable action will be taken on receipt of the report.

CONCESSIONS TO MANUFACTURERS TO SAVE FOREIGN EXCHANGE ON IMPORT OF SOPHISTICATED EQUIPMENT FOR RAILWAYS

1361. SHRI P. GANGADEB:
SHRI P. M. MEHTA :

Will the Minister of RAILWAYS be pleased to state :

(a) whether an official Committee set up by the Railway Board has recommended major concessions to indigenous manufacturers in order to save foreign exchange on the import of sophisticated equipment for the Railways; and

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

THE MINISTER OF RAILWAYS (SHRI K. HANUMANTHAIYA): (a) Yes.

(b) The recommendations have been accepted.

TRADE AGREEMENT WITH HUNGARY

1362. SHRI C. T. DHANDAPANI : Will the Minister of FOREIGN TRADE be pleased to state:

(a) whether India and Hungary have signed a trade agreement;

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

(c) how this agreement will help India?

THE DEPUTY MINISTER IN THE MINISTRY OF FOREIGN TRADE (SHRI A. C. GEORGE): (a) to (c). A Trade and Payments Agreement, valid for a period of five years (1971-1975) was signed at Budapest on 3rd March, 1971 between the Government of India and the Government of the Hungarian People's Republic. Copies of this Agreement are available in the Parliament Library.

The main features of the Agreement are as follows:-

1. Trade and economic relations between the two countries will be developed and strengthened on the basis of equality and mutual benefit.
2. Value of imports will be equal to value of exports effected by either country.
3. Most-favoured-nation treatment will be accorded in respect of customs duties and charges of any kind imposed on imports or exports.
4. Juridical and physical persons of either Government shall enjoy the mostfavoured nation treatment in respect of personal protection and protection of property when effecting commercial activities in the territory of the other.
5. Goods exported by either country to the other shall not be re-exported to any other country.
6. All payments of a commercial and non-commercial nature will be effected in non-convertible Indian rupees.
7. Fulllest possible utilisation of the vessels owned or chartered by the shipping organisations of the two countries for shipping cargoes between the two countries shall be encouraged.

8. Both Governments will facilitate increasing contacts between Indian and the Hungarian trading as well as manufacturing and actual user organisations through exchange of visits, participation in fairs and exhibitions and supply of information and encouraging mutual co-operation in studying each other's requirements and consumer preferences.

9. Both Governments will endeavour to promote close cooperation in the fields of science and technology between the two countries.

10. Both Governments will promote collaboration between industrial and trading enterprises in the two countries for the purpose of pooling together their resources and expertise for joint marketing in third countries and for meeting the needs of industrial development programmes in third countries on the basis of mutual cooperation.

Trade between India and Hungary has considerably increased during the last few years. The Agreement will help in expanding and diversifying the volume of trade between the two countries.

SURVEY REGARDING HYDRO-ELECTRIC POTENTIALITY OF HILL DISTRICTS OF UTTAR PRADESH

1363. SHRI NARENDRA SINGH BISHT : Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether Government have conducted any survey regarding the hydro-electric potentiality of the hill districts of Uttar Pradesh viz. Almora, Chamoli, Dehradun, Nainital, Pauri-Garhwal, Pithoragarh Tehri-Garhwal and Uttarkashi; and

(b) if not, whether Government propose to conduct such a survey?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI B. N. KUREEL): (a) Yes, Sir.

(b) Does not arise.

PROGRESS OF PLAN REGARDING HYDRO ELECTRIC GENERATION IN HILL DISTRICTS OF UTTAR PRADESH.

1364. SHRI NARENDRA SINGH BISHT : Will the Minister of IRRIGATION AND POWER be pleased to state the present position and future plans regarding hydro-electric generation in the hill Districts of Uttar Pradesh viz., Almora, Chamoli, Dehradun, Nainital, Pauri-Garhwal, Pithoragarh, Tehri Garhwal and Uttarkashi?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI B.N. KUREEL). The requisite information is given in statements I, II and III laid on the Table of the House. [Placed in Library See No LT-570/72]

PROGRESS OF PANCHESHWAR AND TEHRI DAMS

1365. SHRI NARENDRA SINGH BISHT : Will the Minister of IRRIGATION AND POWER be pleased to state the latest position of the Pancheshwar and Tehri Dams?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI B. N. KUREEL). The present position of the two project is as under :

PANCHESHWAR DAM. Preliminary investigations for the Pancheshwar Project have already been carried out and a project report formulated. As the site for the Pancheshwar dam is to be located in a stretch of the river Sarda which forms the boundary between India and Nepal. It is necessary to obtain the concurrence of the Nepal authorities for taking up the construction of the project. Accordingly, a copy of the project report has been sent to the Nepal Government. Reaction of that Government is awaited.

TEHRI DAM: This Scheme has been cleared by the Advisory Committee for irrigation, flood control and power projects. The acceptance of the planning Commission for the implementation of the project is awaited.

पश्चिमी यूरोप के देशों को निर्यात

1366. श्री हुकम चन्द कछवाय : क्या बिदेश व्यापार मंत्री यह बताने की कृपा करेंगे कि गत तीन वर्षों में पश्चिमी यूरोप के देशों को भारत से कितने मूल्य की वस्तुओं का निर्यात किया गया ?

बिदेश व्यापार मंत्रालय में उपसंजी (श्री ए० सी० जार्ज) : विगत 3 वर्षों के दौरान भारत में पश्चिम यूरोपीय देशों को निर्यात की गई वस्तुओं का मूल्य 1968-69 के दौरान 339.41 करोड़ रुपये, 1969-70 के दौरान 295.22 करोड़ तथा 1970-71 के दौरान 300.26 करोड़ रुपये के लगभग था ।

पूर्वोत्तर रेलवे के कर्मचारियों के विरुद्ध विभागीय जांच

1367. श्री हुकम चन्द कछवाय : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) पूर्वोत्तर रेलवे में गत दो वर्षों में कितने कर्मचारियों के विरुद्ध विभागीय जांच की गई और कितने कर्मचारियों के विरुद्ध अभी जांच की जा रही है; और

(ख) उक्त अवधि में विभागीय जांच के कारण कितने कर्मचारियों को सेवा से पृथक किया गया है ?

रेल मंत्री (श्री के० हनुमन्तया) (क) और (ख). सूचना इकट्ठी की जा रही है और सभा पटल पर रख दी जायेगी ।

BY-COTT OF VOTERS AT CERTAIN PLACES IN ASSEMBLY ELECTIONS.

1368. SHRI AMAR NATH CHAWLA : Will the Minister of LAW AND JUSTICE be pleased to state:

(a) whether during the recent General Elections for State Assemblies there were certain places where not a single vote was cast or very few votes were cast;

(b) if so, whether Government have enquired into the reasons for the voters by cutting the elections, and

(c) the measures adopted by Government in the light of the facts revealed in the enquiry?

THE MINISTER OF STATE IN THE MINISTRY OF LAW AND JUSTICE (SHRI NITIRAJ SINGH CHAUDHARY): (a) to (c) The information is being collected and will be laid on the Table of the House.

POLLING OFFICERS INJURED AND KILLED DURING RECENT GENERAL ELECTIONS FOR STATE ASSEMBLIES.

1369 SHRI AMAR NATH CHAWLA: Will the Minister of LAW AND JUSTICE be pleased to state:

(a) the number of Polling Officers and other Government Officials deployed on Election duty in the recent General Elections for State Assemblies who are reported killed and injured in different parts of the country,

(b) the amount of compensation given to the families of the deceased and to the injured persons, and

(c) the security arrangements made by Government for the safety of polling personnel?

THE MINISTER OF STATE IN THE MINISTRY OF LAW AND JUSTICE (SHRI NITIRAJ SINGH CHAUDHARY): (a) to (c). The information is being collected and will be laid on the Table of the House

LICENCE FEE FOR SODA WATER AND FRUIT STALL ON EACH STATION BETWEEN MADRAS BEACH AND TAMBARAM.

1370. SHRI T.S. LAKSHMANAN: Will the Minister of Railways be pleased to state the amount of licence fee levied for soda water and fruit stalls on each Station between Madras Beach and Tambaram on the Southern Railway, Station-wise and years wise, during the last three years?

THE MINISTER OF RAILWAYS (SHRI K. HANUMANTHAIYA): Statement giving the details is laid on the Table of the House. [Placed in Library. See No LT-1571/72].

TRANSFER OF WIRELESS OPERATORS ON SOUTHERN RAILWAY.

1371 SHRI T.S. LAKSHMANAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether on the Northern Railway and South Central Railway, transfers of Wireless Operators in the scale Rs 150-300 are ordered within the Division only and they are transferred from one division to another division only on promotion to higher grade, and

(b) whether Government are aware that this system is not being followed on the Southern Railway and if so, the reasons for not having a uniform policy in this regard on these Zonal Railways?

THE MINISTER OF RAILWAYS (SHRI K. HANUMANTHAIYA): (a) Yes.

(b) The number of Wireless Operators on the Southern Railway varies considerably between Divisions depending on the circuits worked. It is necessary to have the initial recruitment centralised on Railway basis as distinct from Divisional basis. Conditions being different on Railways uniformity is not always possible.

PROMOTION OF FOREIGN TRADE THROUGH ENVOYS

1372 SHRIMATI SAVITRI SHYAM: Will the Minister of FOREIGN TRADE be pleased to state:

(a) whether Government have asked their envoys in foreign countries to take steps to promote foreign trade of Indian Goods in foreign countries, and

(b) if so, the increase in foreign trade and foreign exchange earnings expected as a result of their efforts?

THE DEPUTY MINISTER IN THE MINISTRY OF FOREIGN TRADE (SHRI A.C. GEORGE): (a) Indian envoys in foreign countries have standing instructions to take all possible steps for promotion of Indian exports and development of economic relations with the countries to which they are accredited,

(b) The overall export performance of the country is influenced by a large number of factors. As such, it is not possible to compute the increase in exports directly due to the efforts made by our envoys.

COMPLETION OF JAMMU-PATHANKOT RAIL LINE

1373. SHRIMATI SAVITRI SHYAM:
SHRI NAWAL KISHORE
SHARMA:

Will the Minister of RAILWAYS be pleased to state :

(a) whether Jammu, Pathankot Rail line has been completed;

(b) if so, the time by which the line will be put into operation;

(c) the number of Up and Down trains proposed to be run between Pathankot and Jammu; and

(d) whether the trains from Delhi now terminating at Pathankot will be extended to Jammu?

THE MINISTER OF RAILWAYS (SHRI K. HANUMANTHAIYA) : (a) Railway line from Pathankot to Kathua already exists and a line from Kathua to Jammu is under construction.

(b) It is expected that the line from Kathua to Jammu will be opened to traffic by the end of 1972.

(c) it has been tentatively decided to run 2 pairs of passenger trains when the section is opened to passenger traffic subject to the traffic offering. One through goods and one work train each way are also proposed to be run subject to availability of traffic.

(d) At least one train running between Delhi/New Delhi and Pathankot will be extended to and from Jammu.

PROVISION OF DRINKING WATER FACILITIES AT VARIOUS RAILWAY STATIONS IN KERALA

1374. SHRIMATI BHARGAVI THAN-KAPPAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is a lack of drinking water facilities at most of the Stations in Kerala;

(b) if so, the names of stations where drinking water facilities have not so far been provided; and

(c) the time by which these will be provided?

THE MINISTER OF RAILWAYS (SHRI K. HANUMANTHAIYA): (a) No. Drinking water facilities exist at all stations in Kerala State except at some train halts.

(b) and (c). At the following train halts where passenger traffic is very small, drinking water facility is not provided :

Kuri
Kundara East
Kumaranallur
Kurikad
Ittittanam
Munroturuttu
Odara
Perunguzhi
Iravipuram
Nalukody
Veli
Vadakannikapuram.

Provision of this facility at the above stations is not considered necessary as the traffic dealt with is meagre.

OPENING OF NEW RAILWAY STATIONS IN KERALA

1375. SHRIMATI BHARGAVI THAN-KAPPAN: Will the Minister of RAILWAYS be pleased to state:

(a) the number and names of new Railway Stations opened in the State of Kerala during 1971-72 ; and

(b) the number and names of new Railway Stations proposed to be opened in the State during the next financial year?

THE MINISTER OF RAILWAYS (SHRI K. HANUMANTHAIYA) : (a) The following three new stations have been opened in the State of Kerala during the year 1971-72:—

1. Kochuveli crossing station.
2. Thiruvangur Train Hall.
3. Kodumunda Train Hall.

(b) No proposals are on hand to open any new station in the State of Kerala during the year 1972-73.

EXPORT OF FISHING VESSELS

1376. SHRIMATI BHARGAVI THAN-KAPPAN : Will the Minister of FOREIGN TRADE be pleased to state:

(a) whether Indian fishing vessels are being exported to foreign countries; and

(b) if so, the number of fishing vessels exported and the amount in foreign exchange earned during the current financial year?

THE DEPUTY MINISTER IN THE MINISTRY OF FOREIGN TRADE (SHRI A. C. GEORGE) : (a) and (b) Separate figures for fishing vessels are not available. During the current year-April to September 1971 only—66 boats, ship-boats and wooden canoes valued at Rs. 1,40,286 were exported.

BONUS SCHEME FOR RUBBER BOARD EMPLOYEES

1377. SHRIMATI BHARGAVI THAN-KAPPAN : Will the Minister of FOREIGN TRADE be pleased to state :

(a) whether the scheme of bonus for employees in the Rubber Board has been finalised; and

(b) if so, the salient features of the scheme?

THE DEPUTY MINISTER IN THE MINISTRY OF FOREIGN TRADE (SHRI A. C. GEORGE) : (a) and (b) The scheme is under examination.

TRADE DELEGATION FROM JAPAN

1378. SHRIMATI BHARGAVI THAN-KAPPAN : Will the Minister of FOREIGN TRADE be pleased to state:

(a) whether a trade delegation from Japan visited India in March, 1972;

(b) whether any agreement has been signed with this trade delegation; and

(c) if so, the main features of the agreement?

THE DEPUTY MINISTER IN THE MINISTRY OF FOREIGN TRADE (SHRI A. C. GEORGE) (a): No, Sir.

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

विदेशों में राज्य व्यापार निगम की शाखाएँ

1379. श्री बिभूति मिश्र : क्या विदेश व्यापार मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या राज्य व्यापार निगम का विचार विदेशों में अपनी शाखाएं स्थापित करने का है ; और

(ख) यदि हां, तो इसके क्या कारण हैं ?

विदेश व्यापार मंत्रालय में उपसंची (श्री ए० सी० जार्ज) : (क) और (ख). जी नहीं। परन्तु नाइजीरिया जैसे कुछ देशों में स्थानीय कानूनों के अनुरूप उसे समनुवर्गी निगम का तकनीकी रूप देना होगा।

तथापि, भारत के निर्यातों को हांगकांग को और हांगकांग के माध्यम से बढ़ाने के उद्देश्य से राज्य व्यापार निगम का राज्य व्यापार निगम (सुदूर पूर्व) में 50:50 के आधार पर संयुक्त उद्यम के रूप में भाग लेने का विचार है।

EXPORT OF IRON ORE UNDER G. S. P.

1380. SHRI BIBHUTI MISHRA: Will the Minister of FOREIGN TRADE be pleased to state:

(a) whether India has demanded from the developed countries that the General Scheme of Preferences should be made applicable to exports of iron ore by developing countries; and

(b) if so, the reaction of the developed countries?

THE DEPUTY MINISTER IN THE MINISTRY OF FOREIGN TRADE (SHRI A. C. GEORGE) : (a) and (b). Iron ore is being admitted "duty free" into all the developed countries.

EXPORT PROCESSING ZONE NEAR DUM DUM AIRPORT

1381. SHRI BANAMALI PATNAIK: SHRI BISHWANATH JHUN-JHUNWALA :

Will the Minister of FOREIGN TRADE be pleased to state:

(a) whether Government propose to set

up an export processing zone near Dum Dum Airport;

(b) if so, the salient features of the proposal; and

(c) the time by which it is likely to be set up ?

THE DEPUTY MINISTER IN THE MINISTRY OF FOREIGN TRADE (SHRI A. C. GEORGE) : (a) No, Sir.

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

OPPOSITION TO TAKING OVER OF TEXTILE EXPORTS

1382. SHRI BANAMALI PATNAIK : Will the Minister of FOREIGN TRADE be pleased to state :

(a) whether there has been some opposition to the move to take over textile exports; and

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

THE DEPUTY MINISTER IN THE MINISTRY OF FOREIGN TRADE (SHRI A. C. GEORGE) : (a) and (b). Take-over of export trade in textiles by Government is contemplated in accordance with the Government's policy to expand the role public sector and a working Group has been set up to go into the question and suggest a suitable organisational set-up for the purpose. The report of the Working Group is awaited.

FOREIGN MARKETS FOR WAGONS

1383. SHRI BANAMALI PATNAIK : Will the Minister of FOREIGN TRADE be pleased to state :

(a) whether the State Projects and Equipment Corporation a subsidiary of the State Trading Corporation, set up in April last year, has secured orders for exporting Railway wagons and equipment;

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

(c) the steps being taken to explore foreign markets for the purpose of finding new or orders ?

THE DEPUTY MINISTER IN THE MINISTRY OF FOREIGN TRADE (SHRI A. C. GEORGE) : (a) and (b). The Project and Equipment Corporation has at present, orders worth Rs. 51.29 crores for supply of railway wagons and other railway equipment to various countries including Hungary Poland, Yugoslavia, East Africa, Zambia and Iran. Out of these orders, orders worth about Rs. 86 lakhs are for railway equipments and the rest for wagons. It is estimated total exports of rolling stock during 1971-72 would be about Rs. 9.5 crores and in 1972-73 about Rs. 18 crores.

(c) The Projects and Equipment Corporation has taken following steps to explore foreign markets for finding new orders:—

- (i) Tender offers for export of rolling stocks were made to several countries.
- (ii) Attractive literature projecting India's image as suppliers of rolling stock has been distributed in prospective buying foreign countries.
- (iii) PEC has organised processing of market intelligence, based on information received from various sources.
- (iv) A delegation has been sent to Latin American countries to explore Latin American markets.
- (v) PEC's Officers visited potential markets for personal contracts and invited potential foreign buyers to visit India.

IMPORT OF DRY FRUITS

1384. SHRI SHASHI BHUSHAN : Will the Minister of FOREIGN TRADE be pleased to state:

(a) the quantum of annual imports of dry fruits during the last three years from Iraq, Iran and Afghanistan ;

(b) whether the import of dry fruits is channelised through State agencies or through private parties;

(c) the percentage of total import of dry fruits made through State agencies and the percentage of import made through private agencies; and

(d) whether Government propose to arrange import of dry fruits entirely through the state Agencies.

THE DEPUTY MINISTER IN THE MINISTRY OF FOREIGN TRADE (SHRI A. C. GEORGE). (a) to (d) Dry fruits-excluding dates, are imported into India from Afghanistan and Iran only. During the years 1968-69, 1969-70 and 1970-71, our imports of dry fruits from these countries were of the order of 14,856 tonnes, 13,370 tonnes and 9,918 tonnes, respectively.

At present imports of dry fruits are made by the private trade except for an allocation made to the National Cooperative Consumers Federation. The question of canalising import of dry fruits through Public Sector Undertakings has been under active consideration of the Government. A decision in this regard will be taken in the near future.

PROGRESS OF CONSTRUCTION OF SLUICE GATE CUM BRIDGE OVER RIVER KHIRAI DARBHANGA IN BIHAR

1385 **SHRI BHOGENDRA JHA** Will the Minister of IRRIGATION AND POWER be pleased to state whether the proposals for constructing Sluice-Gate cum-Bridge over river Khirai between villages Hariharpur Kaligaon (in Singhbaha block) and near Muraiha (in Jalep block) in the District of Darbhanga in Bihar have been pending for long and if so the latest position of the matter?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI B. N. KURELL) Hydrological observations for the preparation of the scheme are still being carried out by the Bihar State Government and these are to be continued during the ensuing monsoon. The scheme is to be formulated after the investigations are completed.

PAYMENT TO TEACHERS IN DELHI ENGAGED FOR CORRECTION OF VOTERS LISTS

1386. **SHRI AMBESH :** Will the Minister of LAW AND JUSTICE be pleased to refer to the reply given to Unstarred Question No. 201 on the 16th November, 1971 and State :

(a) whether honorarium of many teachers engaged on correcting the voters' lists in Delhi, has still not been paid though their work has not been found unsatisfactory; and

(b) if so, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF LAW AND JUSTICE (SHRI NITIRAJ SINGH CHAUDHARY): (a) and (b) As stated in the reply to Unstarred Question No. 201 on the 16th November, 1971, payment of honorarium to some teachers in respect of revision of electoral rolls had been withheld pending further examination. The matter has been referred to the Chief Electoral Officer, Delhi, on receipt of whose reply a final decision will be taken by Government.

दिल्ली में मतदाता सूचियों में शुद्धि करने के लिए लगाये गये अध्यापकों के मानदेय (आनरेरियम) का रोका जाना

1387. **श्री अम्बेश :** क्या बिधि और न्याय मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या राजकीय उच्चतर माध्यमिक विद्यालय, मालवीय नगर, नई दिल्ली के अध्यापकों को मतदाता सूचियों में शुद्धि करने के काम पर तीन दिन तक लगाया गया था ;

(ख) क्या कुछ अध्यापकों द्वारा किया गया कार्य सतोषजनक नहीं पाया गया; और

(ग) यदि हा, तो उक्त विद्यालय के सभी अध्यापकों का मानदेय (आनरेरियम) रोकने के क्या कारण हैं ?

बिधि और न्याय मंत्रालय में राज्य मंत्री (श्री नीतिराज सिंह चौधरी) : (क) से (ग) शासकीय उच्चतर माध्यमिक विद्यालय, मालवीय नगर, नई दिल्ली के अध्यापक अन्य शासकीय उच्चतर माध्यमिक

विद्यालयों के अध्यापकों के साथ दिल्ली में निर्वाचक नामावलियों के पुनरीक्षण के सम्बन्ध में एक सप्ताह के लिए नियुक्त किए गए थे। चूँकि कुछ मामलों में काम बहुत ही असंतोष-जनक से किया गया था और इस कारण कई क्षेत्रों में इस प्रयोजन के लिए अतिरिक्त कर्मचारियों को काम पर लगाकर निर्वाचक नामावलियों का विशेष पुनरीक्षण कराना पड़ा, जिसके लिए सरकार को खर्च करना पड़ा जो बचाया जा सकता था, इसलिए मामले की और आगे जांच करने तक मानदेय का भुगतान रोक दिया गया। मामला मुख्य निर्वाचन अधिकारी, दिल्ली को निदिष्ट कर दिया गया है, जिसका उत्तर प्राप्त होने पर सरकार द्वारा अंतिम विनिश्चय किया जाएगा।

रेलवे की शिक्षा संस्थाओं में अनुसूचित जातियों के प्रधानाचार्यों की नियुक्ति

1388. श्री अम्बेश : क्या रेल मंत्री रेलवे की शिक्षा संस्थाओं में अनुसूचित जातियों के प्रधानाचार्यों की नियुक्ति के बारे में 23 नवम्बर, 1971 के अनारकित प्रश्न संख्या 1199 के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) क्या उपरोक्त प्रश्न के (ख) तथा (ग) भागों में अपेक्षित सूचना एकत्र कर ली गई है ;

(ख) यदि हा, तो उसकी मुख्य बातें क्या हैं; और

(ग) यदि नहीं, तो सूचना को कब तक सभा-घटल पर रखे जाने की सम्भावना है?

रेल मंत्री (श्री के० हनुमन्तैया) : (क) जी हां।

(ख) और (ग). (i) पश्चिम रेलवे पर अनुसूचित जाति का केवल एक व्यक्ति प्रिंसिपल के रूप में काम कर रहा है।

(ii) रेलवे शिक्षा संस्थाओं में प्रिंसिपल के पद तीसरी श्रेणी के पद थे जिन्हें अब राज-पत्रित संवर्ग में कर दिया गया है। निर्मित भर्ती नियमों के अनुसार ये पद पदोन्नति से भरे जाते हैं और ऐसा न होने पर सीधी भर्ती द्वारा भरे जाते हैं। राजपत्रित पदों पर पदोन्नति के सम्बन्ध में अनुसूचित जातियों और अनुसूचित जन जातियों के लिए कोई कोटा आरक्षित नहीं है। सीधी भर्ती के मामले में आरक्षित कोटे का ध्यान रखा जायेगा।

रेलवे स्कूलों/कॉलेजों में अनुसूचित जन जातियों के लोगों की प्रधानाचार्यों के पदों पर नियुक्ति

1389. श्री अम्बेश : क्या रेल मंत्री रेलवे के स्कूलों और कॉलेजों में अनुसूचित जातियों और अनुसूचित जन जातियों के लोगों के बारे में 3 अगस्त, 1971 के अतारकित प्रश्न संख्या 6713 के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) क्या वेस्टर्न जोन को छोड़कर किमी भी जोन में अनुसूचित आदिम जातियों का एक भी प्रधानाचार्य नहीं है ; और

(ख) यदि हा, तो गृह मंत्रालय के आदेशों के अनुसार अनुसूचित आदिम जातियों के लिये सुरक्षित पदों पर इन जातियों के लोगों की भर्ती सुनिश्चित करने के लिये क्या कार्रवाही की जा रही है।

रेल मंत्री (श्री के० हनुमन्तैया) :

(क) पश्चिम रेलवे पर अनुसूचित जाति का केवल एक व्यक्ति प्रिंसिपल के रूप में काम कर रहा है।

(ख) ये पद, जो श्रेणी तीन के पद थे, अब राजपत्रित संवर्ग में कर दिये गये हैं। निर्मित भर्ती नियमों के अनुसार ये पद पदोन्नति से भरे जाते हैं और ऐसा न होने पर सीधी

भर्ती द्वारा भरे जाते हैं। राजपत्रित पदों पर पदोन्नति के सम्बन्ध में अनुसूचित जन-जातियों के लिए कोई कोटा आरक्षित नहीं है। सीधी भर्ती के मामले में आरक्षित कोटे का ध्यान रखा जायेगा।

रेलवे शिक्षा संस्थाओं के लिए प्राधानाचार्यों की नियुक्ति सम्बन्धी नियम

1390. श्री अम्बेश : क्या रेल मंत्री रेलवे द्वारा संचालित शिक्षा संस्थाओं के लिये प्राधानाचार्यों की नियुक्ति के बारे में 10 अगस्त, 1971 के अतारक्षित प्रश्न संख्या 7394 के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) क्या सरकार ने प्राधानाचार्यों, मुख्य अध्यापकों की नियुक्ति सम्बन्धी नियम बना लिये हैं; और

(ख) यदि हां, तो उनकी मुख्य बातें क्या हैं ?

रेलमंत्री (श्री के० हनुमन्तैया) (क) : जी हां।

(ख) भर्ती नियमों में यह व्यवस्था है कि प्राधानाचार्य, मुख्याध्यापक, मुख्याध्यापिका के पद को पदोन्नति द्वारा भरा जायेगा। ऐसा न होने की स्थिति में संघ लोक सेवा आयोग के माध्यम से सीधी भर्ती द्वारा भरा जायेगा। भर्ती नियमों की एक प्रति सभा पटल पर रख दी गई है। [सम्बालय में रख दिया गया। देखिये संख्या एल टी 1572/72]

PROVISION OF COVERED SHED AT CHANDIGARH RAILWAY STATION

1392. SHRI ONKAR LAL BERWA : Will the Minister of RAILWAYS be pleased to state:

(a) whether there is no covered shed for keeping the inward parcels at Chandigarh Railway Station;

(b) if so, whether these parcels remain uncovered on the platforms where they are likely to be lost, damaged or pilfered; and

(c) if so, the steps taken by the Railway Administration in this regard ?

THE MINISTER OF RAILWAYS (SHRI K. HANUMANTHAIYA): (a) and (b). Two wagon bodies have been placed on the platform at the station where inward parcel packages are kept. Occasionally when there is an over-flow of parcels, they are kept on the platform but they are covered with tarpaulins. There has been no case of loss, damage or pilferage due to the packages remaining on the platform.

(c) A new station building is already under construction where sufficient covered accommodation has been provided for keeping parcels.

रेलवे वाणिज्यिक क्लकों की काम करने की शर्तें

1393. श्री श्रींकारलाल बेरेवा : क्या रेल मंत्री रेलवे वाणिज्यिक क्लकों की काम करने की शर्तों के बारे में 17 मार्च, 1970 के अतारक्षित प्रश्न संख्या 3370 के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) जोन बार उन रेलवे अधिकारियों के क्या नाम हैं जिन्होंने कार्य प्रणाली और कार्यभार का अध्ययन किया और उन रेलवे स्टेशनों के नाम क्या हैं जहां यह अध्ययन किया गया ;

(ख) जांच अधिकारियों ने क्या टिप्पणियां कीं;

(ग) स्टेशन बार और जोन बार उन स्टेशन कर्मचारियों के नाम क्या हैं जिनसे पूछताछ की गई ; और

(घ) दावों सम्बन्धी आर० बी० लाल आयोग के इस बारे में क्या निष्कर्ष हैं ?

रेल मंत्री (श्री के० हनुमन्तैया) : (क) से (घ). सूचना इकट्ठी की जा रही है और सभा पटल पर रख दी जायेगी।

रेलवे 'आउट-एजेंसियों' का बन्द होना

1394. श्री गंगाधरन बीक्षित : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या मध्य रेलवे के एक स्टेशन से दूसरे स्टेशन तक माल भेजने के लिये कुछ रेलवे 'आउट-एजेंसियां' काम कर रही हैं;

(ख) यदि हां, तो वे किन-किन स्टेशनों पर काम कर रही हैं ;

(ग) क्या कुछ एजेंसियों को हाल ही में बन्द कर दिया गया है और यदि हां, तो इसके क्या कारण हैं;

(घ) क्या उन स्थानों के नागरिकों और व्यापारियों ने, जहां इन एजेंसियों को बन्द कर दिया गया है, उन्हें बनाये रखने के लिए अनुरोध किया है; और

(ङ) यदि हां, तो इस पर सरकार की क्या प्रतिक्रिया है ?

रेल मंत्री (श्री के० हनुमन्तैया) : (क) दूरवर्ती क्षेत्रों से रेलवे स्टेशनों के लिए और रेलवे स्टेशनों से दूरवर्ती क्षेत्रों तक माल की ढुलाई के लिए एजेंसियां मध्य रेलवे पर काम कर रही हैं ।

(ख) आउट एजेंसी का नाम	सेवित रेलवे स्टेशन का नाम
1. मालेगांव	मन माड
2. छतरपुर	हरपालपुर
3. निरोज	गंजबामोदा
4. राठ	कुलपहाड
5. टीकमगढ़	ललितपुर
6. जालौन	ओरई
7. गुरमराय	मउरानीपुर
8. ववेरु	बादा

(ग) 1-4-1971 से 20-3-1972 तक की अवधि में कोई आउट-एजेंसी बन्द नहीं की गई है ।

(घ) और (ङ). भाग (ग) के उत्तर को देखते हुए प्रश्न नहीं उठता ।

सुकता परियोजना (मध्य प्रदेश) की प्रगति

1395. श्री गंगाधरन बीक्षित : क्या सिंचाई और विद्युत मंत्री यह बताने की कृपा करेंगे कि :

(क) सुकता परियोजना (मध्य प्रदेश) की अनुमानित लागत क्या है ;

(ख) क्या लागत का पुनरीक्षण कर लिया गया है और यदि हां, तो इसके क्या कारण हैं ?

(ग) परियोजना की पुनरीक्षित लागत क्या है; और

(घ) क्या कार्य की प्रगति संतोषजनक है और यदि नहीं, तो इसके क्या कारण हैं ?

सिंचाई और विद्युत मंत्रालय में उपमंत्री (श्री बंजनाथ कुरील) : (क) से (घ). सुकता परियोजना पर, जैसी कि वह मध्य प्रदेश सरकार ने पहले प्रस्तावित की थी, 632 लाख रुपये लागत आने का अनुमान था। 1969 में राज्य सरकार ने सूचित किया था कि परियोजना प्रस्तावों में मंशोधन किया जा रहा है। मंशोधन रिपोर्ट अभी तक राज्य सरकार से प्राप्त नहीं हुई है ।

पठानकोट और वाराणसी एक्सप्रेस गाड़ियों में सोने और बँठने का स्थान

1396. श्री गंगाधरन बीक्षित : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार का विचार बम्बई सेंट्रल और नई दिल्ली के बीच चलने वाली 'पठानकोट एक्सप्रेस' और बम्बई और वाराणसी के बीच चलने वाली "वाराणसी एक्सप्रेस" गाड़ियों में सोने और बँठने के स्थानों में वृद्धि करने का है, और

(ख) यदि हाँ, तो उक्त गाड़ियों में बर्थों और बैठने का स्थानों में कितनी-कितनी वृद्धि करने का प्रस्ताव है?

रेल मंत्री (श्री के० हनुमन्तैया) (क) और (ख). 57 अप/58 डाउन बम्बई-पठानकोट एक्सप्रेस में स्थान बढ़ाने का फिलहाल कोई प्रस्ताव नहीं है। 28 अप/27 डाउन बम्बई-वाराणसी एक्सप्रेस से संबंध में 1-5-1972 से तीसरे दर्जे में बैठने की सीटें बढ़ा कर 240 की जा रही हैं।

पश्चिम रेलवे में खंडवा-अजमेर लाइन को बड़ी लाइन में बदलना

1397. श्री गंगाचरण बोक्षित : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या खंडवा-अजमेर छोटी लाइन को बड़ी लाइन में बदलने सम्बन्धी सर्वेक्षण कार्य इस बीच पूरा कर लिया गया है ;

(ख) यदि हाँ, तो उसके निष्कर्ष क्या हैं ; और।

(ग) इस लाइन का निर्माण कार्य कब आरंभ किया जायेगा ?

रेल मंत्री (श्री के० हनुमन्तैया) : (क) इन खंड के बदलाव के लिए कोई सर्वेक्षण शुरू नहीं किया गया है।

(ख) और (ग). प्रश्न नहीं उठता।

मध्यप्रदेश सरकार के कर्मचारियों का चुनाव प्रचार में भाग लेना

1398. श्री फूल चन्द वर्मा : क्या बिधि और न्याय मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या मध्य प्रदेश के संसद सदस्यों, विधान सभा के सदस्यों तथा राजनैतिक दलों और प्रत्याशियों ने तारों तथा पत्रों के माध्यम से, मध्य प्रदेश सरकार के कर्मचारियों द्वारा चुनाव प्रचार में भाग लेने

के सम्बन्ध में मुख्य निर्वाचन आयुक्त से शिकायतें की थीं ;

(ख) यदि हाँ, तो किस प्रकार की शिकायतें की थीं ;

(ग) क्या निष्पक्ष निर्वाचन सुनिश्चित कराने के लिए संसद के कुछ सदस्यों ने कुछ निर्वाचन क्षेत्रों में पर्यवेक्षक नियुक्त करने की मांग की थी, और यदि हाँ, तो उन सदस्यों तथा निर्वाचन क्षेत्रों के नाम क्या-क्या हैं ; और

(घ) इस संबंध में मुख्य निर्वाचन आयुक्त द्वारा क्या कार्यवाही की गई है ?

बिधि और न्याय मंत्रालय में राज्य मंत्री (श्री नौतिराज सिंह चौधरी) : (क) जी हाँ, कुल मिलाकर 24 शिकायतें प्राप्त की गईं।

(ख) ये शिकायतें सामान्यतः निर्वाचन-अभियान में सरकारी कर्मचारियों के कथित भाग लेने, सरकारी मशीनरी के दुरुपयोग और मतदाताओं के अभिवासान और संज्ञा आदि के सम्बन्ध में थीं।

(ग) और (घ). जी हाँ। प्रेक्षकों को भेजने के लिए दो प्रार्थनाएँ, एक श्री फूल चन्द वर्मा, संसद् सदस्य और दूसरी श्री एन० के० शेजवालकर, संसद् सदस्य से, निर्वाचन आयोग में प्राप्त हुई थी। श्री फूल चन्द वर्मा से प्राप्त शिकायत सामान्य थी और उसमें किसी विशेष निर्वाचन के क्षेत्र के प्रति कोई निर्देश नहीं था। यह शिकायत जांच और रिपोर्ट के लिए मध्य प्रदेश सरकार के मुख्य सचिव को इस निदेश के साथ भेज दी गई कि सरकार को यह सुनिश्चित कर लेना चाहिए कि निर्वाचन निष्पक्ष और अबाध रूप से हों। 17-गिर्द विधान सभा क्षेत्र में प्रेक्षण भेजने के लिए श्री एन० के० शेजवालकर से प्राप्त

दूसरी शिकायत के सम्बन्ध में कोई भी कार्यवाही नहीं की जा सकी क्योंकि यह शिकायत निर्वाचन आयोग में मतदान के दिन अर्थात् 11 मार्च, 1972 को ही प्राप्त हुई थी।

12 Hrs.

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE

**REPORTED DISCONTENTMENT AMONG HAND-
LOOM AND POWERLOOM WEAVERS IN UTTAR
PRADESH ON ACCOUNT OF HIGH YARN
PRICE**

SHRI NARSINGH NARAIN PANDEY
(Gorakhpur): Sir, I call the attention of the Minister of Foreign Trade to the following matter of urgent public importance and I request that he may make a statement thereon:

The reported discontentment among handloom and powerloom weavers in Uttar Pradesh on account of high yarn price, non-availability of financial assistance from nationalised banks and non-disposal of accumulated stock.

**THE DEPUTY MINISTER IN THE
MINISTRY OF FOREIGN TRADE**
(SHRI A. C. GEORGE): Mr. Speaker, Sir, As a result of the short crop of indigenous cotton amounting to 53 lakh bales only in 1970-71, there was an acute shortage of cotton and abnormal rise in its prices. Consequently, the prices of cotton yarn increased during this period. The annual production of both cloth and yarn in 1970-71 were the lowest in 20 years. As handloom, powerloom and hosiery units found it difficult to obtain supplies of cotton yarn at reasonable prices, a Yarn Pool Scheme was introduced in February, 1971, to alleviate to some extent the shortage of yarn felt by these sectors. The prices at which participating mills were required to sell yarn were the average of the prices of particular counts attained during October, November and December, 1970. The responsibility for distribution of the yarn allocated under the Scheme rested with the State Governments. The scheme has been extended recently to cover the quarter March-May, 1972. Allocations for this quarter will be finalised shortly.

The Textile Commissioner has allotted 1433 bales of hank yarn (for handlooms) and 4650 cases of cone yarn (for powerlooms) to U. P. for the period from October, 1971, to February, 1972, under the Yarn Pool Scheme. This allocation is equivalent to 90% of the State Government's demand for hank yarn and 86% of the demand for cone yarn. The above percentages were the highest for U. P., among all States. U. P. has accordingly been given a special treatment during October-December, 1971. Allocations for March-May, 1972, are still to be made. Discussions with representatives of the Government of U. P. are being arranged, before finalising the allocation for this quarter.

Of late there has been some difficulty in the regular supply of staple fibre yarn to the weaving units and the prices in the market rose considerably. This has been mainly due to the strike, for nearly 2½ months, in the pulp factory of M/s. Gwalior Rayons who are the main suppliers of staple fibre. However, as a result of the efforts made by the Textile Commissioner, the Man-made Fibre Spinners Association, representing the mills in Northern India, have entered into an agreement with the weavers associations to supply 50% of their production at agreed prices. Under this arrangement, the Spinners Association has placed at the disposal of the U.P. State Textile Corporation 3,500 bales per month of staple fibre yarn for distribution to weavers in U.P. The U.P. State Textile Corporation has already arranged to life the yarn allotted to them in the month of February, 1972. The Association has issued instructions to the mills regarding similar supplies during March, 1972. These supplies are in addition to those being made by the mills through the normal trade channels at market prices. The quantity of 3,500 bales has been arrived at on the basis of 50% of the supplies normally made to the weavers in U.P. by the mills. The U.P. Government have stated that their requirements are about 11,000 bales per month. The question of assessing their exact requirements and arranging additional supplies is being considered, in consultation with the State Government and the Spinners Association.

As regard sanction of institutional finance for the development of the handloom indus-

try, a scheme under which the Reserve Bank of India grants working capital finance to weavers' co-operatives, through the Co-operative Banks, is already in force. A Committee consisting of the representatives of the Reserve Bank of India, the State Bank of India and the Secretary, All India Handloom Board, has also been formed to examine the matter and report as to how working capital finance could be provided to weavers' co-operatives through State Bank of India, etc. Further action in the matter will be taken after the Committee has submitted its Report.

With the easing of the cotton supply position, the prices of cotton yarn are likely to come down in the next 2 or 3 months. It is hoped that with the Gwalior Rayons coming into full production, the supply of staple fibre yarn would also improve. The difficulties of the handloom and powerloom weavers in obtaining their raw material requirements will, therefore, be shortlived. The situation is, however, being closely watched and an officer of the Textile Commissioner has been specially deputed to establish liaison with the State Government and the Weavers.

6. We have been informed that the U.P. Government have announced the following two major decisions concerning the handloom industry: -

- (i) To appoint an Enquiry Commission to look into the problems of the handloom industry; and
- (ii) To set up a Handloom Financing and Marketing Corporation.

We are further informed that the hunger-strike of the weavers has ended after the announcement by the U. P. Government. I may assure the House that the Central Government will render all possible assistance to the State Government in resolving the problems of the weavers.

श्री नरसिंह नारायण पाण्डेय: अध्यक्ष महोदय, मंत्री महोदय ने जो बयान दिया है उस बयान से यह बात स्पष्ट है कि उत्तर प्रदेश की सरकार ने और मुख्य मंत्री ने कहा कि 11,000 लूम के लिए सूत दिया जाय और मंत्री महोदय ने अपने बयान में यह स्वयं

ही कबूल किया है कि केवल 3,500 लूम के लिए आप जो यार्न दे सके हैं वह भी श्रीमन्, मैं आप से निवेदन करना चाहता हूँ कि उन्होंने दो मिलों को ऐलाट किया। एक मिल तो मऊ की राजा राम जयपुरिया जी की मिल है जहाँ पर कि यू० पी० गवर्नमेंट को उन्होंने वह यार्न जो ऐलाट किया गया उस को भी देना उन्होंने इंकार कर दिया और जब देना इंकार कर दिया तो यू० पी० गवर्नमेंट को कोअरसिव मैथड्स अख्त्यार करने पड़े। दूसरी मिल जो यार्न के लिए ऐलाट की गयी वह कलकत्ते की कोई मिल ऐलाट की गई थी। आज तक श्रीमन् उन्होंने कोई कम्प्लायंस नहीं किया। आज सारे सूबे में 35 लाख हैंडलूम बीवर्स भूखो मर रहे हैं। वह इसलिए भूखों मर रहे हैं कि आज इधर दस सालों से जो यार्न की प्राइस है चाहे वह स्टैपुल यार्न हो और चाहे वह तौलिए और लुंगी बनाने वाला यार्न हो उस की प्राइस बढ़ती चली जा रही है। मैं इस अवसर पर मंत्री महोदय की सेवा में कुछ फीगर्स कोट करना चाहता हूँ जिन फीगर्स से यह पता चलेगा कि आज मंत्री महोदय ने और उन के डिपार्टमेंट ने उस तरफ कितना अधिक ध्यान दिया है? यह मेरे पास फीगर्स कौटैन टेक्सटाइल इंडस्ट्री की सन् 1951 से लेकर 1971 तक की हैं। सन् 1951 में जो हमारे सूत का भाव था उस से आज का भाव अगर देखा जाय तो दोनों में काफी फर्क है, कोई दूने का फर्क मालूम होता है। इस सिलसिले में कुछ मोटी मोटी फीगर्स हाउस के सामने पढ़ कर सुना देना चाहता हूँ।

स्टैपुल यार्न का 40 नम्बर का जो सूत है वह 44 रुपये से बढ़ कर 60 रुपये तक हो गया। 52 रुपये से 75 रुपये और उससे बढ़ कर 100 रुपये तक हो गया और 60 नम्बर का सूत 80 रुपये से बढ़

[श्री नरसिंह नारायण पांडेय]

कर 108 रुपए हो गया। इसी तरह 100 नम्बर का सूत 125 रुपए से बढ़ कर 165 रुपए हो गया। 20 नम्बर का सूत 42 रुपए से बढ़ कर 54 रुपए हो गया जबकि 30 नम्बर का सूत 48 रुपए से बढ़ कर 58 रुपए हो गया। कतान रेशम जिससे कि रेशम की साड़ियां बनारस में बनती हैं, मगहूर साड़ियां होती हैं उन के भाव 170 रुपये से बढ़ कर 240 रुपये तक हो गये। इसी तरह से जो डाइंग की कौस्ट है वह काफी बढ़ गयी है। कैमिकल के भाव 100 रुपये से बढ़ कर 400 रुपए और 400 से बढ़ कर 700 रुपए तक हो गये। 100 परसेंट से ज्यादा इनक्रीज हो गयी। सूत का भाव और हैडलूम जोकि गरीब लोग इस्तेमाल करते हैं उस की बाबत मैं मंत्री महोदय से जानना चाहता हूँ कि आखिर उन के यह भाव इस तरह से क्यों बढ़ते चले जा रहे हैं? आज मिलों की हानत यह बन रही है कि 664 मिलों में से 72 मिलें आप की बंद पड़ी हुई हैं। माननीय मंत्री देखेंगे कि 373 स्पिनिंग मिलें और 291 कम्पोजिट मिलें जोकि आज काम कर रही हैं उनमें से 72 मिले आज बंद पड़ी हुई हैं तो क्या उन का राष्ट्रीयकरण करने की ओर आप ध्यान देंगे जिससे कि यह समस्याएं तय हो सकें?

श्रीमान्, आज सब से बड़ा सवाल यह हो गया है कि उत्तर प्रदेश में 30 लाख जो बीबर्स के खानदान हैं आज उनका खर्चा बहुत अधिक बढ़ रहा है। उधर एक्साइज इयूटी बढ़ गयी और दूसरी ओर उस का कौस्ट आफ प्रोडक्शन बढ़ गया है और सब मिला कर आज कोई 45 परसेंट तक का इजाफा उस के कपड़े में हो गया है। करोड़ों रुपये का सारा माल आज उम के घर में बंद पड़ा हुआ है कोई भी आज खरीददार नहीं है। उस के लिए कोई

मार्केट नहीं है कोई फाइनेशियल एसिस्टेंट नहीं है। आपने नैगनालाइज्ड बैक्स को कहा है कि वे उनको असिस्टेंस दें। मैं जानना चाहता हूँ कि कितना पैसा आज तक हैडलूम के वर्कर्स को लूमज के हिसाब से दिया गया है? क्या यह सही नहीं कि कोऑपरेटिव सेक्टर की जितनी मदद की जानी चाहिये थी नहीं की गई है? क्या यह भी सच नहीं है कि दो-दो और तीन साल तक उनकी एप्लीकेशन को उन्होंने पैडिंग में डाला हुआ है और उनको पैसा नहीं मिल रहा है? यह जो बर्गलिंग है, यह न हो, इसके लिए आप क्या कर रहे हैं? इतना ही नहीं। इटावा की जो एक मिल है वह आज भी दो सौ ग्राम कम बडलो में सूत मण्पाई कर रही है जबकि दूसरी मिलों को, आन्ध्र की मिलों का तथा और मिलों को तीन सौ ग्राम से ज्यादा बडलो में सूत मण्पाई किया जाता है। मैं जानना चाहता हूँ कि इस सब को देखते हुए क्या आप कोई ठोस कार्रवाई करेंगे?

क्या आप मार्किटिंग फंडेशन जैसी कोई संस्था बनायेंगे जोकि हैडलूम क्लाय को रिम्युनेरेटिव प्राइम पर खरीद कर उसका एक्स्पॉर्ट कर सकें? इस प्रकार से एक्स्पॉर्ट की स्थिति पैदा करके क्या आप माल की खपत की व्यवस्था करेंगे ताकि उनकी बेरोजगारी दूर हो सके? साथ ही सूत के भाव गिराने के लिए क्या आप इन मिलों का राष्ट्रीयकरण करेंगे या कोई दूसरी इस तरह की व्यवस्था करेंगे?

SHRI A. C. GEORGE: The hon. Member has described in detail the pitiable situation of the weavers in U.P. I am not going to dispute his figures, nor am I going to quarrel over some differences this way or that way. The basic truth is that the weavers' plight is not enviable. They are having difficulties. The yarn prices had been going up and the price of their production is not going up appreciably in comparison

with that. But I may submit that many of the difficulties raised by the hon. Member are to be solved at the State level.

During the Fourth Plan period, while finalising the allocations, we are not going into details regarding the different projects. It is for the State Government to do that. The Central Government will be giving block grants or aid or loans. It is for the State Government to allocate money out of these block grants for different schemes and priorities according to priorities. Many of the problems raised by the hon. Member can be solved by the State Government by their paying more attention to the actual problems of the weavers.

As I have said, the problem arose because of the poor crop of cotton last year. We had only 53 lakhs bales and naturally, the yarn prices went up. We needed at least 900 million k.g. of yarn production, but our production was only 865 million k.g. So, there was naturally a shortfall of 35 million k.g. This was reflected in the market prices, and the yarn prices went up. We are taking all measures to bring it down, and those are the measures which I have given in my detailed statement. I hope that the hon. Member is convinced that the Government of India are taking all measures within their purview. The hon. Member has pointing out certain figures prevailing in 1951 and subsequently. I have got figures to show that recently, at least, during the past three or four months, reflecting the fall in prices of cotton, the yarn prices are also going down. I may again assure the hon. Member that we are taking all measures that are within the purview of the Government of India.

श्री कमल मिश्र मधुकर (केसरिया): मंत्री महोदय ने जो जवाब दिया है उस में उन्होंने कहा है कि काटन की पैदावार कम हो गई है और साथ ही हड़ताल की वजह से कठिनाई पैदा हो गई है। लेकिन बात ऐसी नहीं है। असल बात यह है कि पूँजी बाकी मार्केट के अन्दर बड़े पूँजीपतियों की छूट से बचाने के लिए आपने अभी तक कोई काम नहीं किया है। अभी तक स्थिति यही है कि बिड़ला और जयपुरिया, इन्होंने

ही धागा बनाने के काम पर एकाधिकार जमा रखा है और मनमाने ढंग से ये धागे की कीमत तय करते हैं। दिसम्बर से मार्च तक इन्होंने खूब धागे के काम को बढ़ाया है। इसकी वजह से कठिनाई पैदा हुई। इस कारण से बिहार तथा दूसरी जगहों पर बुनकरो तथा उनके परिवार के लोगों के मरने की परिस्थिति पैदा हुई। तीन समस्याएँ हैं, एक पूँजीवादी बाजार की वजह से गड़बड़ी पैदा होती है, दूसरे नौकर-शाही की वजह से होती है और तीसरे आपकी लापरवाही की वजह से पैदा होती है। मैं जानना चाहता हूँ कि राज्य सरकारों से बातचीत करके क्या आप जो ये समस्याएँ हैं, इनको आप हल करने की कोशिश करेंगे? क्या आप इस में हस्तक्षेप करेंगे या कि इसको आप राज्य सरकारों पर ही छोड़ देंगे? अगर आप हस्तक्षेप करेंगे तो किस रूप में आप उनको सहायता पहुँचायेंगे?

ऐसे मिल मालिक जो मनमाने ढंग से दाम धागे के बढ़ा रहे हैं, उनके खिलाफ कार्रवाई करने का आपके पास कोई अधिकार है कानूनी या नहीं? अगर नहीं है तो क्या आप इस चीज को बेवगाम छोड़ देंगे ताकि मनमाने ढंग से वे काम करते रह सकें?

क्या आप इसका राजकीय व्यापार शुरू करेंगे ताकि धागे की सप्लाई की जिम्मेवारी सरकार पर आ जाए और उसके जरिये बुनकरो को निश्चित दामों पर धागे की सप्लाई होती रह सके?

उनके द्वारा तैयार किए गए माल को विदेशों में भेजने के लिए आपने क्या कोशिश की है? जो मार्केट की समस्या है, वह हल हो सके, इसके लिए आपने क्या किया है? क्या आपने ऐसी कोई योजना बनाई है ताकि नए आजाद हुए देशों में और समाज-

[श्री कमल मिश्र मधुकर]

बादी देशों में इस कपड़े का निर्यात बढ़ सके ?

बैंकों से गारंटी दे कर उनको ऋण मिल सकते हैं। लेकिन नौकरशाही चूँकि अड़गे अटकाती है, इस वास्ते उनको ऋण नहीं मिल पाते हैं। ऐसी चीज न हो और उनको आसानी से ऋण मिल सके, इसके लिए आप कौन-सी कार्रवाई करने जा रहे हैं ?

मैंने ये जो चार प्रश्न किए हैं, इनके मैं स्पष्ट उत्तर चाहता हूँ। आप टालने की कोशिश न करें। ऐसी बात न कहें कि राज्य सरकारों के हाथ में यह चीज है और यह हमारा काम नहीं है।

अध्यक्ष महोदय : वैसे आप एक ही प्रश्न पूछ सकते हैं ? लेकिन चार को भी आप एक बना कर पूछ सकते हैं। नम्बर जो आप ने दिया है यह न दिया करें। अगर नम्बर देंगे तो फिर एक ही पूछा जा सकेगा।

SHRI A. C. GEORGE : It is not true that the Government of India were indifferent to the problems of the weavers. I explained in my statement that as early as Feb. 1971 when there were signs of yarn prices going up, we introduced a yarn pool scheme and it was through the scheme that we were operating allotments.

The hon. member was suggesting that there is a lot of exploitation going on between the supplier and the consumer. It is precisely to avoid this that we made the allotment to the UP State Textile Corporation. When the allotment is through the Corporation which is a public sector enterprise, naturally we thought that it would be operated better. So there is no question of exploitation taking place in that sector. The allotment is made to the Corporation itself.

As for handloom export, we have been making all possible efforts to boost it. It

is quite visible by our recent attainment also. Last year our handloom export was only Rs. 13 crores. This year, though we had targeted for Rs. 15 crores, I am happy to inform the House that our export is going to beyond it and will reach Rs. 15.7 crores.

श्री शारदाशंकर राय (घोसी) : अध्यक्ष महोदय, यह उत्तर प्रदेश का सब से बड़ा कुटीर उद्योग है। उत्तर प्रदेश में लगभग साढ़े पांच लाख हथकरघे और पच्चीस हजार पावरलूम चल रहे हैं, जिन में कुल मिला कर चालीस लाख से ऊपर आदमी काम करते हैं। यह उन के जीवन का प्रश्न है। यह बुनकरों का असंतोष करीब-करीब बाल-बिन्दु बायोलिंग पायंट, तक पहुँच चुका है। उदाहरण के लिए 1 मार्च को उत्तर प्रदेश के सभी बुनकर सैटरों में मुकम्मल हड़ताल हुई थी। अकेले मऊ में 35,000 लोगों ने उस दिन जलूम निकाला था। 13 मार्च से 20 मार्च तक उत्तर प्रदेश के सभी बुनकर सैटरों में और मऊनाथ भंजन (आजमगढ़) तथा (इलाहाबाद) में जयपुरिया की काटन मिलों में जबर्दस्त सामूहिक भूख-हड़ताल हुई थी, जिसकी चर्चा मंत्री महोदय ने अपने बयान में भी की है। 22 मार्च को उत्तर प्रदेश विधान सभा के सामने बीस हजार बुनकरों का एक अभूतपूर्व और ऐतिहासिक प्रदर्शन हुआ। उत्तर प्रदेश के इतिहास में ऐसा प्रदर्शन बुनकरों का इसके पहले कभी नहीं हुआ था। सरकार से कोई संतोषजनक उत्तर अब तक न मिलने पर आज लखनऊ में उन लोगों की उत्तर प्रदेश ज्वाइन्ट एक्शन कमेटी इस समय बैठी हुई है, जो आगे के स्वयं सत्याग्रह और जेल गोदंग—का फैसला करने जा रही है।

इस गम्भीर स्थिति को देखते हुए क्या सरकार निम्न कदमों को उठाने का विचार कर रही है ? अगर कोई मंत्रालय नहीं, तो क्या इस के लिए नैशनल लैबल पर अलग

से एक डायरेक्टोरेट कायम किया जायेगा ? आज जो अस्मी फीसदी बोगस कोआपरेटिव सोसायटिया बनी हुई है, जिन पर कुछ नेताओं का एकाधिकार है और जो उन के खाने, कमाने और आराम की जिन्दगी बिताने का आधार बनी हुई है, क्या उन के बारे में सम्यक जाच की कोई व्यवस्था की जायेगी ?

उत्तर प्रदेश सरकार ने ग्यारह हजार गाठों की प्रतिमाम के लिए वितरण हेतु माग की है। उत्तर प्रदेश के मंत्री, श्री देवकीनन्दन विभव, ने विधान सभा में गत 22 मार्च को ढाई घंटे के विवाद के दौरान कहा कि इस विषय में हमारी जिम्मेदारी कम है और केन्द्रीय सरकार की ज्यादा है। मंत्री महोदय के बयान में मालूम होता है कि प्रदेश सरकार की जिम्मेदारी ज्यादा है और केन्द्रीय सरकार की कम है। हम इस झगड़ में नहीं पड़ना चाहते हैं। केन्द्रीय सरकार और प्रदेश सरकार दोनों एक ही पार्टी की हैं। मैं यह जानना चाहता हूँ कि उत्तर प्रदेश ने सरकार जो ग्यारह हजार गाठों की माग की है, क्या केन्द्रीय सरकार उन्हें देने जा रही है या नहीं; अगर हा, तो कब तक, यदि नहीं तो क्यों ?

जो स्टेपल यार्न बनाने की मिलें हैं, चाहे वे ग्वालियर में हो या हमारे प्रदेश में, क्या सरकार का विचार उन का राष्ट्रीयकरण करने का है, अगर हा तो कब तक ?

करोड़ों रुपये का माल बस्ती, गोरखपुर, आजमगढ़ और बाराबंकी में बुनकरों के पास एकत्र पड़ा हुआ है। क्या सरकार उस समस्त स्टॉक को खरीद कर अपने माध्यम से वेश-विवेश में खपाने का प्रयास करना चाहती है या नहीं ?

क्या सरकार राष्ट्रीयकृत बैंको से बड़े पैमाने पर, सस्ती दर पर, आमानी से उन बुनकरों और पावरलूमों को कर्ज देने की व्यवस्था करने पर विचार कर रही है या नहीं ?

सरकार ने जैमे मिलों के मोटे कपड़े पर पैतीस पैमे फी मीटर की एकमाइज इयूटी में छूट दी है, क्या वैसे ही वह हैंडलूम और पावरलूम के कपड़े पर भी छूट देने का विचार कर रही है या नहीं; अगर नहीं, तो क्या वह मिलों के कपड़े पर दी गई छूट को वापिस लेने के लिए तैयार है या नहीं ?

क्या भारत सरकार—मैं इस बात पर जोर देना चाहता हूँ—कुछ कपड़े पावरलूम और हैंडलूम के लिए रिजर्व करने जा रही है, जिन को मिले किसी भी अवस्था में हरगिज न बना सके ? इस समय बुर्जुवा-समाज में यह मिह और मेमने का फी काम्पिटिशन हो रहा है, जिसमें हैंडलूम और पावरलूम मर रहे हैं और मिले सब को खा-चबा रही हैं। क्या सरकार हैंडलूम और पावरलूम के लिए कुछ कपड़े रिजर्व करने का विचार कर रही है या नहीं ?

SHRI A. C. GEORGE SAH, the hon. Member has pointed out that a Minister in the U. P. Government has passed on the buck to the Central Government. I do not propose to pass the same buck back to the Uttar Pradesh Government. Whatever is the Government of India's responsibility, we are prepared to take it. I was only pointing out that with the recent changes in the allocation of finances necessary for different development projects, block grants and loans are given, and it is for the State Government to decide the priorities and allocate the maximum to whichever field it is necessary.

[Shri A. C. George]

There are certain points at which the Government of India is helpless. For example, regarding co-operatives, I do concede that there are some malpractices going on in the co-operatives, but it may be more within the purview of the State Government to prevent these, and we, on the side of the Government of India are prepared to co-operate with it. Beyond that, such malpractices cannot be stopped by the Government of India alone.

Regarding the allotment of 11,000 bales, it is true that the U.P. Government was the opinion that they needed 11,000 bales, but on a study made by the Textile Commissioner, it was found that it can reasonably be met with 7,000 bales. Out of 7,000 bales, more than fifty per cent were earmarked and allotted. It is not that this Ministry alone is doing this; the normal trade channels are also there. Beyond that the allotment to the U.P. State Textile Corporation is made. The hon. Member says about certain reservations being made for the handloom production. Even now we have got certain reservations for handlooms and powerlooms.

SHRI S.M. BANERJEE (Kanpur): I think the hon. Minister is aware that on 22nd March, 1972 nearly 50,000 handloom weavers from all over U.P. held a big demonstration before the Council House in Lucknow. Their demand was supported not only by us but also by MLAs and MPs of the ruling Congress and other parties. It has been stated in the statement:

"We have been informed that the U. P. Government have announced the following two major decisions concerning the handloom industry: (1) to appoint an Enquiry Commission to look into the problems of the handloom industry and (ii) to set up a handloom financing and marketing corporation."

When such things are done, we feel that the Government is trying to solve the problem by appointing a commission. The problem is acute. The weavers of the country, especially in the eastern districts of U.P. where the industry was thriving as a cottage industry are fighting for their

existence. Again, in the matter of granting loans, they say:

"As regards sanction of institutional finance for the development of the handloom industry, a scheme under which the Reserve Bank of India grants working capital to weavers' co-operatives, through the co-operative banks, is already in force. A committee consisting of the representatives of the Reserve Bank of India, the State Bank of India and the Secretary, All India Handloom Board, has also been formed to examine the matter and report as to how working capital finance could be provided to weavers' co-operatives through State Bank of India, etc. Further action in the matter will be taken after the Committee has submitted its Report."

The main problem is how to get yarn. About a lakh of weavers are there and they are sandwiched in between these committees. Is it a fact that a present fifty per cent of the yarn is being distributed by the U. P. Textile Corporation at Rs. 52. I speak subject to correction. Fifty per cent is being sold in the open market and it has been given to big sharks to sell at a price of Rs. 76/-. Why is it so? Why cannot the Government take action to see that the Textile Corporation or the Central level or the State level distributed it at a reasonable price or why cannot the price be fixed in consultation with the handloom weavers' co-operatives? The U. P. Government estimated the requirements to be 11,000 bales but the hon. Minister thinks it to be inflated and he thinks that the Centre's estimate is 7,000 bales. He says that 50 per cent of it had already been given. Is he aware that unless something is done immediately to give relief to the weavers this industry is not going to thrive but is going to die? If this industry dies, the eastern districts of U. P. will be facing a serious unemployment problem, and there is already unemployment problem, in the State. So, what are the immediate steps taken by the Government, and would they like to meet a delegation of the weavers who met the hon. Minister of Finance in Lucknow at the earliest opportunity to discuss this problem and

appoint a committee with their representatives? It is no use appointing a Committee or Commission without consulting their representatives or including their representatives. The Secretary of the Handloom Board is there, but he is not a representative of the weavers. Would I like to know what short-term and long term measures Government propose to take to check the situation, and whether they are going to invite a delegation of the weavers and discuss the entire matter with them before they take final action. In case this is not done, I am afraid they have decided to take action by the 15th April. As their entire existence is threatened, they have decided to do or die, and naturally it they launch a struggle, it would not be in the interests of the State itself. So, to avert unrest among the weavers, to avert their taking drastic action, may I know whether the Government is prepared to meet them and discuss the entire matter with them at the earliest opportunity?

SHRI A. C. GEORGE : This subject was raised because there was a higher level of prices prevailing for the yarns. In this context, the hon. Members may kindly recollect that two days back we had a discussion regarding the cotton prices going down. It is quite natural that the price of cotton going down will have its reflection on the yarn prices also, and is visible from the figures. The prices are going down for yarn also. This whole problem arose, as I explained in the beginning, because last year we had a short crop, and the encouraging signs of the bigger crop this year are quite evident in the prices of yarn going down. Even then, as soon as signs of higher prices were visible last year, we took prompt measures.

A point was raised about the allocation. It was simply because we found that the demand was slightly inflated, we thought of going into the actuals, and it was found that we could have realistic estimates. Even in that case, the maximum allotment was made to the U.P. Textile Corporation. And now, since the yarn price is going down, I do not think that there is an alarming situation prevailing. But I do agree with the Member that the plight of the weavers is a problem which has to be looked into from a larger angle. From the side of the Govern-

ment of India we are trying to give all possible financial help as well as marketing facilities. As I explained in the beginning, the export of handloom is going up at least by 20 per cent, and we are giving further incentives in all possible ways. As I explained in the beginning, the Committee which is going into the financial aspect of this is expected to submit its report by May, 1972. By that time we will be able to give the necessary financial assistance to the weavers from all possible angles.

SHRI S. M. BANERJEE : He has not answered my question whether it is a fact that the 50 per cent given to the open market is sold at a much higher rate, and whether they would meet a delegation of the weavers to discuss the matter exhaustively, so that trouble may be averted.

SHRI A.C. GEORGE : In such cases, we welcome suggestions from anybody, from all representatives who are concerned with this particular thing.

श्री झारखंडे राय : अध्यक्ष महोदय, मैं चाहता हूँ कि इस गम्भीर संकट विषय पर आप विवाद रख लें दो घंटे का क्योंकि सरकार की ओर से जो जवाब मिले है, वह बिल्कुल असंतोषजनक है।
(अवधान)

SHRI S. M. BANERJEE : Unless this is immediately attended to, it will affect half of the State.

12.35 hrs.

PAPERS LAID ON THE TABLE

REVIEW OF THE WORKING OF THE NATIONAL
PROJECTS CONSTRUCTION CORPORATION

THE MINISTER¹ OF IRRIGATION
AND POWER (DR. K. L. RAO) : I beg
to lay on the Table a copy each of the
following paper. (Hindi and English versions)
under sub-section (1) of section 19A of the
Companies Act, 1956:

- (1) Review by the Government on the
working of the National Projects
Construction Corporation Limited,
New Delhi, for the year 1970-71.

[Dr. K. L. Rao]

- (2) Annual Report of the National Projects Construction Corporation Limited, New Delhi, for the year 1970-71 along with the Audited Accounts and the comments of the Comptroller and Auditor General thereon. [Placed in Library. See No. LT-1554/72]

FOOD CORPORATIONS (AMENDMENT) RULES

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ANNASAHAB P. SHINDE) : I beg to lay on the Table a copy of the Food Corporation (Amendment) Rules, 1972 (Hindi and English versions) published in Notification No. G. S. R. 78(E) in Gazette of India dated the 15th February, 1972, under sub-section (3) of section 44 of the Food Corporations Act, 1964. [Placed in Library. See No. LT-1555/72]

SUGAR CONTROL (THIRD AMENDMENT) ORDER

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (PROF. SHER SINGH) : I beg to lay on the Table a copy of the Sugar (Control) Third Amendment Order, 1971 (Hindi and English versions) published in Notification No. G.S.R. 100 in Gazette of India dated the 8th January, 1972, under sub-section (6) of section 3 of the Essential Commodities Act, 1955. [Placed in Library. See No. LT-1556/72]

NOTIFICATIONS UNDER COFFEE ACT AND CARDAMOM (AMENDMENT) RULES

THE DEPUTY MINISTER IN THE MINISTRY OF FOREIGN TRADE (SHRI A. C. GEORGE) : I beg to lay on the Table :

- (1) A copy each of the following Notifications (Hindi and English versions) under sub-section (3) of section 48 of the Coffee Act, 1942:
 - (i) The Coffee Board Servants (Conduct) First Amendment Rules, 1972, published in Notification No. G.S.R. 183 in Gazette of India dated the 12th February 1972.
 - (ii) The Coffee (Amendment) Rules, 1972, published in Notification

No. G. S. R. 227 in Gazette of India dated the 19th February, 1972.

- (iii) The Coffee (Second Amendment) Rules, 1972, published in Notification No. G.S.R. 289 in Gazette of India dated the 11th March, 1972. [Placed in Library. See No. LT-1557/72].

- (2) A copy of the Cardamom (Amendment) Rules, 1971 (Hindi and English versions) published in Notification No. G.S.R. 194 in Gazette of India dated the 19th February, 1972, under sub-section (3) of section 33 of the Cardamom Act, 1965. [Placed in Library. See No. LT-1558/72].

12.36 Hrs.

STATEMENT RE. STRIKE IN I.I.T., KANPUR

MR. SPEAKER : Prof. Nurul Hasan.

THE MINISTER OF EDUCATION, SOCIAL WELFARE AND CULTURE (RPOF. S. NURUL HASAN) : It is a four page statement.

MR. SPEAKER : You can lay it on the Table.

PROF. S. NURUL HASAN : I have the honour to lay on the Table of the House a statement on the strike at the Indian Institute of Technology, Kanpur.

Statement

The Indian Institute of Technology, Kanpur was set up in 1960 as a Centre of Advanced Studies and Research in Engineering and Technology. It is a fully residential institution and has a student enrolment of about 1,450 at the undergraduate stage and about 700 at the post-graduate and research stage. It has a faculty of about 260 teachers and a large supporting administrative and other staff.

Since 1960 until two years back the Institute had a sizeable programme of construction of buildings, roads, electrical installations, water supply, sanitation facilities. Of these, the major construction work were mostly executed through private contractor, while

minor and temporary construction such as site development work footpath construction etc. were undertaken by departmental Labourers. For maintenance of these facilities and for minor works, several kinds of staff were employed from 1961 onwards, initially on daily wages or consolidated pay. In addition a few persons were employed on daily wage and consolidated pay in some of the laboratories and workshops.

As on December 1971, the approximate number of such persons is 513, consisting of 369 on daily wage and 145 on consolidated pay. Their years of employment are shown in Annexure I. [Placed in Library. See No. LT-1560/72].

The Institute has been making every effort to adjust as many of these persons as possible against regular vacancies in the Institute cadre. For this purpose the Institute appointed several Committees to assess the precise needs for regular employees and how the daily wage and consolidated employees can be absorbed. While the Institute can utilise all those employed for maintenance work and in laboratories and workshop, such of those persons employed for casual or minor works may not be usefully employed. While the Institute was making efforts towards adjustment of these persons into regular cadre in phased manner, a *Karamchari Sangh* was formed which included the daily wage and consolidated pay staff along with some of the regular employees also.

In October last year, the Sangh gave notice of a strike which was followed by an actual strike from 23rd to 28th of October, 1971, which disrupted the normal working of the Institute. The faculty, the Director and others intervened and ultimately in consultation with the Sangh, a Grievances Committee was set up consisting of the representatives of the faculty and the representatives of the Sangh. As a result of these negotiations the strike at that time was called off.

The Grievances Committee considered the question of regularising the daily-wage and consolidated pay employees and made a set of recommendations on 23rd February, 1972. Recommendations of the Grievances Committee are given in Annexure II. [Placed in Library. See No. LT-1560/72]

While the examination of the recommen-

dations of the Grievances Committee was going on, the Sangh started a strike on March 18, 1972 and began intimidation of other employees, prevented the faculty from going to classes and disrupted the normal life in the Institute. The strikers cut off the electricity and water supply. However, partial electricity and water supply have been restored and maintained by the Faculty members. Full police protection has been provided on the Campus to ensure safety to property and life.

In view of the action of the strikers to cut off water supply, electric supply and other facilities at the campus and to avoid the possibility of any clash between students and strikers the authorities of the Institute decided to suspend classes with effect from March, 21, 1972 for a fortnight and send the students back to their homes. A relay hunger strike by two workers in rotation of 24 hours has been started on 21st March, 1972.

The Chairman of the Board of Governors has in consultation with the Director, indicated that the recommendations made by the Grievances Committee dated 23rd February 1972 should be implemented immediately. Those who are left out of permanent employment on the basis of the recommendations of the Grievances Committee will continue in their present status and receive their present emoluments. Such cases will be examined in detail by the Grievances Committee and efforts will be made to provide to all of them either a useful employment or suitable training so that they may be absorbed. In case there are any disciplinary cases etc., they will be dealt with entirely as separate issues from the present strike situation, if and when necessary. Other demands mentioned in the list of demands handed over to the Chairman on March 23, would be suitably examined in detail, especially with reference to rules and subject to sanction by the proper authorities. There would be no difficulty in accepting such demands as conform to the general orders and rules of the Government. The Director has been requested by the Chairman to take up such detailed examination immediately after the conclusion of the strike.

I hope that in the light of the above, the strike will be called off.

12.37 Hrs.

MATTER UNDER RULE 377

PUBLICATION OF LISTS OF INCOME-TAX
DEFAULTERS, ETC. IN WEST BENGAL PRESS

SHRI SAMAR GUHA (Contai) :

Sir, I want to draw your attention and the attention of the Finance Minister to a notice issued by the Commissioner of Income-tax, which appeared in the West Bengal press on the 23rd March. Many names, including unfortunately the names of the Chief Minister of West Bengal, the Finance Minister of West Bengal and a few other elected representatives including a Member of Parliament are there. My intention is not to denigrate any of these representatives. On the contrary, I want to defend their position in the sense that I would request the Government to come out with a statement explaining the circumstances in which their names have appeared in the defaulters' list, so that there may not be any misunderstanding. I want to know whether it is only about the year ending 31st March 1971 or whether there is any accumulated amount etc., because the names of the Chief Minister and Finance Minister of West Bengal are there and they should start their business with a cleanimage.

As far as I remember, there was an assurance given by the Finance Minister on the floor of the House that in the case of elected representatives, Members of Parliament, Ministers, etc., prior notice would be given to them before publishing their names in the press, because otherwise it creates a lot of difficulty not only for them but for the whole institution of elected representatives. Therefore, I would request the Government to clarify the position as to how their names have been published as income-tax defaulters and the circumstances and the whole facts thereof and also to ensure that in future before the names of elected representatives are published, prior notice would be given to them, so that they can clear the income-tax arrears.

THE MINISTER OF STATE IN THE
MINISTRY OF FINANCE (SHRI K.R.
GANESH) : As soon as the notice reached
us, the Chairman of the Board of Direct
Taxes is in communication with the Com-

missioner of Income-tax, Calcutta, to find out
the facts. But I can give certain interim
facts.....

MR. SPEAKER : You can make one
final statement.

SHRI K.R. GANESH : May be some of
the misrepresentation and some of the doubts
may be removed by whatever facts I have
got now.

Under section 287(1) of the Income-tax
Act, the department furnishes the lists
of defaulters. Under this section, the Com-
missioner of Income-tax issued the first noti-
fication giving the names of defaulters,
which were 46 in number. Further, the same
section authorises the Income-tax Depart-
ment to issue—(a) a list of those on whom a
penalty of Rs. 5,000 has been imposed; (b)
a list of those individuals and HUFs who
have been assessed for incomes over Rs. 1
lakh and (c) a list of names of firms and
companies which have been assessed for
incomes exceeding Rs. 10 lakhs. As far as
Shri Sidhartha Shankar Ray is concerned,
his name comes in Schedule II, in which the
names of those who are assessed for an
income of Rs. 1 lakh and above have been
given. As far as the other names which
have been mentioned by the hon. Member
are concerned we are trying to find out the
facts. But the name of Shri Sidhartha
Shankar Ray appears under the Schedule
which gives the names of those who are
neither defaulters nor penalised or any such
thing.

SHRI S.M. BANERJEE (Kanpur) : Sir,
I want to make a submission. About 13,000
workers belonging to two mills in Kanpur
have started a strike on the bonus issue. The
workers demand bonus under the KhadiiKar
formula. Now that Shri KhadiiKar
has come back, let him make a statement.
The strike has already started.

MR. SPEAKER : When I send a message
you should take it as my message; it is not
Secretary's message.

SHRI S.M. BANERJEE : I am saying
that the strike has already taken place. So,
I want the Minister to make a statement,

MR. SPEAKER : Strikers are taking place in all corners of the country.

SHRI S.M. BANERJEE : The strike is about the implementation of the Khadilkar formula. Let the Minister make a statement.

12.41 Hrs

ARMED FORCES (ASSAM AND
MANIPUR) SPECIAL POWERS
(AMENDMENT) BILL

THE MINISTER OF STATE IN THE
MINISTRY OF HOME AFFAIRS (SHRI
K.C. PANT) : I beg to move :

"That the Bill to amend the Armed Forces (Assam and Manipur) Special Powers Act, 1958, as passed by Rajya Sabha, be taken into consideration."

This is a simple Bill and I need explain its provisions only briefly. The Armed Forces (Assam and Manipur) Special Powers Act, 1958, which had application in the erstwhile State of Assam and the Union Territory of Manipur empowered the Governor of Assam and the Administrator of Manipur to declare certain areas as disturbed. In such areas the Armed Forces have certain special powers such as to destroy arms dumps and shelters of hostiles, to make searches of premises for the recovery of unauthorised arms and ammunition, to check by the use of force the unlawful and violent activities of rebels, etc. The Act had also been applied to the erstwhile Union Territory of Tripura. Another law containing analogous provisions namely, the Armed Forces (Special Powers) Regulation, 1958 is in force in Nagaland but will cease to be in force on the 5th April, 1972. Subsequent to the reorganisation in the north-eastern region, the Armed Forces (Assam and Manipur) Special Powers Act, 1958 now has application in the States of Assam, Meghalaya, Manipur and Tripura and the Union Territories of Arunachal Pradesh and Mizoram. But, the power of the Governor of Assam to declare certain areas as disturbed has not hereby become available to the Administrators of the Union Territories of Mizoram and Arunachal Pradesh. The object of the present Bill is three fold. Firstly, it is proposed that the Armed Forces (Assam and Manipur) Special

Powers Act, 1968, may have uniform application in all the five States and the Union Territories in the north-eastern region. Secondly, it is sought to state clearly that the Governor of these States and the Administrators of the two Union Territories will have the power to declare areas as disturbed. Thirdly, it is proposed to take that power also for the Central Government.

SHRI ATAL BIHARI VAJPAYEE
(Gwalior): Why for the Central Government?

SHRI K.C. PANT : You will understand it, if you will hear me. It is hardly necessary to explain in any detail the need for these proposals. In the north-eastern region the situation is no doubt more peaceful generally than it was in the past. However, in view of the continuing activities of the Naga underground and the Mizo hostiles the need for vigilance in this area continues to be paramount. If any untoward situation were to develop in any part of this region, enabling powers should be available under the law so that the Armed Forces are in a position to act quickly to nip the trouble in the bud.

It is also necessary that under the law the Central Government should be empowered to declare areas as disturbed. In view of the foreign links which some of the tribal groups had developed over the past few years, it is of the utmost importance to check their trans-border movements. To ensure that the security forces have the requisite powers to deal with the activities of such groups it is necessary that the Central Government should be enabled to declare certain areas as disturbed.

I am sure that the legislative proposals before the House will have its whole-hearted approval.

MR. SPEAKER : Motion moved :

"That the Bill to amend the Armed Forces (Assam and Manipur) Special Powers Act 1958, as passed by Rajya Sabha, be taken into consideration."

SHRI S. M. BANERJEE (Kanpur) : How much time has been allotted for this?

MR. SPEAKER : No time has been allotted.

SHRI S. M. BANERJEE: Let us have two hours atleast, because it is an important issue.

MR. SPEAKER : Unfortunately, the Business Advisory Committee could not fix any time for this. We cannot bargain, like the Business Advisory Committee, in the whole House. Any way, I shall try to accommodate hon. Members.

SHRI S.M. BANERJEE: I am requesting you that it should be two hours.

SHRI BIREN DUTTA (Tripura West) : Mr. Speaker, Sir, I rise to oppose this Bill with all the emphasis at my command. It is not so simple as has been stated by Shri Pant. It shows the mentality of the British raj inherited by the Congress rulers.

You know, Sir, in the old British days the people of the eastern region were always kept under harsh rules and regulations and were treated as a separate class. Even after freedom these people of the north-eastern region were kept out of the pale of democracy. They began a fight to achieve democratic rights for themselves. This was a fair struggle for a long period.

The Government came with the original Act in 1958 to empower the Government of Assam to use the armed forces against the struggling people who were fighting for achieving their democratic rights. But I am happy to say that the people of that region were not cowed down by these sorts of pressures. They continued the struggle and, after a long period, now unwillingly the Congress rulers have been forced to concede their demand and the North-Eastern Region Areas Act and States have come. But they have not accepted the desire of the people of those areas. That is why now they have come up with this Bill in an extended form.

There is no trouble in those areas now. The people have gone through the ordeal. They are preparing themselves to exercise the hard-earned democratic right to develop their areas. Now when the East Pakistan

Government is gone and there has come up a friendly Bangla Desh, at this stage, when these people are peacefully developing, the Government has come up with this Bill to empower not only the Lieutenant-Governor and Governor but also to take powers for the Central Government to declare an area or the whole of the State as "disturbed area" and to suppress the people who are trying to establish the democratic tradition after a long struggle for achieving statehood. This is very unfortunate.

The people of these areas are eager to have more and more powers but the Congress rulers are very much reluctant to part with that power. They have given no reason why now they have brought this Bill before us. They have only said that there are some links of the hostile Tribals with foreign countries.

My State, Tripura has been included in this Bill. It has got a friendly neighbour now. It has nothing to worry the Government of India. Yet, they have come up with this Bill. If you go through the whole record, you will find that, because of the misdeeds of the Congress Party against these people, the weaker section of the people of India and of the eastern region were seething with hatred against Congress policies and rule. This is the main reason why they do not want to part with their powers. They want to snatch away whatever has been achieved by the people thereafter great struggle. If you go through the old records, you will find that the voters of those areas have rejected the plea that Congress rulers are representing the progressive forces of India. That is the reason why they have now come forward with this Bill to negate the achievements of the people there.

I doubt whether the taking over of the powers by the Central Government to declare an area or a State as a disturbed area will not be conflicting with the administration of a State or a Union Territory. If they were sincere, they might have taken the concurrence of the newly formed Legislative Assemblies in those States before coming to this House to get the Bill passed in a hurry. What was the objection in having the concurrence of the Legislative Assemblies there before coming to this House? But they have got the Bill passed

in the other House and now they have come before this House to get it passed in a hurry.

I oppose this Bill because it is directed against the democratic people of the whole of north eastern region. It is intended to bring the people of those areas back under the fold of Congress rule. If the Congress rulers fail to achieve their ends by the process of elections, even by fraudulent means of mal-practices, they come with this type of a measure to suppress the people and bring them back under their fold. We have seen how the police-C. R. P. *raj* has acted against the people of those areas. My State has suffered much. The police-C.R.P. *raj* still continues there. After a long struggle, we achieved the Statehood. We have gone through the process of elections and we have shown how the people there are trying to resist the policies of the Central Government and that these policies are hostile to the aspirations of the people of this region. That is why the Central Government has now come forward with this Bill.

I think, if this Bill is allowed to pass, then gradually they will declare not only the State of Tripura or Manipur or Meghalaya or Assam as a disturbed area but they will begin to suppress all the States by coming up with similar legislation. That will bring the doomsday for democracy in India. I call upon all the Members of this House to think seriously whether, at this time, this Bill should be allowed to be passed in this House. If it is not opposed, if it is not resisted, I think, the days of democracy in India will come nearer its end.

With these words, I oppose the Bill strongly.

SHRI S.M. BANERJEE (Kanpur) : Mr. Speaker, Sir, I oppose the Bill. I find that the powers existing even today are enough to control any situation in those areas. The Bill extends to the whole of the States of Assam, Manipur, Meghalaya, Nagaland, Tripura and Union Territories of Arunachal and Mizoram.

Sir, after the elections, the Governments have been formed there with the help of elected representatives there. I feel, if the Centre intervenes in the matter and interferes too much in the name of controlling or suppressing or liquidating the elements which in their opinion are foreign links and do not

have faith in the State Governments, I am afraid, it will seriously affect the autonomy of the State Governments.

We do not believe that any State should suffer at the hands of the Centre in the matter of autonomy and, therefore, I have a feeling that such more powers should not be given in the hands of either the Governor or the Central Government. Clause 4 of this Bill says :

"If in relation to any State or Union Territory to which this Act extends, the Governor of that State or the Administrator of that Union territory or the Central Government, in either case, is of the opinion that the whole or any part of such State or Union territory, as the case may be, is in such disturbed or dangerous condition that the use of armed forces in aid of the civil power is necessary, the Governor of that State or the Administrator of that Union territory or the Central Government, as the case may be, may, by notification in the Official Gazette, declare the whole or such part of such State or Union territory to be a disturbed area."

The State Government has got the power now; under the present law, they can always ask for the help of the Army, and this has been done in the case of Bihar. There was a strike in Jamshehpur where army was deployed. We raised the question here; we moved a call-attention and also an adjournment motion, and we were replied by the then Home Minister that, under the rules, under the various provisions of the law, the State Government could ask for the help of the Army. If that is true, why are special powers necessary for those areas? Are they not States? Does the hon. Home Minister, Shri K. C. Pant, not consider them to be States? If they are not considered separate States with autonomy, with powers and so on, then it is a different matter. But if they are considered to be States, then they can, under the present existing law, ask for the help of Army. Why are these special powers necessary?

I know some of those areas in Mizoram. Some of the Mizo rebels are also giving some

[*Shri S. M. Banerjee*]

trouble to Bangla Desh, according to some information. But are they so powerful that they cannot be controlled with the existing laws or with the existing army which is already there? Why do you want special powers for that? Some disturbances in Mizoram cannot be controlled by Mr. Jagjivan Ram as Defence Minister and he wants to liquidate them with more powers. Mizoram is a disturbed area, according to them, and they want more powers to be given to the Governor or the Administrator. Giving him unlimited powers will definitely reduce the autonomy of the State and will reduce it to a position where the Chief Minister will be constrained to say that they are still under the Central Government and that they do not enjoy full autonomy.

My hon. friend Mr. K. C. Pant, advocated Parliamentary democracy during the elections. We addressed some of the meetings together to liquidate Jan Sangh. Why are we against Jan Sangh, Sir? It is because they do not believe in Parliamentary democracy. That is why, we addressed meeting together. And I am sure he will bear with me that, in the larger interest of Parliamentary democracy and democracy in States, it is necessary that the Chief Minister is given at least the feeling that his State is autonomous; and that feeling can come only if these special powers are not increased. The causes of agitation should also be solved in those areas.

I know, when questions were raised in this House regarding Tripura, Manipur and the other Union territories, we were happy; we were very happy when some of them were given Statehood and some were considered to be Union Territories; everyone here welcomed it. The present national feeling was enough in evidence during the 14-days war with Pakistan. We should have faith in the people of those areas. Some people, it was said, were trying to disturb with the help of foreign agencies. What are the foreign agencies in those areas, Sir?.....

MR. SPEAKER : Is the hon. Member concluding ?

SHRI S.M. BANERJEE : I would like to have another five minutes.

MR. SPEAKER : Alright; he can finish.

13 Hrs.

SHRI S.M. BANERJEE : What about those organisations said to be peace corps, said to be cultural organisations headed by Americans? What are they doing? Are they not trying to sabotage the various plans of the country? Are they not sabotaging our politics with their money? What are they doing about them? We said in this House and in the other House too that PL 480 funds should be frozen in the interests of democracy and in the larger interests of the country's parliamentary democracy. There are foreign agents not only among the Mizos but elsewhere also. They may be handful. They should be controlled. They are the bitterest enemies of this country who sent their Seventh Fleet to the Bay of Bengal to defend the dictators of Pakistan. They are still there. They are existing in this country in the name of peace corps and other cultural and educational organisations.

I would request the hon. Minister to kindly give a second thought to this Bill. This is being opposed by all sections of the people, not on the ground that we want to help any anti-social or international elements—We are not for it—but a feeling is being created in those areas that their rights are being curbed.

With these words, I would request the hon. Minister to kindly call a meeting of the Opposition Members if he thinks that the situation is so serious. Let us be convinced before this Bill is passed. The Bill as it is, I am sorry, cannot be supported and I, on behalf of the Group of which I belong, oppose this and I request the hon. Minister to kindly give it a second thought and convene a meeting of all the Parties which gave him ample support during the fourteen-day war and who always supported all their righteous actions.....(*Interruptions*) If the Congress has won a majority in Delhi, that is not my fault. The question is whether anybody who brings this legislation and if we find that the legislation is wrong and not in the interests of the people, we will oppose it. We will support the Congress in certain issues, but we shall oppose it tooth and nail if we find that certain decisions of theirs are wrong and, according to us, are anti-people. This particular legislation, I am afraid, cannot be regarded in the interests of people.

That is why in the larger interests of the autonomy of the State and the people living there, I oppose it.

MR. SPEAKER : Mr. Somasundaram of DMK—you may continue after lunch.

13-03 Hrs.

The Lok Sabha adjourned for Lunch till Fourteen of the Clock.

The Lok Sabha re-assembled after Lunch at Five minutes past Fourteen of the Clock.

[MR. DEPUTY-SPEAKER in the Chair]

श्री शारदादे राय (घोसी) : गन 26 तारीख को जयपुरिया काटन मिल, मऊनाथ-भंजन (आजमगढ़, यू० पी०) में मजदूरों के ऊपर जबरदस्त लाठी चार्ज हुआ है, जिस में 28 मजदूर बुरी तरह घायल हो गए हैं और दो गम्भीर हालत में अस्पताल में पड़े हुए हैं। मैं आपके माध्यम से सरकार का ध्यान इस ओर आकर्षित करना चाहता हूँ.....

MR. DEPUTY SPEAKER : Where is this cotton mill ?

श्री शारदादे राय : आजमगढ़, यू० पी० में।

MR. DEPUTY SPEAKER : How do the Central Government come in ?

SHRI S.M. BANERJEE (Kanpur) : It is a textile mill.

MR. DEPUTY-SPEAKER : How the Central Government come in? It is a law and order question for the State Government. Let not the hon. Member make the House a forum for everything. This is not within the competence of the Centre.

SHRI S.M. BANERJEE : With your permission, I would like to point out how it is a purely Central matter. In the morning, the Hon. Speaker had kindly allowed me to say a word for half a minute about the workers' strike in Kanpur in two textile mills, namely the Swadeshi Cotton Mills

and the J & K Cotton Mills. I am trying to raise this issue only because of the Khadilkar formula; the 'non-acceptance of bonus' formula evolved by Shri Khadilkar has not been accepted by the Singhanias and the Jaipurias. Since the hon. Minister of Parliamentary Affairs, Shri Raj Bahadur is here with us.....

MR. DEPUTY-SPEAKER : Now, the hon. Member should conclude. He has achieved his purpose.

SHRI S.M. BANERJEE : 13,000 workers are on strike. Shri Raj Bahadur is fortunately here with us, and he is sitting on this side just at this moment, and I would request him to ask Shri Khadilkar to make a statement.

THE MINISTER OF PARLIAMENTARY AFFAIRS AND SHIPPING AND TRANSPORT (SHRI RAJ BAHADUR) : I am always for good causes, but not for the one that the hon. Member has espoused.

13.5 Hrs.

ARMED FORCES (ASSAM AND MANIPUR) SPECIAL POWERS (AMENDMENT) BILL—(Contd.).

श्री अटल बिहारी वाजपेयी (ग्वालियर) : मेरा एक व्यवस्था का प्रश्न है। इसको आप सुन लें और निर्णय दे दें। इस विधेयक में अनुच्छेद 355 का हवाला दिया गया है। इस अनुच्छेद को मैं आपकी आज्ञा से उद्धृत करना चाहता हूँ।

"It shall be the duty of the Union to protect every State against external aggression and internal disturbance and to ensure that the government of every State is carried on in accordance with the provisions of this Constitutions."

मेरा निवेदन है कि इस विधेयक के अन्तर्गत केन्द्र को जो अधिकार दिए जा रहे हैं वे संविधान की धारा 355 को बढ़ा कर दिये जा रहे हैं। ईमानदारी का तकाजा यह था कि सरकार संविधान में संशोधन करने का विधेयक लाती। अगर वह किसी

[श्री अटल बिहारी वाजपेयी]

क्षेत्र में आंशिक आपत्कालीन स्थिति घोषित करना चाहती है तो एक विधेयक ला सकती थी। लेकिन आपको स्मरण होगा कि इस तरह का एक विधेयक सदन में लाया गया था लेकिन उसे वापिस कर दिया गया। मेरा आरोप है कि इस विधेयक के द्वारा केवल किसी क्षेत्र को डिस्टर्ब्ड घोषित करने का अधिकार केन्द्र नहीं ले रहा है, उस क्षेत्र के अन्तर्गत आर्म्ड फोर्सिस को स्पेशल पावरज काम में लाने का भी अधिकार दिया जा रहा है। संविधान इसकी इजाजत नहीं देता है।

MR. DEPUTY SPEAKER : So what is to be done.

श्री अटल बिहारी वाजपेयी : यह विधेयक संविधान के प्रतिकूल है। यह संविधान की धाराओं के विरुद्ध जाता है। इस विधेयक पर विचार स्थगित करके आप सरकार को निर्देश दें कि इस विधेयक को संविधान के अनुसार बनाए। अभी तक राज्यपालों को जो अधिकार प्राप्त थे वे कायम रह सकते हैं। उस में केन्द्रीय सरकार को बीच में लाने की जरूरत नहीं है। मेरा निवेदन है कि केन्द्र और राज्यों के प्रश्न से भी जुड़ा हुआ यह विधेयक है। एक बार हमने केन्द्र को अधिकार दे दिया किसी राज्य में किसी क्षेत्र को डिस्टर्ब्ड घोषित करने का तो अन्य राज्यों के बारे में भी यह स्थिति अपनाई जा सकती है और केन्द्र और राज्यों के सम्बन्ध बिगड़ सकते हैं। यह विधेयक संविधान के अनुसार नहीं है, उसकी धाराओं के विपरीत जाता है।

MR. DEPUTY-SPEAKER : I do not think that it is the duty of this House to pronounce a verdict on whether this Bill is *ultra vires* of the Constitution or not. That is for the Supreme Court. We are now only concerned with the question whether this House has the legislative competence to consider this measure and pass it. I think that on this point, the hon. Member can make his submissions during the consideration stage,

and he may say that it is not competent for the House to consider this Bill and so on, and then the House would decide on that matter.

SHRI ATAL BIHARI VAJPAYEE : Can the House amend the Constitution by back-door? If it is necessary to amend the Constitution, let them do it in a straightforward manner.

MR. DEPUTY-SPEAKER : Let not the hon. Member expect me to make any pronouncement on that. The hon. Member's main submission is that this Bill is *ultra vires* of the Constitution. I think that that is a point on which we cannot pronounce any verdict. The competent authority to decide whether the Bill or the Act when it is passed is *ultra vires* of the Constitution or not is the Supreme Court. So, I do not think that the point raised by the hon. Member comes in now.

SHRI S. D. SOMASUNDARAM (Thanjavur) : I am opposing this Bill. The original Act was meant for giving special powers to the Armed Forces only in the States of Assam and Manipur. But in this Bill Government have sought to extend it to the States of Assam, Manipur, Meghalaya, Nagaland and other places. If it is only for the purpose of clarification and further explanation, then why should Government bring forward this kind of Bill? Why should they not bring forward a different Bill and change its title also? According to the original Bill, these special powers were to be given only in certain specific States and certain specific places. But in this Bill, Government have sought to provide that this may be extended to other States or other places. I do not understand what the intention of the Government is, and what the background for this proposal is. What is the guarantee that the Government cannot extend this Act to any other State? What is the guarantee that the Bill is intended only for the States mentioned therein? There is no such guarantee because the Bill is not specific in this regard.

Why should the Central Government have power which could be extended to any other State, say, even Tamil Nadu

and Kerala. The exercise of the power should be restricted to a specific area. It could not be all-pervasive.

Again, before bringing the Bill here, the Government must consult the concerned States and obtain their consent. When that has not been done, what is the provocation for bringing this Bill in this form at this stage ?

Then again, in the proposed section 3, it is said :

"The Governor of that State or the Administrator of that Union Territory or the Central Government."

What is the necessity for putting in the words 'the Central Government'. According to the Constitution, the President has the power to intervene in a disturbed State at any time. But it is not necessary to include the words 'Central Government' here. It is against the basic principle of the Constitution and also opposed to democratic norms and practices. Government can initiate legislation but we cannot pass a Bill which is against the Constitution. I would request Government first to delete the words 'the Central Government'. Then they must get the concurrence of the State Governments before bringing it here. Thirdly, the operation of the Bill must be restricted to specific places or States and not covering the whole country. These conditions not being satisfied, on behalf of the DMK I oppose the Bill.

डा० लक्ष्मीनारायण पांडेय (मंदसौर) :
उपाध्यक्ष महोदय, मैं इस विधेयक का विरोध करने के लिए खड़ा हुआ हूँ। एक तरफ तो सरकार प्रजातांत्रिक आधार पर शासन चलाने की बात कहती है और दूसरी तरफ वह इस विधेयक के द्वारा प्रजातांत्रिक सिद्धान्तों के विपरीत सारे अधिकार, चाहे वे अधिकार सेना के इस्तेमाल के बारे में हों और चाहे प्रशासन चलाने के बारे में, अपने हाथ में ले लेना चाहती है। मंत्री महोदय ने कहा है कि यह बिल साधारण सा है और इस को पास करने में किसी

को कोई हिचक या कठिनाई नहीं होनी चाहिए। लेकिन यदि हम इस बिल की भावना को देखें, तो यह कोई साधारण बिल नहीं है, बल्कि बहुत महत्वपूर्ण बिल है, जिस के द्वारा केन्द्रीय सरकार अपने हाथ में बहुत व्यापक अधिकार लेना चाहती है।

1958 का विधान केवल आसाम और मणिपुर तक सीमित था, लेकिन इस विधेयक को मेघालय, नागालैंड, त्रिपुरा, अरुणाचल प्रदेश और मिजोरम में भी लागू किया जा रहा है, जहां पर इस की आवश्यकता महसूस नहीं होती है। हम जानते हैं कि बंगलादेश के निर्माण के बाद आसाम और उस क्षेत्र के अन्य राज्यों तथा यूनियन टेरिटरीज की स्थिति बहुत अच्छी हो गई है। वहां पर ऐसी कोई कठिनाई नहीं है, जिस के कारण सरकार को इस प्रकार का विधेयक लाने के लिए बाध्य होना पड़े। मैं नहीं समझता कि सरकार के पास इस विधेयक को लाने के लिए कोई उचित कारण हैं।

सरकार देश के कुछ हिस्सों में इमर्जेंसी लागू करने के विषय में एक विधेयक लाना चाहती थी, लेकिन सदन के विरोध के कारण वह विधेयक नहीं लाया जा सका। इस के परिणाम स्वरूप इमर्जेंसी सारे देश में लागू रही। मुझे ऐसा लगता है कि अब सरकार इस विधेयक के द्वारा कुछ क्षेत्रों को संकट-ग्रस्त क्षेत्र घोषित करके उन में इमर्जेंसी की स्थिति लागू करना चाहती है।

हम जानते हैं कि आन्तरिक शान्ति बनाये रखने का दायित्व राज्यों का है और राज्य सरकारें इस के लिए सक्षम हैं। उन के पास पुलिस और दूसरी फोर्सिज हैं। इसलिए केन्द्रीय सरकार द्वारा इस प्रकार राज्यों के अधिकार-क्षेत्र में हस्तक्षेप करना और अपने अधिकारों को बढ़ाना ठीक

[डा० लक्ष्मीनारायण पांडेय]

नहीं है। इस विधेयक का तात्पर्य यह है कि चाहे राज्य की इच्छा हो या न हो, अगर केन्द्रीय सरकार चाहती है, तो वह किसी राज्य या उस के किसी भाग, को संकटग्रस्त क्षेत्र घोषित कर सकती है और उस में सेना का उपयोग कर सकती है। ऐसा लगता है कि सरकार धीरे-धीरे लोकतांत्रिक प्रवृत्ति को छोड़ कर एकाधिकार की प्रवृत्ति की ओर जा रही है।

जैसा कि अभी माननीय सदस्य, श्री बाजपेयी, ने कहा है, सरकार संविधान के आर्टिकल 355 में कोई संशोधन ला कर अपने अधिकार बढ़ाती, तो समझ में आ सकता था। आर्टिकल 355 में कहा गया है कि हर एक राज्य की बाहरी आक्रमण और आन्तरिक अशान्ति से रक्षा करना और यह देखना कि हर एक राज्य का प्रशासन संविधान की व्यवस्थाओं के अनुसार चलाया जाये, केन्द्रीय सरकार का कर्तव्य है। आर्टिकल 356 के अनुसार राज्यपाल किसी राज्य में राष्ट्रपति शासन लागू करने की सिफारिश कर सकता है। वह स्थिति दूसरी है। लेकिन इस विधेयक के उद्देश्यों और कारणों के दृष्टिकोण में आर्टिकल 355 का हवाला दिया गया है। आर्टिकल 355 में कहा गया है कि अगर किसी राज्य में कोई गड़बड़ है, तो केन्द्रीय सरकार उस के बारे में उचित पग उठा सकती है। मैं समझता हूँ कि आर्टिकल 355 की मूल भावना के विपरीत जा कर इस बिल को लाया गया है। सरकार सीधे रास्ते के बजाये चोर दरवाजे से ये अधिकार अपने हाथ में लेने जा रही है। सरकार का यह कार्य संविधान की मूल भावना के विपरीत और आर्टिकल 355 का खुला उल्लंघन है। यह बिल राज्यों और केन्द्र के पारस्परिक सम्बन्धों और संविधान में दी गई विषय-सूची के विपरीत है।

मैं चाहता हूँ कि सरकार उचित तथ्य और प्रमाण दे कर बताये कि वह किस कारण यह अधिकार अपने हाथ में ले रही है कि वह किसी राज्य या उस के किसी भाग को संकटग्रस्त घोषित कर के उस में सेना को उपयोग कर सकती है। मैं समझता हूँ कि इस विधेयक की कोई आवश्यकता नहीं थी और इस को ला कर सरकार ने अपनी एकाधिकारवादी मनोवृत्ति और धीरे-धीरे लोकतंत्र को समाप्त करने की प्रवृत्ति का परिचय दिया है।

इन शब्दों के साथ मैं इस विधेयक का विरोध करता हूँ।

SHRI A. KEVICHUSA (Nagaland):
Sir, I oppose the Bill, because, as far as Nagaland is concerned, this Bill has been introduced only to take the place of the Armed Forces (Special Powers) Regulation of 1958, a regulation which was promulgated specifically for Nagaland and which has been in force there for the last 14 years. There has been a lot of agitation in Nagaland, both in public and in Government circles, demanding revocation of this distasteful regulation. Because under cover of the regulation, the armed forces have perpetrated many acts of atrocity. A year ago, the Legislative Assembly of Nagaland unanimously passed a resolution recommending the revocation of the regulation, and in pursuance of that, the Chief Minister of Nagaland accompanied by members of his Cabinet waited on the Prime Minister to put across their point of view in this regard. But the Central Government paid no serious attention to this very grave matter.

The regulation which received in 1969 a new lease of life for three year is due to expire after a week, and this time, it is not going to be extended under the same name. But the ghost has come up again in the form of the present Bill, and this time, to remain not for three years but permanently in the Statute-Book. Is it in deference to the wishes of the people, and the Government of Nagaland that this Bill has been introduced?

If an Armed Forces (Special Powers) Act has been in force in Nagaland's neighbouring States such as Assam and Manipur, it was perhaps because the State authorities felt the need for such an Act. But the position in Nagaland is different. True, there has been more bloodshed in Nagaland. But 12 years ago in the midst of bitter fighting, the late Pandit Jawaharlal Nehru realising that the problem in Nagaland was not a law and order problem but a political problem, gave his consent to the creation of the tiny State of Nagaland which then had a population of only 4 lakhs. To pave the way for finding a political solution public leaders in Nagaland have been crying hoarse for curtailing the wide powers given to the Armed Forces because they know that the basic problem in Nagaland is not going to be solved by force of arms.

The hon. Minister says that the Act will not be operative unless an area has been declared as "disturbed." The outgoing regulation was on paper as innocuous. Under it also the Armed Forces could not operate in an area unless it was notified as "disturbed." But in reality army operations have been going on in Nagaland in full force even though Nagaland was not declared as a disturbed area. The substitution of the Armed Forces (Special Powers) Regulation 1958 by the present Bill will be only a change in label; it is like substituting a brick for a stone when a child is crying for bread.

The need in Nagaland today is to bring about better understanding. People who constitute the Legislative Assembly of Nagaland are men of responsibility and they are sincere in their desire to bring about that better understanding. Throwing away their earnest appeal to the wind will not be conducive to the fostering of the spirit of good relationship.

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI K. C. PANT): Sir, apparently there is some misunderstanding about the scope of this measure because many of the hon. friends who spoke did not quite understand; at least from what they spoke it seemed they had not quite understood the limited scope of this measure. My hon. friend Mr. Somasundaram from the DMK was afraid

that the powers given under this Bill may be extended to other States like Tamil Nadu or Kerala.

14.23 Hrs.

(SHRIMATI SHEILA KAUL IN THE CHAIR)

If he chose to even glance through the Bill, once, casually, he would see that those apprehensions are quite misplaced and quite unnecessary. This Bill relates only to the North-eastern region and to no other part of the country. Similarly, my hon. friend Shri Atal Bihari Vajpayee and later on, Shri Pandey were afraid that this was meant to bring in emergency in certain parts of the country by the back door. I do not know how this measure could be confused with the emergency powers. I am sure my hon. friends know very well what the powers under an emergency are. They also know the limited nature of the powers that are sought to be given to the Armed Forces to deal with a certain situation that may arise in the north-eastern area after a certain area has been declared as disturbed. This is the scope of the Bill.

One hon. friend, Mr. Somasundaram, asked me about the background of this measure. I had given the background of this measure, but I am prepared to recapitulate briefly. This is nothing new, this measure is not a new one, I would like to emphasize. The Armed Forces (Assam and Manipur) Special Powers Act, 1958, applied to the erstwhile State of Assam and the Union territory of Manipur. An hon. friend said that now it has been extended to various other States. He forgets that the erstwhile State of Assam has lost some areas and new States have been created. So, it is not as though new areas have been brought within the scope of the Bill, but the Bill already extended to these areas which today go by a different name. This needs to be understood.

My hon. friend from Tripura, Shri Dutt, also seemed to feel that this is the first time that it was being extended to Tripura. It is not so. It was already extended to Tripura, it already applied to Tripura. The only change is that now since it has become a State, instead of the Administrator, the

[Shri K. C. Pant]

Governor has to have the powers to declare it a disturbed area.

My hon. friend Shri Kevichusa referred to the Armed Forces Special Powers Regulation 1958, but again I would like to repeat that it is also in force in Nagaland. It is not now being brought for the first time. It is already in force, but it is going to expire on 5th April, 1972. And so, this measure will extend the Armed Forces (Assam and Manipur) Special Powers Act also to Nagaland.

He seemed to take object on to the fact that when the Regulation was promulgated, Nagaland was singled out. He said it was applied only to Nagaland. Now he should be satisfied that there is uniformity. This applies equally to all the States. There is no question of discrimination against Nagaland, no question of Nagaland feeling that this measure is especially directed towards it. It is in response to a given situation on the North-Eastern region of the country that this measure is brought forward, and it will apply equally to all the states and Union territories of the North-eastern region. And I think that my hon. friend from Nagaland, will agree, in fact he has already conceded that there has been much bloodshed in Nagaland, and the House also knows that whether it is Nagaland or Mizoram, we have seen the activities of anti-national elements, the activities of hostiles in this region. While the over-all situation has improved, I do not think that this House will agree that the situation has improved to an extent that one can afford to be complacent, or that one can afford to be less vigilant.

My hon. friend Shri Kevichusa also made the point that in Nagaland the need is to bring about better understanding. I entirely agree that the need is to bring about a better understanding. He knows that the Central Government has tried its level best to bring to bear as much understanding as it can to the problems of the north-eastern region, including Nagaland. Now with the emergence of an independent Bangla Desh, a new chapter has opened in that region. The bases within the erstwhile East Pakistan, which used to provide support and inspiration to certain anti-national elements of this region are no longer available to them. In

spite of that fact, Mr. Kevichusa knows that certain depredations continue. He knows that a certain number of young men had been kidnapped in the last few months in Nagaland. A certain number of forcible recruitments have taken place to the underground army. A certain amount of money has been collected by extortionist methods. He knows all these things, because he is in touch with the situation in Nagaland.

In the last few months, when the Bangla Desh war of liberation was going on, we had to withdraw a certain quantum of forces from Nagaland, and what Mr Kevichusa wants, viz., that the State Government should look after law and order, that in fact became possible because the armed forces had to be more or less withdrawn. How did the underground respond to the situation? Did they lessen their depredations or step up their activities? Did they use the opportunity to prove to the country that it is no longer necessary to have any extraordinary powers for Nagaland or to have special powers for the Governor? If that was their intention, the underground should have reduced their activities and created a better climate. If that climate had been created, I would have been much more receptive and open to Mr. Kevichusa's suggestion that it is not necessary to have these powers for Nagaland. But in the face of what has happened after a temporary withdrawal of the armed forces from that region, I do not think anybody who has national security at heart can afford to take the risk of not having these powers in that region. Therefore, this is the heart of the matter; this is the main reason why today in that whole region, we cannot afford to take any chances. The House knows that while in Mizoram also a new chapter has begun and the underground elements and hostiles there also are weaker than they were and they had to quit their bases in Bangla Desh, yet they have been trying to seek some new bases in neighbouring Burma or thereabout and some of them also in the hills in Bangla Desh. The House is aware of all these facts. Therefore, the House would agree I hope, in fact I am confident, that so long as these elements are there and so long as they have bad intentions towards the country, it is nothing extraordinary for the Government to have enabling powers of this nature, by which under certain conditions certain areas can be called as

being disturbed and certain powers can be given to the armed forces. This is the limited purpose and I hope the House will agree with this.

My hon. friend from Tripura, Shri Biren Dutta, referred to the fact that the voters in Tripura have rejected the Congress Party. I do not know whether he referred to the 1971 poll or the 1972 poll. Obviously, he is referring to the 1971 poll. I would only say that he is a little out of date. He knows what has happened in Tripura in the 1972 poll. He knows we have got a majority. He knows who has formed the government there. For a dynamic party which is in tune with the times one year gap in thinking is a long time.

My hon. friend, Shri S.M. Banerjee referred to the powers of the Governor. It is not as though the powers are with the Governor except in the sense that they are formally with the Governor. In the case of Nagaland he has some special responsibility. But he acts on the aid and advice of the Council of Ministers. That is equally applicable here.

I think I have broadly covered the points that were raised and I think I have succeeded in satisfying the House that this measure is necessary.

MR. CHAIRMAN: The question is :

"That the Bill to amend the Armed Forces (Assam and Manipur) Special Powers Act, 1958 as passed by Rajya Sabha, be taken into consideration."

The Lok Sabha Divided :

Division No.—2

14.43 Hrs.

AYES

Ahirwar, Shri Nathu Ram
Arvind Netam, Shri
Banerji, Shrimati Mukul
Barman, Shri R.N.
Bhargava, Shri Basheshwar Nath
Chakleswar Singh, Shri
Chanda, Shrimati Jyotana
Chandrakar, Shri Chandulal
Chaturvedi, Shri Rohan Lal
Chawla, Shri Amar Nath
Chellachemil, Shri A.M.

Chhotey Lal, Shri
Daga, Shri M.C.
Dalip Singh, Shri
Das, Shri Dharnidhar
Deo, Shri S.N. Singh
Dhamankar, Shri
Dharamgaj Singh, Shri
Dhusia, Shri Anant Prasad
Doda, Shri Hiralal
Dumanda, Shri L. K.
Gomango, Shri Giridhar
Gopal, Shri K.
Goswami, Shri Dinesh Chander
Hansda, Shri Subodh
Jamilurrahman, Shri Md.
Jeyalakshmi, Shrimati V.
Jitendra Prasad, Shri
Kailas, Dr.
Karan Singh, Dr.
Kinder Lal, Shri
Lakshmikanthamma, Shrimati T.
Mahishi, Dr. Sarojini
Mandal, Shri Yamuna Prasad
Mirdha, Shri Nathu Ram
Nahata, Shri Amrit
Negi, Shri Pratap Singh
Painuli, Shri Paripoornanand
Pandey, Shri Krishna Chandra
Pant, Shri K.C.
Paokai Haokip, Shri
Parashar, Prof. Narain Chand
Partap Singh, Shri
Paswan, Shri Ram Bhagat
Patil, Shri C.A.
Patil, Shri Krishnarao
Rai, Shrimati Sahodrabai
Rajdeo Singh, Shri
Ram Dhan, Shri
*Rao, Dr. K.L.
Roy, Shri Bishwanath
Rudra Pratap Singh, Shri
Sadhu Ram, Shri
Samanta, Shri S.C.
Sankata Prasad, Dr.
Sarkar, Shri Sakti Kumar
Shankaranand, Shri B.
Sharma, Shri Nawal Kishore
Shastri, Shri Biswanarayan
Shastri, Shri Sheopujan
Sher Singh, Shri
Shivanath Singh, Shri
Shukla, Shri B.R.
Stephen, Shri C.M.
Swaminathan, Shri R.V.
Tula Ram, Shri
Verma, Shri Sukhdeo Prasad

*He voted by mistake from a wrong seat and later informed the Speaker accordingly.

Virbhadra Singh, Shri
Zulfiqar Ali Khan, Shri

NOES

Bade, Shri R. V.
Banerjee, Shri, S.M.
Bhagirath Bhanwar, Shri
Bhattacharyya, Shri Dinen
Chandra Shekhar Singh, Shri
Dutta, Shri Biren
Guha, Shri Samar
Halder, Shri Madhuryya
Hazra, Shri Manoranjan
Joarder, Shri Dinesh
Joshi, Shri Jagannathrao
Lakshmanan, Shri T.S.
Mody, Shri Piloo
Mukherjee, Shri Samar
Pandey, Shri Sarjoo
Pandeya, Dr. Laxminarain
Rao, Shri M. Satyanarayan
Saha, Shri Ajit Kumar
Saha, Shri Gadadhar
Shastri, Shri Ramavatar
Somasundaram, Shri S.D.
Subravelu, Shri
Vijay Pal Singh, Shri
Yadav, Shri G.P.

MR. CHAIRMAN : The result* of the division is : Ayes 68 plus one on account of Shri Giridhar Gomango; Noes 24.

The motion was adopted.

MR. CHAIRMAN : Since there are no amendments to the clauses, I will put all the clauses together to the vote of the House. The question is :

"That clauses 2 to 5, and 1, the Enacting Formula and the Title stand part of the Bill"

*The motion was adopted.
Clauses 2 to 5 and 1 the Enacting Formula and the Title were added to the Bill.*

SHRI K. C. PANT : I beg to move:
"That the Bill be passed"

MR. CHAIRMAN : Motion moved:
"That the Bill be passed"

SHRI SAMAR GUHA (Contai): Madam Chairman, I rise to oppose this Bill which

may be passed by brute majority. Just now the hon. Minister, Shri K. C. Pant, said that those who have national security at heart would not oppose this Bill. National security and national honour have assumed a different connotation for the party in power. We have seen how the national victory achieved during the Indo-Pak conflict was used for party purposes. That is the reason why I oppose this Bill. Even on merits this Bill appears to me to be not only irrelevant and unnecessary but it is suspicious too.

Madam, you will remember that this House rejected the attempt on the part of Government to introduce partial emergency by trying to amend the Constitution. The opposition totally opposed it and the Government had to make a retreat. But now I find that, under a different cloak, cleverly an attempt is being made to introduce that partial emergency Bill in a different form.

The Congress Party is in absolute power not only at the Centre but also in all the States and I do not want to strengthen their hands with more powers to administer the country or even to strengthen their civil administration.

The Naga, Mizo and other insurrectionary people from that area had their training centres in the erstwhile or former East Pakistan. They got all the help and assistance not only from the Government of Pakistan but, through the Government of Pakistan, from China also. But now, after the liberation of Bangla Desh, that possibility of help for the Nagas, the Mizos and other insurrectionary people from that part is completely eliminated.

Under the changed circumstances, when there is no possibility of undertaking any major insurrectionary move by the rebel group, if any exists now, why are they going to extend the Act for a further period? If there was a possibility of their going to subvert our sovereignty or of a really large scale insurrectionary move on the part of

*The following Members also recorded their votes for AYES:
Sarvashri Mani Ram Godara, Chirajib Jha, Tarkeshwar Pandey, D. Kamakshiah.

the Naga leaders, we could understand the necessity for such a Bill. But that stage has already passed. The Minister himself has also admitted it.

In this Bill the words "disturbed area" are used and in the statement of objects and reasons of this Bill the words "internal disturbance" were used. That is what our worry is. When our civil administration is already armed with so many laws, restrictions, protective measures, para military forces like the CRP, the Border Security Force, and the armed constabulary, what is the necessity for strengthening the civil administration by the armed forces at the time of dealing with an internal situation or disturbance? It is not for that kind of disturbance which really tried to subvert the sovereignty of the country but for some kind of a political or internal disturbance. That has been admitted in the statement of objects and reasons of this Bill. In that case, why should the necessity for the armed forces be there? Is not the civil administration enough to deal with it? Are not the CRP, the armed constabulary, the Border Security Force, that are at the command of the civil administration, enough to deal with an internal situation or disturbance or uprising, even though it is an uprising in which some kind of small arms or even big arms are used? I do not understand why the Government should ask for extending this Act and say that, if there is necessity, they will have the help of the armed forces? That is the reason why I have said that the motive behind this Bill is rather suspicious, in the background of the totalitarian mentality that has developed in the ruling party.

That is why I oppose this Bill. This Bill has the potentiality of subverting the whole democratic set-up, not only in the eastern region but also in other parts of the country, if there is trouble, say, in Bengal, Punjab or Delhi. The DMK friends should be prepared for it because they (congress) are going to snatch the power from the DMK also. There may be some kind of an internal disturbance and trouble in some other States and on this or that plea this Act may be extended to that part also. An Act may be passed for dealing with internal trouble or disturbance in other areas also. That is why it makes the Opposition suspicious of the real intentions of this Bill.

Now, Manipur, Nagaland, Mizoram and Tripura have been given the status of a State. If they are given the status of a State, they will also have that power.

They can also take the help of C.R.P. They can take the help of Border Security Force. Why are you bringing forward this Bill to denigrate their democratic status, their democratic rights, that you have given to them? I must say, this Bill means almost a denial of democratic rights and privileges that you have given to the people of Manipur, to the people of Nagaland, to the people of Mizoram and to the people of Tripura. You are denying democratic rights to them by passing such a Bill and trying to strengthen the civil administration with military powers which, I should say, is suspicious. In a limited case, it might have some utility to check Naga and Mizo insurgents in former East Pakistan, but now there is no utility whatsoever under the changed circumstances.

With these words, I oppose the Bill on behalf of the Socialist Party.

SHRI PAOKAI HAOKIP (Outer Manipur):
Mr. Chairman, Sir, I am thankful to you for allowing me to say a word on this Bill.

The hon. Minister said that it is a very important Bill and that this measure was introduced not this time but many years ago. The introduction of this measure, I should say, has been very indispensable in dealing with a very difficult situation that prevailed in north eastern region, specially in Nagaland, Tripura and Manipur from which I come. I must point out here that the situation that prevailed all these years in this region was very serious. As the House knows it was caused by the movement started by Nagas and then followed by Mizos. Manipur has been the victim of it because of these activities.

As the House knows, during these activities, a number of precious lives were lost and the life of the people living in this region was almost brought, at times, to a stand-still and was paralysed. That is how the progress and the development of that region was to a great extent restricted,

[Shri Paokai Haokip]

Now, fortunately, since the last year, 1971, the situation has changed a bit and developmental activities have started afresh in north eastern region. This is because of the existence of army personnel who tried to tackle the situation there effectively. Their performance has been quite good. I would like to say for the attention of the hon. Home Minister, Sh. i Pantji, that in some parts of my State Manipur, there are certain spots, certain places, specially in border areas, where such security measures are very very important and are very much needed, and I would like the Ministry to provide security arrangements in these places so that the people living in those areas live peacefully and conduct their day-to-day activities peacefully.

So far as V.V.F. is concerned, the existence of this organisation is very very helpful towards bringing about normalcy. But, since this organisation does not come under any law or legislation, it is not functioning properly. Because of that, this organisation was not organized propely and was not looked after carefully, I must say here. This organisation which could have done things more effectively could not do so. This point has been raised on several occasions—to strengthen this organisation, to give this organisation a proper direction. This is almost extinct now; I mean to say that this is not functioning vey effectively. So, I would like to know from the hon. Minister, how long this V.V.F. organisation is to continue in this way and whether Government propose to do something about this organisation, whether this organisation would be absorbed in armed forces or police force or any other organisation or whether it is to be totally abolished now. I want to know this from the hon. Minister.

So far as this measure is concerned, my hon. friend, Mr. Samar Guha, pointed out that this was absolutey unnecessary. I do not agree with him here because this measure is not intended to create more trouble or to bring about military rule in our country; it is rather intended to deal effectively with the situation whenever an occasion of emergency arises. This measure is naturally in the interest of the people; it safeguards the inerests of the people

and one has to welcome this Bill very warmly.

On this Bill, nothing much is to be said except that it is very very important and the nation needs this at this moment. With these few words, I welcome and support the Bill.

15 Hrs.

श्री जगन्नाथ राव जोशी (शाजापुर) :
यह जो विधेयक है, इसका विरोध करने के लिए मैं खड़ा हुआ हूं। वास्तव में संविधान के अन्दर धारा 355 है—

श्री कृष्ण चन्द्र पन्त : दिल से कह रहे हैं कि आप इसका विरोध कर रहे हैं ?

श्री जगन्नाथ राव जोशी : बिल्कुल। जहां तक देश की सुरक्षा का सवाल है, राष्ट्रीय सुरक्षा का सवाल है या आन्तरिक शान्ति का सवाल है, संविधान में काफी धारायें मौजूद हैं और आपके पाम भी काफी अधिकार मौजूद हैं। हम यह जानना चाहते हैं कि ऐसी कौन सी नई स्थिति पैदा हुई है कि सरकार को ऐसा लगने लगा है कि उसको और ज्यादा अधिकार चाहियें। यह तो सारा क्षेत्र है इस सारे क्षेत्र में अशान्ति आज वास्तव में बहुत कम है। जो अशान्ति है भी उसको दूर करने के लिए मिलिटरी तरीके अपनाने के बजाय कोई और तरीके सरकार ने अपनाने थे और वहां की जनता की आशाओं और आकांक्षाओं की पूर्ति करने की कोशिश की थी।

जब से बंगला देश आजाद और स्वाधीन हुआ है तब से मिजो या नागाओं के लिए जो ट्रेनिंग घाउंड हुआ करता था और वहां से आ कर अशान्ति पैदा करने की स्थिति पैदा हो जाती थी वह भी अब समाप्त हो गया है। वहां की जनता की आशा आकांक्षाओं को ध्यान में रख कर जो अलग-अलग राज्य हमने बनाए हैं और उसको कुछ अधिकार दिए हैं, उसको देखते हुए हमें

प्रतीक्षा करनी चाहिए भी और देखना चाहिये था कि जो स्थिति है, उस पर काबू पाने की उन में क्षमता है या नहीं है। बिना इस चीज को देखते हुए सरकार ने और भी ज्यादा अधिकार अपने लिए लेने की सोची है। मैं जानना चाहता हूँ कि ऐसी कौन सी स्थिति पैदा हुई है कि आपको ये अधिकार लेने की जरूरत पड़ गई। जब ऐसा ही सबाल देश के सामने आया था पार्लियामेंट एमर्जेन्सी का तो आपने 28वां एमर्जेन्सी टू दी कांस्टीट्यूशन भूष किया था और वह एमर्जेन्सी लागू किये जाने के बारे में था लेकिन उसको आपने वापिस ले लिया। मैं जानना चाहता हूँ कि अब कौन सी परिस्थितियाँ पैदा हो गई हैं कि आपको यह बिल पास करवाना पड़ रहा है। यदि बाहर से खतरा है तो सारे देश को खतरा है, किसी कोने को नहीं हो सकता है। बंगला देश तो स्वाधीन हो गया है और आपने छोटे-छोटे राज्यों का निर्माण करके वहाँ की जनता के हाथ में अधिकार दिये हैं। वहाँ की जनता परिस्थितियों को सामने रख कर, उनको काबू में रख कर अपने भविष्य को बना सके, इसका मौका आपको उसे देना चाहिये था। लेकिन अब हम बिल से उसके मन में शंका पैदा हो जाएगी कि सरकार एक हाथ से तो उसको अधिकार देती है और दूसरे हाथ से छीनना भी चाहती है। एक दम से आप इस विधेयक को वापस करवाना क्यों चाहते हैं, इसकी वजह क्या है? अब तो आपके साथ बहुत ज्यादा बहुमत है और अब आप यह भी कह सकते हैं कि पार्लियामेंट की भी कोई जरूरत नहीं है, चाहे जो करो। ऐसा भी आप कर सकते हैं।

श्री एस० एस० बनर्जी : ऐसा नहीं।

SHRI JAGANNATHRAO JOSHI: You wanted democracy in Parliament. Parliamentary democracy is all right but we want a democratic Parliament.

सवाल यह है कि ऐसी कौन सी परिस्थितियाँ पैदा हो गई हैं, यह मैं आप से जानना चाहता हूँ। जो अधिकार सरकार अपने हाथ में लेना चाहती है इसको लेने का कारण क्या है और वह क्यों लेना चाहती है। कौन सी विपत्ति आ पड़ी है, या कौन सी नई परिस्थिति पैदा हो गई है? हमारी दृष्टि में तो ऐसी स्थिति निर्माण हुई है जिस में प्रदेश के अन्दर शान्ति का वातावरण पैदा हुआ है। वहाँ लोगों को अधिकार मिले हैं और वे स्थिति को अपने काबू में रख सकते हैं। काबू में रख सकते हैं या नहीं, इसका मौका तो आपको उनको देना चाहिये था। उनको कुछ अनुभव तो प्राप्त करने का आपको मौका देना चाहिये था। अब तो वहाँ राज्य भी बन गए हैं और कुछ आटोनोमी भी आपने दी है और आपको देखना चाहिये कि वे कैसे वहाँ शान्ति की स्थापना करते हैं। जहाँ तक सुरक्षा का सवाल है, देश की सुरक्षा का सवाल है, हम आपके साथ हैं। उस पर आंच नहीं आनी चाहिये। हम नहीं चाहते हैं कि देश की सुरक्षा खतरे में पड़े। हम यह भी नहीं चाहते हैं कि देश के किसी भाग में अशान्ति पैदा हो। लेकिन उसके लिए भी आपके पास अधिकार काफी हैं। इतना होते हुए भी क्यों ये नए अधिकार आप लेना चाहते हैं। असम प्रदेश में आपने मेमोरियल नाम का एक सब स्टेट पैदा किया। आज वह पूरा राज्य आपने बना दिया है। कांस्टीट्यूशन में सब स्टेट के लिए कोई प्रावधान नहीं है। उस में स्टेट या सैट्रल एडमिनिस्ट्रेशन एरिया का प्रावधान है यह नई चीज आपने पैदा की। जो भी आप करें, सोच समझ कर करें। पहले सब स्टेट, बाद में फुल स्टेट....

श्री एस० एस० बनर्जी : स्टेट का बच्चा था।

श्री जगन्नाथ राव जोशी : लेकिन बच्चे को या तीन बस। यहाँ छः हो गए। जो

[श्री जगन्नाथ राव जोशी],
करना है सोच कर करें। पन्त जी से
मैं कहना चाहता हूँ कि उस क्षेत्र में ऐसी
कौन सी परिस्थिति का निर्माण हुआ
जिस को काबू में रखने के लिए इस विशेषा-
धिकार को आप लेना चाहते हैं।

इन शब्दों के साथ मैं इस विधेयक का
कड़ा विरोध करता हूँ।

SHRI DINESH CHANDRA GOSWAMI
(Gauhati): I take my stand here to support
this Bill.

It appears that a lot of confusion has
crept into the minds of the members of the
Opposition regarding the scope and extent
of the Bill. Some of the friends on the
other side said that there is ample provision
in the Constitution to take necessary steps
in case of emergency, and so what is the
necessity of the present Bill? But they
have not been able to cite any provision of
the Constitution which gives to the Govern-
ment the power which is sought to be con-
ferred by this Bill. Undoubtedly, the pro-
visions of the Constitution confer on the
Government the power to declare emergency
under certain conditions but the Govern-
ment's power is limited to the extent that
if the declaration of emergency is to be made,
the declaration can be made only throughout
the whole country. The Government
tried no doubt to bring legislation in this
House for the power of declaration of emer-
gency in part but the opposition stood as one
man against that measure and Government
did not proceed with it. The declaration
of emergency either in part or in
whole has nothing to do with this
Bill, which has been brought before
this House. Declaration of emergency
is followed with a lot of consequential
factors involved, because when emergency
is declared a number of effects take place
for example the Fundamental Right is
abrogated and so on and so forth. But this
Bill by itself does not take these effects.
Even if the Bill is passed, if a part of the
country is declared to be a disturbed area,
all the rights conferred by the Constitution
which would have been affected by the
declaration of emergency, are not affected
when action is resorted to under this Bill.

Therefore, there is a vital distinction between
declaration of emergency and the power
that has been conferred upon the Govern-
ment by this Bill.

My hon. friend over there said about
Meghalaya and the creation of the sub-
State of Meghalaya; I cannot compre-
hend how that question has any relationship
with this Bill that has been brought up
here. Undoubtedly the emergence of
Bangladesh has to a great extent lessened
the possibility of external aggression in the
eastern region, but we should not afford to
forget the fact that there is threat from our
other neighbours, particularly from China.
Apart from it, the entire eastern region is
a very sensitive region. With great regret
I would say that many of us in this House
do not have a clear idea about it. The
Eastern region has its own peculiar problems.
Even today a boundary dispute between
the States of the Eastern Region is taking
place and this dispute may lead to unfortu-
nate happenings and undesirable conse-
quences.

Secondly this Bill does not confer upon
the Government any new powers, but these
powers the Government already possesses,
but the Bill had to be brought forward in
a modified form because the entire eastern
region had been reorganised and Statehood
had been conferred to Manipur, and Tri-
pura and a new status had been given to
Mizoram.

The power of the Government to declare
a certain area as a disturbed area should not
be confined to the eastern region only. It
may be necessary for exercise of this power
in other regions also; a contingency may
arise upon which the Government may
have to take measures to do so. My hon.
friends are not able to cite any instances
when this Bill was misused or abused by the
Government. When this Bill has not been
abused or misused in the past I do not think
there is any scope of the abuse or misuse of
this Bill particularly when we have a massive
majority in all the States and at the Centre.
Because of the massive majority in the
Parliament and the States the Government
today is much more strengthened to take
stern measures, but the Bill has been brought
only to give additional power to the

Government when the police force available in case of normal law and order situation is not able to cope with the complicated nature of an emergent situation. Undue suspicions have been expressed by some Members of the Opposition, particularly by Shri Samar Guha. I only request him not to find the measure guilty only on suspicion, but at least, I ask him to give the benefit of doubt to this measure.

श्री रामाबतार शास्त्री (पटना) :
सभानेत्री महोदय, मैं इस विधेयक का.....

डा० कैलास (बम्बई दक्षिण) : सभापति महोदया कहिये।

श्री रामाबतार शास्त्री : आप हिन्दी नहीं जानते। मैं जानता हूँ। मेहरबानी करके सुनिये। बाद में क्लाम लीजियेगा।

मैं इस विधेयक का जोरदार विरोध करने के लिए खड़ा हुआ हूँ। कुछ माननीय सदस्यों ने ठीक ही कहा है कि अभी कोई आसमान फटा नहीं जा रहा था कि आपको इस तरह का विधेयक यहाँ लाना पड़ा। स्थिति भी पहले से आज बहुत बदली हुई है। हमारी सीमा पर एक हमारा बहुत बड़ा पड़ोसी राष्ट्र जिसके आजाद होने में यहाँ के जवानों ने और हिन्दुस्तान की पूरी जनता ने कुर्बानियाँ दी हैं, मदद दी है, का जन्म हो चुका है। उन्हीं की कुर्बानियों की वजह से साढ़े सात करोड़ जनता की आबादी वाला बंगला देश हमारी सीमा पर है। अगर वह न होता, तो इस का कोई औचित्य हो सकता था। लेकिन वह स्थिति नहीं है। सरकार ने अभी भी पूरे हिन्दुस्तान में इमर्जेंसी लागू कर रखी है। मालूम नहीं कि वह उसको कब उठायेगी। जनता और विभिन्न दल मांग करते रहे हैं, लेकिन फिर भी सरकार ने इस तरफ ध्यान नहीं दिया है।

इस स्थिति में ऐसी कौन सी नई बात आ गई है कि सरकार ने यह विधेयक सदन के सामने उपस्थित किया है! इसकी कोई आवश्यकता नहीं है। आवश्यकता न होने पर भी जब सरकार इस बिल को ला रही है, तो जनता के मन में यह शंका पैदा होना स्वाभाविक है कि पता नहीं, सरकार आगे क्या करने वाली है। इस बारे में तरह-तरह के भ्रम पैदा होंगे।

आप जानते हैं कि उस क्षेत्र के लोग हिन्दुस्तान के अन्य लोगों की तरह महंगाई के खिलाफ आन्दोलन कर सकते हैं अपने दूसरे सवालों को लेकर आन्दोलन कर सकते हैं। तब सरकार कहेगी कि आन्तरिक सुरक्षा और राष्ट्रीय सुरक्षा खतरे में है और इस तरह वह उन आन्दोलनों को दबा मकेगी। पिछले दिनों, जब कि सत्तारूढ़ दल को मैमिब मैन्डेट, विशाल बहुमत, नहीं मिला था, तब भी यह सरकार जनता के आन्दोलनों को गलत तरीके से दबाती रही है। अब जबकि उस को विशाल बहुमत मिल गया है, लोगों के मन में सन्देह पैदा हो रहा है कि पता नहीं यह सरकार क्या करने वाली है।

मंत्री महोदय ने इस बिल के समर्थन में जो दलीलें दी हैं, उन से हिन्दुस्तान की जनता को सन्तोष नहीं होगा। इस समय हमारे देश में ऐसे बहुत से सवाल हैं, जिन के बारे में सदन में तत्क्षण बिल पेश करने की आवश्यकता है। लेकिन सरकार ने उस तरफ ध्यान नहीं दिया है। आप ने अखबारों में पढ़ा होगा कि इस सदन के सामने एक गैर-सरकारी बिल पेश किया गया है, जिस पर हम विचार करने वाले हैं। देश में साम्प्रदायिकता बढ़ रही है, साम्प्रदायिक तत्वों की गतिविधियाँ बढ़ रही हैं और उन पर अंकुश लगाने के लिए कानून बनाना नितान्त आवश्यक है।

[श्री रामावतार शास्त्री]

लेकिन सरकार का ध्यान उस तरफ नहीं जा रहा है। इस लिए शासक दल की एक सदस्या को सदन के सामने एक बिल पेश करना पड़ा है कि जमाअते इस्लामी और आर० एस० एस० को बैन किया जाये। देश के सामने यह एक बहुत बड़ा खतरा है, लेकिन फिर भी सरकार ने इस ओर ध्यान नहीं दिया है।

इसके विपरीत सरकार पूर्वांचल के राज्यों के गवर्नरों और केन्द्र शासित प्रदेशों के प्रशासकों को बड़े व्यापक अधिकार दे रही है—और स्वयं भी अपने हाथ में ऐसे अधिकार ले रही है—जिनका इस्तेमाल करके जनता के आन्दोलनों को दबाया जायेगा। सरकार बराबर यह ऐलान कर रही है कि हम जनतंत्र का विस्तार कर रहे हैं, प्रजातांत्रिक संस्थाओं को और भी मजबूत कर रहे हैं, लोगों को ज्यादा से ज्यादा अधिकार प्रदान कर रहे हैं। लेकिन जहां तक अमल का सम्बन्ध है, वह अपने हाथ में इस तरह के आप्रेसिव और दमनात्मक अधिकार ले रही है। ये दोनों बातें एक दूसरे के विपरीत हैं।

इन कारणों से जनता और इस सदन के बहुत से माननीय सदस्यों के दिलों से यह भ्रम हो गया है कि सरकार की मंशा कुछ और ही है। सरकार ने अभी तक इमर्जेन्सी को विदड़ा नहीं किया है। पहले वह उस को विदड़ा करे और फिर विचार होगा कि क्या इस तरह के विधेयक की आवश्यकता है या नहीं। सरकार इमर्जेन्सी के अधिकार भी रखना चाहती है और ये नये अधिकार भी प्राप्त करने जा रही है। वह इन सब अधिकारों का इस्तेमाल कर के जन-आन्दोलनों को दबाना चाहती है।

इसलिए मैं इस विधेयक का जोरदार विरोध करता हूँ। अभी भी विलम्ब नहीं हुआ है। मैं उम्मीद करता हूँ कि मंत्री महोदय इस विधेयक को विदड़ा कर लेंगे।

वह पहले इमर्जेन्सी को विदड़ा करें अगर और फिर आवश्यकता हो, तो इस विधेयक को लायें। हम तो उस समय भी उस का विरोध करेंगे। लेकिन आज की स्थिति में इस की कोई आवश्यकता नहीं है।

SHRI K. C. PANT : The fact that what I said at the end of the first reading has been largely ignored creates as much suspicion in my statement as my statement did in the mind of Shri Samar Guha. I suppose he was not here when I spoke. So my suspicion is more legitimate than his.

I have already explained the history and genesis of this measure. I had explained why it is considered necessary at the present moment. There were certain things which I left unsaid perhaps deliberately; those have been said by Shri Haokip and Shri Goswami, my colleagues who spoke before me. I hope the House took particular note of what they said because they come from that area, and are aware of conditions there.

SHRI SAMARGUHA: They come from your party too.

SHRI K. C. PANT: They also come from my party.

In this matter of national security, I think one can expect every member to take a view of the matter above party. Shri Haokip referred to the disturbed conditions in the hill areas of Manipur. I am sure Shri Samar Guha is aware of them; I cannot say this of all the others. If Shri Haokip stands up and says, 'Please ensure security for my people; please see that they live in peace and are able to live their normal lives peacefully', how is the House to respond to the plea? Similarly, when Shri Goswami gets up and says that this is a sensitive area—and many hon. friends are not aware of the sensitiveness of the area and refers to certain dangers that still persist and these arguments are completely ignored and it is sought to be made out that nothing extraordinary is going on in the north-east, after Bangla Desh the whole situation has become normal and that this measure is unnecessary, what inferences are we to draw? I do not

wish to add to what these two friends have said in defence of the Bill.

SHRI JAGANNATH RAO JOSHI: Shri Goswami referred to border disputes between Manipur and Nagaland. Will the armed forces be used in those disputes?

SHRI K. C. PANT: There are various problems in that region, for instance, the Assam-Nagaland problem and others. All the more reason why we should be careful with certain elements which are out to create disturbance in those areas, out to create bloodshed, not with a view merely to create disturbances but ultimately to damage the sovereignty and integrity of the country which complicates matters further. How to deal with these elements? This question is not to be confused with how we deal with labour unions. This measure can be confused with the normal working of the State. Therefore, what my hon. friend said reinforces the arguments I have used; perhaps deliberately I did not use those arguments.

With regard to Tripura, for instance, I can tell the House that this has been on the statute book, but it has never been used in Tripura although in Tripura also there is a microscopic minority, which, I am sure many hon. members opposite are aware of this, wants to create trouble or wanted to create trouble. But we did not use those powers in Tripura because we did not think it necessary. We thought that the normal powers which are available are adequate to deal with the situation as indeed they were adequate, and we have dealt with the situation, but surely no one in the House can say, knowing the full facts of Nagaland and Mizoram, that such powers are not necessary in these two regions. Therefore, it is a question of applying this measure at a particular time when it is required, when this enabling measure is necessary; then, you can respond to the situation quickly. But if you do not have the measure on the State-Book, when the time comes, then you find yourselves in difficulties.

Madam, the confusion appears to be persisting that in some ways these powers

are analogous to the powers conferred by the emergency legislation by the Government. I just do not know how to dispel that completely erroneous impression, because a reading of this measure would be enough to dispel the impression if anyone would take the trouble to read this measure.

The consequences of the promulgation of an emergency and the consequences of this measure are very, very different. And, as the House knows, when an emergency is declared, then the consequences can extend to the abrogation of fundamental rights under article 19; they can extend to Parliament becoming a competent legislative authority in matters in the state list. What is the relationship of these powers to the powers conferred by this particular measure? What are these powers? Since so many hon. friends have dealt with them, if you will permit me, I would like to deal with this aspect.

The provisions of the Bill do not seek to confer any new powers on the armed forces. The armed forces ordinarily exercise certain limited powers under the Cr. P. C. when they are called in aid of the civil power. These ordinary powers relate only to dispersal of unlawful assemblies. In the disturbed areas of the north-eastern region, it was considered necessary that the armed forces should have, in addition, the power for arrest, search, seizure, destruction of arms dumps, etc. These powers are not available to the army ordinarily. The 1958 (Regulation) Act confers these powers specially because of a situation which has been prevailing in some parts in that region. It was necessary that these enabling powers still continue to be available to the armed forces, should their exercise become unavoidable in future. But it does not mean that the Bill seeks to confer any new powers. Only the powers available to it all these 14 years are sought to be continued.

I hope, Madam, that whatever confusion has existed before or whatever unwarranted suspicious have been evident, will disappear after my explanation.

The other question was, why should the Centre have these powers. As was mentioned by some hon. friends, the Centre

[Shri K.C. Pant]

does have a duty to protect all the States against external aggression and internal disturbance under article 355 to which reference was made. Now that I have clarified the difference between emergency powers and these powers, I must say that though these are not emergency powers, the obligation on the part of the Centre to protect the States against external aggression and internal disturbance cannot be denied, and this obligation exists. Now, it is for the Centre to take action. Would the House prefer that in each case where there is a danger of this kind of disturbance, immediately an emergency should be declared in the whole country, even if the disturbance is confined only to Mizoram or Nagaland or some other State? Is it the intention, or is it the intention that immediately, when such a situation arises, article 356 should be invoked and President's rule should be declared? Is that democracy? Or, would it not be more democratic and more proper to let the State function and to maintain law and order, take a limited action to deal with a limited situation?

SHRI SAMAR GUHA: What is the purpose of your security force, when the Cr. P.C., and the armed forces are there? Are they not enough to deal with civil disturbance? One can understand extraordinary aggression.

MR. CHAIRMAN : You had your say. Let him continue.

SHRI K. C. PANT : He has had his say and he again is confusing the national security question with the law and public order question. The questions of law and order and national security are different. These are national security questions in which the Centre is certainly directly interested and directly responsible. He referred to foreign links and also referred to the borders of the country. The Centre does have a lot of information directly about the situation prevailing along the borders and about foreign links of many of the elements operating along the borders. Occasions can arise when the Centre needs to take action and immediately respond to a given situation, then the Centre needs those powers. What is wrong with the

Centre having those powers? It is absolutely correct that in certain situations the Centre should be able to exercise those powers and not watch helplessly while the situation deteriorates. I am quite confident that the question of autonomy sought to be raised is completely misplaced because in matters relating to the security of the country it will be the endeavour of the Central Government—I am sure it will be the attitude of the State Governments also—to co-operate with the Centre so that we can together meet any challenge that might arise. There is no question of any curtailment of State autonomy or any such thing. Wherever national security is involved just as I appeal to the Members in the House, I am quite sure that the States and the Centre are all one in matters concerning national security.

There is really no other point left. I should like to end by quoting Mr. Haokip who said that this measure was in the interest of and in order to safeguard the people. This is the essence of the matter and there could be no better authority to make a statement in the House than the person who comes from that region which is unfortunately still being subject to the kind of disturbances against which this measure is a kind of shield.

MR. CHAIRMAN : The question is :

"That the Bill be passed".

The motion was adopted.

14.28 Hrs.

AIRCRAFT (AMENDMENT) BILL

THE MINISTER OF TOURISM AND CIVIL AVIATION (DR. KARAN SINGH): I beg to move*.

"That the Bill further to amend the Aircraft Act, 1934 be taken into consideration."

Since the last ten or 12 years when the Bill was last amended there have been a number of important developments in aviation technology and there has been a tremendous growth in the whole quantum and quality of planes that are operating and therefore it was necessary to bring this legislation up to date. There are three or

*Moved with the recommendation of the President.

four points that this Bill seeks to cover.

Firstly, vultures and other big birds in the vicinity of aerodromes are a hazard to aviation and these birds very often collect there because of slaughter houses, rubbish and other things that are in the vicinity of the aerodromes. It is therefore sought to take power to prohibit by rules the slaughtering of animals or dumping of rubbish in the vicinity of aerodromes.

Secondly there is the question of unclaimed property found in the aerodromes. Under the rules at present, this property has to be handed over to the police, who dispose of it according to the Indian Police Act. Very often foreigners who come to this country leave something, say, a camera and they have to rush from place to place looking to the police headquarters and so on, which means a lot of trouble. We thought it would be useful to empower the Central Government to make rules so that the property could be kept with the aerodrome officer himself for a reasonable time and then to be disposed of.

Very high structures in the vicinity of aerodromes can be major aviation hazards and we feel that there should be power with the Central Government which is responsible for aviation to regulate and prohibit the construction of buildings which will be aviation hazards, because, as you know, vast planes are now flying. Already jumbos have 450 to 500 passengers. The supersonic age is upon us, and we cannot take this risk. At present there is no legislation whereby the Government of India can directly take the action that is required. It is very often a long drawn out process and, therefore, power is now sought to be taken to prohibit buildings.

These are the main points. There are certain other minor matters which have come to light in the course of these twelve years, and I am taking this opportunity to incorporate them also in this Bill, so that we can have an Aircraft Act that is as modern as possible.

I would commend the Bill to the House.

MR. CHAIRMAN: Motion moved:

"That the Bill further to amend the Aircraft Act, 1934, be taken into consideration."

SHRI DINESH JOARDER (Malda): I have nothing in particular to say against the proposed amendments to prevent vultures and other birds that come in the vicinity of the aerodromes and also to prevent hazards to aircraft operation resulting from the construction of high buildings and structures in the vicinity of aerodromes and regarding payment of compensation to the affected persons. But as regards the unclaimed properties found in aerodromes and the premises under the control of civil aviation, sometimes these unclaimed properties also include valuable properties and smuggled goods. Generally, airports and naval ports are the big places of international smuggling. The procedure for the disposal of the smuggled goods in the airports is sometimes very fishy, and favourite dealers and agents of the airport authority take advantage and get these smuggled goods at cheaper rates. This encourages international smuggling in airports and introduces malpractices and corruption in the administration. But there is no effective provision incorporated in the Bill to deal with valuable properties and smuggled goods, particularly in the matter of their disposal. So, I would request the hon. Minister to make some further amendments in the Bill so that these smuggled goods can be handled effectively, so that if there be any corruption or malpractices in the administration in the airports, that may also be checked.

श्री सरजू पांडे (गाजीपुर) : सभापति महोदया, यह बिल जो सदन के अन्दर पेश किया गया है, आम तौर पर स्वागत के योग्य है, हालांकि मैं नहीं समझता हूँ कि गिद्ध और कौबों को कैसे इस बिल के जरिये रोका जायगा। इस बिल के बनाने के बाद आप कैसे गिद्ध और कौबों को रोक पायेंगे, मुझे विश्वास नहीं हो रहा है। जहाँ तक इस में सफाई की बात है, वह ठीक है।

मैं मंत्री महोदय से चाहता हूँ कि आप कोई काम्प्रीहेन्सिव बिल लायें, जिसमें हवाई जहाजों की प्लानेट को भी रेग्युलेट

[श्री सरजू पांडे]

किया जा सके। कभी-कभी ऐसा होता है कि आदमी हवाई अड्डे पर पहुँचता है और वहाँ उसे मालूम होता है कि प्लेन 6 घंटे लेट है। कभी-कभी तो तीन-तीन दिन लेट हो जाता है। इस तरह से जो आदमी जल्दी सफर करना चाहता है, नतीजा यह होता है कि वह ट्रेन से भी लेट हो जाता है। इस से हमारे मुल्क का बहुत नुकसान होता है, लोग ज्यादा सफर नहीं कर पाते हैं और खर्च भी बहुत ज्यादा होता है, उन को अच्छे एयर-कन्डीशन होटलो में रखना पड़ता है।

आज कल जब से हवाई जहाज भगाये जाने लगे हैं, इस से तलाशी बहुत ज्यादा होने लगी है, एम०पी० को भी इस से एक्जैम्पट नहीं किया है। मैं नहीं समझता कि कोई एम०पी० कैसे हवाई जहाज को भगा कर ले जायेगा। कहने पर भी वे लोग नहीं मानते हैं और कहते हैं कि हम क्या करे हमारी मजबूरी है। नतीजा यह होता है कि बहुत मारे लोगों को खामखाह बिला-बजह परेशान किया जाता है। इस लिये मैं चाहता हूँ कि कोई ऐसी डायरेक्शन दी जाये कि जो लोक-सभा का आइडेंटिटी कार्ड शो कर दे उन को छोड़ दिया जाये और खाम-खाह परेशान न किया जाये।

खाने-पीने के मामले में भी थोड़ी बहुत इम्प्रूवमेंट की जाय...

श्री जगन्नाथ राव जोशी (शाजापुर) : बहुत ज्यादा इम्प्रूवमेंट की जरूरत है।

श्री सरजू पांडे . हम लोग रेलवे की शिकायत करने हैं। इसलिये इस तरफ ध्यान दिया जाये।

आप जो छोटे-छोटे अमेण्डमेंट लाते हैं, यह ठीक नहीं है। आप कोई काम्प्री-

हेन्सिव बिल लायें, ताकि उन दिक्कतों को दूर किया जा सके और इस सर्विस को ठीक तरह से चलाया जा सके। इस में फारेनर्स ट्रेवल करते हैं, दूसरी जगहों की सर्विसिज ज्यादा अच्छी मालूम होती है, इस लिये इन को ठीक करने के लिये काम्प्रीहेन्सिव बिल आप को लाना चाहिये।

मैं इस बिल का समर्थन करता हूँ, यह ठीक ही है। अगर आप गिद्ध-कौबो को रोक सकें तो बहुत अच्छी बात है, लेकिन मैं नहीं समझता कि आप इस से रोक सकेंगे।

श्री शिवनाथ सिंह (झुननु) सभापति महोदया, यह जो बिल पेश किया गया है, मैं इस का स्वागत करता हूँ, लेकिन एक बात की ओर माननीय मंत्री जी का ध्यान आकर्षित करना चाहता हूँ। आप ने एरो-ड्रोम के आसपास 20 किलोमीटर के लिये प्रावधान रखा है, जहाँ बिल्डिंगें और पेड़ नहीं बनाये जा सकेंगे। मेरी समझ में यह बात नहीं आ रही है कि यह किम हिस्सा से रखा है, इस का साइन्टिफिक बैसिज क्या है? कितने एरिये में जहाज किम स्लाप से नीचे आयेगा? जहाँ तक मैं समझता हूँ—5-7 किलोमीटर से ज्यादा ज़रूरत नहीं है। आज के एरोड्राम्ब शहर के अन्दर आ गये हैं, 20 किलोमीटर रखने से तो शायद दिल्ली में कोई भी मकान ऊँचा नहीं बनाया जा सकता। बम्बई और कलकत्ता की भी यही हालत है। मेरे क्वाल में यह रेडियस बहुत ज्यादा है।

पेड़ों को ले लीजिये—पेड़ कई प्रकार के होते हैं, जिन्हें किसान अपने खेतों में उगाते हैं, जो प्राफिटेबिल भी होते हैं, कामर्सियली भी उन का महत्व होता है। अब अगर 20 किलोमीटर के क्षेत्र में पेड़ उगने नहीं देंगे तो सबाल यह पैदा होता है किस हाइट के उगने नहीं देंगे? इस लिए

भी 20 किलोमीटर का जो एरिया आपने रखा है, वह बहुत ज्यादा है, इसे आप को चेन्ज करना पड़ेगा। आप इस के बारे में एक्सपर्ट से पूछ कर हमें बतायें कि एरोड्रोम के पास कितनी दूरी तक हवाई जहाज कितना नीचे आता है, उस का स्लोप कितना होता है, ताकि हमारा सन्तोष हो सके।

*SHRI T. S. LAKSHMANAN (Sriperumbudur). Madam Chairman, I rise to support the Aircraft Amendment Bill and to say a few words on the various provisions in the Bill.

We are all well aware of the various strides the aviation industry has made in the last few years. In fact, our country itself has acquired jumbo jets for our air services. This being so, I regret that this measure has been brought before the House only now. I feel that such a Bill ought to have come before the House much earlier and the delay avoided. Air travel is not without risks even now. Therefore, to allow slaughter houses and refuse dumps in the vicinity of the aerodromes leading to vultures and other large birds hovering around the aerodromes only heightens the risks. I, therefore, commend the provision in the Bill which prohibits these. It is needless for me to point out that human lives are more valuable and all steps must be taken to protect them.

Madam, my regret is that only after 25 years of Independence this Bill has been brought. Why this delay?

The Bill also provides for prohibition of tall buildings which constantly pose hazards to aviation. This is a welcome provision. But when such wholesome provisions are coming up before the House after long and avoidable delays one suspects the efficiency with which the Central Government attends to its duties.

Cumbersome process and needless inconvenience are involved today in recovering the lost property by the air craft passengers. This Bill will go a long way to mitigate this difficulty.

Before I conclude, Madam, I would like to ask the hon. Minister as to when he became a member of the International Civil Aviation Convention and also why the Government have taken so much time to provide for rule making powers. I hope the hon. Minister would clarify the position.

श्री हनु प्रताप सिंह (बाराबंकी) : सभानेजी जी, मैं आपका हृदय से आभारी हूँ कि आपने मुझे इस संशोधन विधेयक पर अपने विचार प्रकट करने का अवसर प्रदान किया। मैं माननीय मंत्री जी को इस बात के लिए बधाई देता हूँ कि हमारे एयरक्रैफ्ट्स का न केवल अपने राष्ट्र के जीवन में एक महत्वपूर्ण योगदान है वरन् वह अन्तर्राष्ट्रीय जगत में भी एक बहुत ही सराहनीय सेवा कर रहे हैं। मुश्किलें यू०एस०ए०, यू०के०, फ्रान्स, इटली, स्वीटजरलैंड, जर्मनी—सभी देशों में जाने का अवसर प्राप्त हुआ है, विश्व में जो विभिन्न एयरक्रैफ्ट्स हैं उनमें सफर करने का अवसर मिला है, मैं इस बात की सराहना करना चाहता हूँ कि हमारे एयरक्रैफ्ट्स हमारे मन्त्री महोदय के कुशल नेतृत्व और कुशल संचालन में विश्व में एक अपना महत्वपूर्ण स्थान रखते हैं। मन्त्री महोदय ने यहां पर जो संशोधन विधेयक प्रस्तुत किया है मैं उसका हृदय से स्वागत करता हूँ। साथ ही साथ इस बात का सुझाव देना चाहता हूँ कि यदि सम्भव हो तो देश में जो अन्तर्राष्ट्रीय परिस्थितियाँ हैं उनको दृष्टि में रखते हुए और साथ ही देश में जो सुरक्षा की परिस्थितियाँ हैं उन पर विचार करते हुए इस बात की भी व्यवस्था कर दी जाये कि जो हमारे देश के एयरपोर्ट्स हैं उनमें किसी भी व्यक्ति को, चाहे वह अपने देश का रहने वाला हो और चाहे विदेशों से आने वाले लोग हों उनके द्वारा वहां पर चिन्न लिया जाना कानूनन रोक दिया जाना चाहिए। मैं समझता हूँ हमारे इस सुझाव पर मंत्री महोदय अवश्य विचार करेंगे।

*The original speech were delivered in Tamil.

[श्री रुद्र प्रताप सिंह]

इन शब्दों के साथ मैं इस एयरक्राफ्ट संशोधन विधेयक का हार्दिक समर्थन करता हूँ।

श्री आर० बी० बड़े (खरगोन) : सभापति महोदया, एयरक्राफ्ट अमेन्डमेंट बिल जो पहले 1971 में लाया था अब 1972 में लाया गया है। इसमें लिखा हुआ है :

‘Further to amend the Aircraft Act, 1934’

पिछले 38 साल से इस शासन की नींद खुली नहीं। 1934 से 1972 तक यह जो गिद्ध थे या जो बड़ी बिल्डिंग थी वह इनकी नज़र में नहीं आई। रामायण में हमने पढ़ा है कि कुम्भकरण सोता था तो 6 महीने के बाद उठना था लेकिन यह शासन तो 38 साल तक सोता ही रहा। यह बिल जो यहाँ पर लाया गया है उसका उद्देश्य तो अच्छा है लेकिन मैं इसका समर्थन इसलिए नहीं कर रहा हूँ क्योंकि यह इनकंप्लीट है। इन्होंने कहा है :

“the prohibition of slaughtering and flaying of animals and of depositing rubbish, filth and other polluted and obnoxious matter within a radius of ten kilometres.”

लेकिन गिद्ध जो है वह 10 किलोमीटर से आगे नहीं दौड़ते, ऐसा आपसे किसने कहा है? आपने स्टेटमेंट में कहा है :

“Vultures and other large birds in the vicinity of aerodromes have been a source of considerable damage to costly engines and a grave risk to aircraft operations. Slaughtering animals and dumping rubbish in the vicinity of aerodromes attract birds and thus constitute a potential danger.”

स्लाटर और रबिश की वजह से गिद्ध आते हैं लेकिन दस मील के बाद वह नहीं दौड़

सकते ऐसा किस साइंटिस्ट ने कहा है? फिर आपने कहा है कि 20 किलोमीटर तक कोई ऊँची बिल्डिंग या ऊँचे झाड़ और पेड़ नहीं होने चाहिए। लेकिन बिल्डिंग कितनी ऊँची नहीं बननी चाहिए और पेड़ कितने ऊँचे नहीं होने चाहिए ऐसा आपने कुछ लिखा नहीं है। इसमें आपने लिखा है :

“direct that no building or structure shall be constructed or erected, or no tree shall be planted, on any land within such radius, not exceeding twenty kilometres from the aerodrome reference point, as may be specified in the notifications”

इसमें आपने क्लियर क्यों नहीं किया कि बिल्डिंग इतनी ऊँची नहीं होनी चाहिए। आपने लिखा है :

“height as may be specified in the notification.”

इसलिए मैं कहता हूँ यह इनकंप्लीट है। हमसे लोगो को विभ्रम पैदा होगा। जिन्होंने बिल्डिंग बनाली है उसके लिए आपने प्रोसीजर दिया है। आपने कहा है :

“where no such agreement can be reached, the Central Government shall appoint as arbitrator a person who is or has been qualified for appointment as a Judge of a High Court.”

लेकिन इसमें आपने मार्केट वैल्यू शब्द किस दिया है।

25 वें संविधान संशोधन विधेयक में आपने कम्पेन्सेशन की जगह मनी लिख दिया है। इसलिए कम्पेन्सेशन के दो अर्थ निकल सकते हैं।

Either the damages or the market value according to the value of the property.

जिन्होंने इस बिल को बनाया है उन्होंने मार्केट वैल्यू शब्द को बिल्कुल टाक दिया

है। मैं नहीं समझता इस प्रकार इस बिल में लापरवाही करने के क्या कारण हैं। यदि वास्तव में एरोड्रोम की परिस्थितियों को बदलना है और आप समझते हैं कि बल्बर्स और रबिष जो वहां आती है उससे खतरा है तो उसके बारे में कोई विरोध नहीं है लेकिन एक प्रकार से यह जो इनडिफिनिट कानून आप बना रहे हैं वह ठीक नहीं है। आपने इसमें सभी बातों को स्पष्ट क्यों नहीं किया है। आप ने कहा है कि म्युनिसिपैलिटी के रूल्स ऐसे हैं:

"The present procedure of regulating construction of buildings, etc., through municipal bye-laws is cumbersome and is often ineffective. It is proposed to take power to prohibit completely the construction of buildings, erection of structures and planting of trees in the vicinity of aerodromes...."

That is all right. But what about those which are already constructed ?

जो आलरेडी बने हैं उन को आप हटाना चाहते हैं। मैं कहता हूं इस से दुनिया में तहलका मच जायगा। दस बारह साल पहले जब बिल्डिंग बनी थी तब शासन क्यों सो गया था? इस बात की जवाबदेही किस पर आएगी? मंत्री महोदय बड़े प्रोप्रेसिव आईडियाज के हैं। वह महाराजा भी रहे हैं। मैं उन से कहूंगा कि जो बिल्डिंग्स बन गई हैं उन को तोड़ डालना और दूसरी तरफ हाईट भी नहीं बताना कहां तक उचित है? दूसरी बात यह कि मंत्री महोदय को यह भी बताना चाहिए था कि इन बातों से कितने ऐक्सीडेंट्स हुए? यानी बड़ी बिल्डिंग होने से, पेड़ होने से या रबिष और बल्बर्स के होने से साल में कितने ऐक्सीडेंट्स हुए? इस की कोई फिगरस या स्टैटिस्टिक्स नहीं बताई गई। ऐसी स्थिति में आप बिल्डिंग्स को तोड़ डालने का कानून क्यों लाते हैं? आप

स्पेसिफिकली हाउस को बताएं कि कितनी ऊंचाई तक बिल्डिंग होगी या कितने ऊंचे झाड़ होंगे? ताकि हाउस को भी स्पष्ट हो सके कि सरकार का क्या इरादा है? इस विधेयक का जो सत्त्व है उस पर तो कोई विरोध नहीं है लेकिन जिस प्रकार से आप कानून बना रहे हैं वह स्पेसिफिक न होने से हम इसका विरोध कर रहे हैं।

श्री राम सहाय पांडे (राजनंदगांव) :
सभानेजी जी, जो संशोधन बिल डा० कर्णसिंह जी ने उपस्थित किया है उसकी मैं प्रशंसा करता हूं और वह इसलिए करता हूं कि मुझे अहमास है बम्बे एयरपोर्ट की स्थिति को देखने और उससे गुजरने का। मैं समझता हूं बहुत पहले ही इस प्रकार का संशोधन होना चाहिए था। बम्बई संसार के अच्छे नगरों में गिना जाता है। सम्भवतः वह संसार में चौथे या पांचवें नम्बर पर आता है। इसी प्रकार से कलकत्ता भी है। एयरपोर्ट अच्छा हो, एफिशिएन्ट हो, उसकी बिल्डिंग अच्छी हो, वहां पर सारी सुविधायें हों, वह देखने में भी अच्छा हो, उसका वातावरण और सराऊडिंग भी अच्छी हो—जब इन सभी बातों को लेकर हम देखते हैं तो बंबई के एयरपोर्ट को हम गन्दे से गन्दा पाते हैं। हाईवे बन गया है लेकिन उसके कारण तो कुछ हुआ नहीं। एक पुलिया जो है वहां पानी भर जाता है और उससे इधर की गाड़ियां इधर और उधर की गाड़ियां उधर रुक जाती हैं। जब हम बल्बर्स की बात कहते हैं जो एक पक्षी है उसको हम दूर रखने की बात करते हैं और हम कहते हैं कि स्लाटर हाउस को वहां से हटा दिया जाए तो वह एक स्वस्थ बात है लेकिन मैं आपसे कहता हूं कि इसके अलावा भी कुछ करना है।

[श्री रामसहाय पांडे]

आपके नेतृत्व में अब बम्बई में कुछ सुधार हुआ है लेकिन दिल्ली में जो आपने किया उससे मालूम पड़ता है कि भारतवर्ष में कुछ ऐसी एयरपोर्ट्स की सुविधायें हैं, बिल्डिंगज की सुविधायें हैं जिन पर हमें थोड़ा कुछ गर्व हो सकता है। लेकिन बम्बई को देखकर ऐसा मालूम पड़ता है कि जब एयरपोर्ट बनाया गया था, बिल्डिंग बनाई गई थी तो कस्टम सेक्शन ही बनाना भूल गये इंजीनियर लोग, वहां कोई चमरी नहीं बनाई गई। थर्ड क्लास थर्ड रेट बिल्डिंग बनाई गई, मैटीरियल खराब, उसका लुक खराब, शकल खराब, सुविधाओं के नाम पर कुछ नहीं अब थोड़ा सा ठीक होना शुरू हुआ है और अंतर्राष्ट्रीय कक्ष जो है वह ठीक हुआ है।

बांद्रा में देखिये, वहां मयुनिसिपैलिटी से प्रतिवेदन किया गया कि यहां पर सभी लोग लोटा लेकर बैठते हैं, कोई लैट्रीन नहीं है, इस कारण से भी जानवर आते हैं, वहां लोटा परेड प्रदर्शन होता है वह भी बड़ी डिस्प्रेसफुल बात है। वह इसलिए है कि वहां पर सारा स्लम कंसट्रैटेड है। मुझे नहीं मालूम कि आप इसको कर सकेंगे, फाइनेंस मिनिस्ट्री के पास आप जायेंगे तो वह कहेंगे पैसा नहीं है, प्लानिंग के पास जायेंगे तो कहेंगे लोकेशन नहीं है, अंत में धूम-फिरकर हम आपसे कह देते हैं। हम चाहते हैं कि फस्ट इन फस्ट एक इंटरनेशनल एयरपोर्ट की सुविधायें होनी चाहिए। आप टूरिस्ट्स के कस्टोडियन हैं, आप फारन एक्सचेंज अनं करते हैं, लेकिन सबसे बढ़िया बनिया कौन? सबसे बढ़िया बनिया वह होगा जो यह देखे कि जल्दी फारन नेशनल आयें, जल्दी पैसा खर्च करें और जल्दी चले जायें। फ्रांस में आप देखिये, वह ह्यूमन सायकलाजी को माइनिंग टाइम की अडेप्टिविटी को इतना कंसट्रेट करते हैं, देखते हैं कि कौन से ऐसे उपाय हैं जिनसे वह अधिक से अधिक पैसा कमा सकते हैं। यहां पर अगर

घोबे से भी कोई आ जाए पहली बार तो वह क्या देखेगा कि गन्दी सराजॉइंग है, बदबू आती है और कोल्ड क्लाइमेट से कोई आवेगा तो उसके लिए कमरा एयरकंडीशन नहीं है। उसको लैंड करते ही यहां सफोफेशन होने लगता है।

कस्टम डिपार्टमेंट ऐसा है जैसे बल्चर हो, कोई सेंस आफ रिस्पॉसिबिलिटी नहीं, कोई मुस्कराहट नहीं। आप बल्चर की बात करते हैं तो दूसरे बल्चर आपके कस्टम के अधिकारी हैं, वह समझते हैं कि सब चोर हैं। वह समझते हैं कि जो भी बाहर से आता है इसके पास रिवाल्वर भरी हुई है, गोल्ड भरा हुआ है, उसकी सर्च करते हैं। सर्च करने में भी एक सेंस आफ बेल्टकम नहीं, स्वीट स्माइल नहीं, जैस्चर नहीं। इसलिए मैं समझता हूं कि कई बल्चरों को आपको ठीक करना पड़ेगा। कर्टसी, एटीट्यूड, स्वीट व्यवहार, मीठा व्यवहार, बेल्टकम, स्वागत और कम से कम जो बैठने का स्थान हो वहां अच्छे सोफे, अच्छा फर्नीचर होना चाहिए साथ ही क्विक सर्विस होनी चाहिए। बक्सा खोला जा रहा है, उसमें कितना टाइम लगता है। मैं कहना चाहता हूं कि पांच मिनट में डिस्पोजल होना चाहिए। आप इसके लिए प्रयत्न कर रहे हैं। लेकिन जिस मिनिस्ट्री से कंसर्न हो, ज्यादा से ज्यादा पैसा आपको मिलना चाहिए। आप इंटरनेशनल रिलेशनशिप के साथजा हैं। आप दुनिया से संबंध जोड़ते हैं। कुछ ही घंटों में संपर्क आजकल दुनिया से हो जाता है, 8 घंटे में मास्को, 9 घंटे में फ्रांस दस घंटे में लंदन। आपके जरिये सारी कल्चरल लाइफ कुछ ही घंटों में आवागमन की सुविधाओं से आ गई है। अगर आप बल्चर, स्लाटर हाउस को रिमूव करते-करते 1980 तक भी कामयाब हो तो मैं अभी से एडवांस कंफेचुलेसंस दे दूंगा। आपको पैसे नहीं मिलेंगे, पैसे मिलेंगे तो इन्स्टालमेंट में मिलेंगे,

आप नहीं कर पायेंगे। इसलिए फर्स्ट इन फर्स्ट प्रायोरिटी होनी चाहिए। मैं एक प्रश्न पूछकर बैठ जाता चाहता हूँ। आप बताइये कि बाद्रा स्लाटर हाउस कब तक वहा से हटाकर भेज दिया जाएगा आप समय बता दीजिए। (व्यवधान)। आपने दिल्ली में जैसी सुविधाएँ दी हैं, उसी प्रकार कलकत्ता और बम्बई में भी एयरपोर्टों को ठीक करें और इनको बचाइये।

DR. KARAN SINGH: I am grateful to the hon Members for the valuable contributions they have made.

Shri Dinesh Joarder who is not here at the moment mentioned the question of smuggled goods at the international airports. Our provision really refers to the unclaimed articles that are left by the transit passengers. The question of goods that are brought in or smuggled in or that are impounded by the Customs is really dealt with under the Customs Act which is administered by the Finance Ministry. I entirely agree with the hon. Member when he said that if there are malpractices or any weaknesses in the functioning of the Customs Act, it should be looked into. As far as we are concerned, we are anxious that the facilities should be improved and quickened as Shri Pandey said. But this provision which we have made with regard to unclaimed goods does not really deal with the customs matter. It deals with the things that are left in transit on the planes by passengers travelling

15.57 Hrs.

[SHRI K. N. TIWARY in the Chair]

श्री सरजू पांडे ने कहा कि प्लेन्स समय पर चलने चाहिए। बड़ा अच्छा सुझाव है, जरूर चलने चाहिए। मुझे खेद है कि समय पर कभी कभी नहीं जाते। उसके कई कारण हैं, कुछ तो मेकैनिकल कारण हैं, कभी कभी हमारे जो कर्मचारी हैं उनकी भी कृपादृष्टि का अभाव होता है। मुझे आशा है कि ये लेट नहीं जायेंगे।

तलाशी का इन्होंने जिक्र किया। तलाशी तो मैं भी जब जाता हूँ, तो मेरी भी होती है। मैं हाउस में यह कह रहा हूँ कि मैं आज तक कभी नहीं उड़ा, पहले तलाशी करवाकर जाता हूँ। इसीलिए कि कल को यह न कहे कि मंत्री महोदय की तलाशी नहीं होती और संसद सदस्यों की होती है।

श्री सरजू पांडे : मैंने खुद अपनी आँखों से देखा कि बहुगुणा जी की तलाशी नहीं हुई।

डा० कर्ण सिंह : मैं अपनी बात कह रहा हूँ। इसलिए कि अगर हमने एक बार छूट देना शुरू किया तो फिर इसको दो, उसको दो, बड़ी दिक्कत होगी।

श्री स० मो० बनर्जी (कानपुर) : मंत्री जी की तलाशी हो या न हो, लेकिन उनके साथ जो उनका प्राइवेट सैक्रेट्री चलता है, उसकी तलाशी जरूर होनी चाहिए, मंत्री जी का सामान तो वह ले जाता है।

डा० कर्ण सिंह : प्राइवेट सैक्रेट्री की भी तलाशी होती है (व्यवधान)। वह तलाशी सेपटी से ताल्लुक रखती है आशा है कि संसद सदस्य हाइजेकिंग नहीं करेंगे।

खाने-पीने का जहा तक प्रश्न है, सुविधाओं में उन्नति होनी चाहिए। लेकिन इस बिल का उसके साथ कोई संबंध नहीं है। अधिक खाना भी नहीं चाहिए, थोड़ा सा कम खाना चाहिए।

श्री जगन्नाथ राव जोशी : सवाल अधिक का नहीं, अच्छे का है।

डा० कर्ण सिंह : श्री शिवनाथ सिंह जी ने एक अच्छा प्रश्न उठाया कि बीस किलोमीटर

[डा० कर्ण सिंह]

हमने क्यों रखा है। उसका कारण यह है कि जो इंटरनेशनल सिविल एविएशन आर्गनाइजेशन है, उन्होंने देखा है कि नये-नये प्लेन्स कौन से चलते हैं और सबसे बड़े जो प्लेन्स हैं उनको विचार में रखते हुए 20 किलोमीटर ठीक है। लेकिन यदि माननीय सदस्य पढ़ें तो इसमें स्पष्ट लिखा है—

"In specifying the radius under clause (1) or clause (2) of sub-section (1) and in specifying the height of any buildings, structure or tree under the said clause, the Central Government shall have regard to:

(a) the nature of the aircraft operated or intended to be operated from the aerodrome;

(b) the international standards made and the recommended practices governing the aircraft.

हमारे देश में सत्तर ऐसे स्थान हैं जहां हमारे हवाई जहाज उतरते हैं। जरूरी नहीं है कि सब के लिए हम वही प्रतिबन्ध लगाएं। एक स्थान हो सकता है जहां केवल डी० सी० 3 या एबो उतरता है। वहां इतनी अधिक व्यवस्था करने की जरूरत नहीं है। लेकिन एक स्थान हो सकता है जहां जम्बो जेट उतरते हैं। वहां अधिक स्थान चाहिए। हवाई अड्डे की तरफ आते हुए यदि उनके लिए कोई भी चीज असुविधाजनक हो, चाहे वह बिल्डिंग हो या वृक्ष हो, आप मानेंगे कि उसको हम वहां नहीं रख सकते हैं। ऐसा हमारा विचार नहीं है कि सारे का सारा साफ कर दिया जाए या वहां कुछ नहीं रह सकता है। ऐसी बात नहीं है। हम देखेंगे जिस प्रकार के हवाई जहाज चलते हैं, उस प्रकार की व्यवस्था जहां जहां जरूरी है वहां वहां हम करें। एनेर्वालिग प्राविजन हमारे पास है ताकि हम यह कर सकें। इसमें शंका की कोई गुंजाइश नहीं होनी चाहिये।

16.00 Hrs.

Shri Lakshmanan blamed us for being somewhat slow in bringing forward this legislation. Somebody else from the Jan Sangh raised the same point. As I said, the Bill was last amended in 1960 and during the last 12 years there has been a lot of new development in aviation, and if they turn their minds back to 1960 they would find that the planes now operating had not come then. Therefore, it is only when new technological developments take place that we are forced to keep pace with them.

श्री रुद्र प्रताप सिंह जी ने एयर इंडिया की प्रशंसा की है। मैं उनका धन्यवाद करता हूं। चित्रों के विषय में उन्होंने कहा है और चाहा है कि फोटोग्राफी जो है उसके ऊपर प्रतिबन्ध होना चाहिए आज भी हमारे एयर-क्राफ्ट क्लब के तहत उस पर प्रतिबन्ध है। इस वास्ते इस मामले में कोई अधिक करने की आवश्यकता नहीं है।

बड़े जी ने भी वही बात कही है। बड़ी देर से आपने.....

श्री जगन्नाथ राव जोशी : कम्पेंसेशन की बात भी कही है।

डा० कर्ण सिंह : उन्होंने कहा कि जो अभी बनी हुई बिल्डिंग हैं, उनका क्या होगा। वे भी इस में गवर्न होगी। अगर एक एयरपोर्ट पर कोई बड़ी प्राचीन बिल्डिंग है और नई व्यवस्था के कारण यह आवश्यक हो जाता है कि उसको हटाया जाए तब तो उसको हमें हटाना ही पड़ेगा। लेकिन अगर आवश्यक नहीं है तो हमें कोई जरूरत नहीं है कि हम हटायें।

SHRI R.V. BADE : So long as compensation is not given he should not be ejected. There should be a stay order.

डा० कर्ण सिंह : कम्पेंसेशन का बड़ा आधारीक प्रश्न है। पच्चीसवां जो एमेंडमेंट

है जो कम्पेंसेशन की व्यवस्था होगी, वह उसी के मुताबिक चलेगी। मैं कुछ नया नहीं कर सकता हूँ। जो व्यवस्था कानून में है, उसके मुताबिक ही चलेंगे। ऐसी बात नहीं होगी कि हम कानून के बाहर कोई चीज करेंगे। उसके अन्दर ही करेंगे।

पांडे जी वे बड़ा दिलचस्प भाषण किया, जैसा वे करते हैं। उन्होंने बम्बई एयरपोर्ट के विषय में कहा। मुझे पता नहीं वह कब बम्बई गए हैं। बम्बई एयरपोर्ट को हम डेढ़ करोड़ रुपये लगा कर इम्प्रूव कर रहे हैं। उस में बहुत फर्क पड़ गया है। मुझे पता नहीं हाल ही में वह वहां गए हैं या नहीं। लेकिन काफी उसमें हमने उन्नति की है और उसको नया बनाया है। मैं सदन को बता दूँ कि दिल्ली और बम्बई में हम बिल्कुल नए अन्तर्राष्ट्रीय टर्मिनल बना रहे हैं जोकि पांचवीं योजना में पूर्ण होंगे। कलकत्ते में तो एक बहुत सुन्दर अन्तर्राष्ट्रीय बिल्डिंग हमने बना रखी है। दिल्ली, बम्बई, मद्रास में हमने जो पुरानी बिल्डिंग्स थी, जो अंग्रेजों के वक्त से चली आ रही थीं, उनमें हमने काफी उन्नति की है। दिल्ली और बम्बई में हम बहुत सुन्दर और बहुत ही आधुनिक नए भवन बनायेंगे और मुझे आशा है कि जब वे बन जाएंगे तो सारे संसार में जो एयरपोर्ट टर्मिनल हैं, उनसे किसी माने में हमारे टर्मिनल कम नहीं होंगे, उनसे अच्छे ही होंगे।

श्री शिवनाथ सिंह : जो जम्बो जैट या दूसरे हवाई जहाज हैं वे किस हाइट पर आते हैं? इसके बारे में थोड़ा सा बता दें ताकि सन्तोष हो जाए। एयरपोर्ट से दस किलोमीटर का डिस्टेंस हो तो वहां जम्बो जैट की हाइट कितनी रहती है? क्या बीस किलोमीटर का होना जरूरी है?

डा० कर्ण सिंह : यह टेक्नीकल जानकारी

तो मेरे पास नहीं है। लेकिन इकोनो ने जो बीस किलोमीटर रखा है वह देख कर ही रखा है। जम्बो जैट बहुत बड़ा और बहुत भारी हवाई जहाज होता है और बहुत दूर से नीचे आना आरम्भ कर देता है। इस चीज को मदेनजर रखते हुए उन्होंने बीस किलोमीटर रखा है।

MR. CHAIRMAN : The question is :

"That the Bill further to amend the Aircraft Act, 1934 be taken into consideration".

The motion was adopted.

MR. CHAIRMAN: The question is :

"That clauses 2 to 11 stand part of the Bill".

The motion was adopted.

Clauses 2 to 12 were added to the Bill.

Clause 1- (Short Title)

Amendment made:

Page 1, line 3, for '1971' substitute '1972'
(2) (Dr. Karan Singh)

MR. CHAIRMAN: The question is :

"That clause 1, as amended, stand part of the Bill".

The motion was adopted.

Clause 1, as amended was, added to the Bill.

Enacting Formula

Dr. KARAN SINGH : I beg to move:

Page 1 line 1, for 'Twenty-second' substitute 'Twenty-third'. (1)

This is a verbal amendment. When the Bill was presented here, it was the 22nd year of the Republic, and it was 1971, but now we are in 1972, which is the 23rd year of the Republic, and this amendment seeks to make this verbal change.

MR. CHAIRMAN : The question is:

Page, 1, line 1, for 'Twenty-second' substitute 'Twenty-third'. (1)

The motion was adopted.

MR. CHAIRMAN : The question is :

"That the Enacting Formula, as amended, stand part of the Bill."

The motion was adopted

The Enacting Formula, as amended, was added to the Bill.

The Title was added to the Bill.

DR. KARAN SINGH : I beg to move.

"That the Bill, as amended, be passed"

MR. CHAIRMAN : Motion moved:

"That the Bill, as amended, be passed"

श्री झारखण्डे राय (थोसी) : सभापति महोदय, जहां तक हवाई अड्डे पर तलाशी लेने का सम्बन्ध है, डा० कर्ण सिंह ने उम पर अपने विचार प्रकट किये हैं, लेकिन मैं उन से सहमत नहीं हूँ। मैं उन से फिर आग्रह करूँगा कि वह इस विषय पर पुनर्विचार करें।

कहा जाता है कि तलाशी का प्राविधान इस लिए किया गया है कि हवाई जहाजों का हाईजैकिंग न हो। मैं समझता हूँ कि डाक्टर साहब ने इस पूरे प्रश्न को एक टेक्निकल और एडमिनिस्ट्रेटिव तरीके से देखा है, लेकिन इस मसले को पोलिटिकल एंप्रोच से देखना चाहिए। क्या सचमुच उनको विश्वास है कि आज के हिन्दुस्तान में पार्लियामेंट का कोई मेम्बर, या कोई मिनिस्टर, या स्वयं वह कोई हाईजैकिंग करेंगे? मैं समझता हूँ कि ऐसा सम्भव नहीं है। हिन्दुस्तान में एक ही राजनैतिक विचारधारा के लोग शायद ऐसा कर सकते हों—जिन को नक्सलवादी कहा जाता या समझा जाता है और न उनका संसदीय पद्धति में तनिक भी विश्वास है।

बे लोग लोक-सभा या राज्य सभा में आने वाले नहीं हैं, क्योंकि उनको विचार-धारा के अनुसार संसद् एक सुअर-बाड़ा है। ऐसी स्थिति में मैं नहीं समझता कि हिन्दुस्तान के किसी भी राजनैतिक दल का कोई संसद्-सदस्य किसी भी तरीके से हाईजैकिंग का काम करेगा। इस लिये मेरा निश्चिन्त मत है कि अगर कोई संसद्-सदस्य अपना आइडेंटिटी कार्ड दिखा दे, तो उसकी तलाशी कतई नहीं होनी चाहिए।

अभी हाल ही में यह नियम लागू किया गया है। मैंने बहुत दिनों तक हवाई जहाज से यात्रा नहीं की थी। 2 मार्च को जब मैं इन्दौर जा रहा था, तो मुझे इसका अनुभव हुआ। मैं अपनी भावनाओं को प्रकट करना चाहता हूँ कि मुझे यह बात बहुत अपमानजनक मालूम हुई। खासकर मेरे जैसे लोगों के लिए, जो स्वतंत्रता संग्राम के सैनिक रहे हैं, यह बात बहुत ही आपत्तिजनक है। मंत्री महोदय स्वयं भी उस दल में हैं, जिसके सैकड़ों-हजारों लोगों ने स्वतंत्रता संग्राम में भाग लिया। उम जमाने में जेलखाने में तलाशी लेने पर मारा-मारी हुई, विरोध, झगड़े और अनशन हुए। अध्यक्ष महोदय को यह बात मुझसे ज्यादा मालूम है।

आज मुझे डा० लोहिया की याद आती है। उन के कई विचारों से भले ही मेरी सहमति न रही हो, लेकिन अगर आज डा० लोहिया होते, तो वह जरूर इस प्रश्न को लेकर सत्याग्रह करते। इस लिए मैं चाहता हूँ कि डा० कर्ण सिंह इस विषय पर पुनर्विचार करें। जैसा कि मैंने कहा है, अगर एम० पी० और एम० एल० ए० अपना आइडेंटिटी कार्ड दिखा दें, तो उन की तलाशी नहीं होनी चाहिए।

जहां तक शफो-बुबहे का सवाल है, अखबारों में ऐसी खबरें अनेक अवसरों पर

निकली है कि मिनिस्ट्रों की कारें गांजा स्मगलिंग के लिए इस्तेमाल हुई, या मिनिस्ट्रों ने ऐसे काम किये। ऐसे कैसिज रेयर होते हैं। वे एक्सेप्सन या अपवाद होते हैं। उन को नियम नहीं बनाना चाहिए। इस लिए मैं कहना चाहता हूँ कि यह मामला पोलिटिकल तरीके से देखा जाये और इतना अपमानजनक नियम पार्लियामेंट के मेम्बरों पर लागू नहीं होना चाहिए। डा० कर्ण सिंह साहब अपवाद हैं। वह स्वयं जाकर बड़ी खुशी खुशी तलाशी दे सकते हैं मैं नहीं दे सकता हूँ। मुझे इस से खुशी नहीं होगी। कोई जोर-जबर्दस्ती से तलाशी ले सकता है। अगर मैं मारा मारी करूँ, तो पीट दिया जाऊँगा। अगर मैं सत्याग्रह करूँ तो हन्ला होगा। इस लिए यह नीबत नहीं आने देनी चाहिए कि हम सत्याग्रह करें।

मैंने खुद देखा है कि गत 2 मार्च को दो-तीन मिनिस्टर मेरे सामने पास हुए, लेकिन उनकी तलाशी नहीं हुई। डा० साहब अपवाद होंगे कि वह खुशी से, बालन्टेरिली तलाशी दे दें। लेकिन मैं समझता हूँ कि यह नियम संसद्-सदस्यों पर लागू नहीं होना चाहिए। यह मामला टेकनिकल या एडमिनिस्ट्रेटिव नहीं है। यह मामला पोलिटिकल है। अंग्रेजी राज के जमाने में तलाशी के प्रश्न पर झगड़े हुए हैं। वह स्थिति भी नहीं होनी चाहिए। मेरा आप्रह है कि डा० साहब इस पर पुनर्निर्धार करें और इस नियम को खत्म कर दें।

श्री एस० एम० बनर्जी (कानपुर) : सभापति महोदय, मैं तलाशी के बारे में ज्यादा नहीं कहना चाहता हूँ। माननीय सदस्य ने जो कुछ कहा है, मंत्री महोदय उस का जबाब देंगे। मैंने खुद डा० कर्ण सिंह को तलाशी दे कर जाते देखा है। लेकिन हमारे सामने यह सवाल

नहीं है कि मंत्री तलाशी दें या नहीं। यह सही है कि किसी किसी जगह छोटे-छोटी जगहों पर, तलाशी बहुत रियोरस होती है हमें इस पर एतराज नहीं। लेकिन जब पार्लियामेंट के एक मेम्बर को देश के साढ़े पांच-छः लाख लोगों का विश्वास प्राप्त है, तो मैं समझता हूँ कि इस विभाग को भी उस की इन्टेग्रिटी पर विश्वास करना चाहिए। जहां तक नक्सलवादियों का सवाल है, न वे पार्लियामेंट में आयेंगे और न हवाई जहाजों पर चढ़ने के लिए उनके पास पैसे होंगे।

डा० कर्ण सिंह : पैसे तो उन के पास बहुत होते हैं।

श्री एस० एम० बनर्जी : जब मैं सुनता हूँ कि देश में नये नये एयरपोर्ट बनेंगे, तो बड़ी खुशी होती है। लेकिन जहां पर कोई एयरपोर्ट का सवाल ही नहीं है, जहां हर चीज एयरमें है, वहां कम से कम एक छोटी सी बिल्डिंग तो जरूर बना देनी चाहिए। मैं नहीं चाहता कि कानपुर में जम्बो जेट उतरे। वहां छोटे हवाई जहाज जाते हैं। वहां न कोई पेड़ कटवाने की जरूरत है और न कोई बिल्डिंग गिराने की। कानपुर शहर बहुत अच्छा है। वहां गाय-भैंस जरूर हैं, लेकिन गिद्ध नहीं हैं।

बम्बई और दिल्ली में नये हवाई अड्डे बन रहे हैं। कभी ऐसा भी जमाना आयेगा, जब दूसरे देश हमारे एयरपोर्ट्स को देख कर रश्क करेंगे। लेकिन मैं चाहूंगा कि चौथी पंचवर्षीय योजना में कानपुर में कम से कम एक छोटी सी बिल्डिंग जरूर बन जाये, जिस में केवल तीन चार कमरे हों, ताकि वहां के लोगों को यह तसल्ली हो जाये कि कानपुर में भी हवाई अड्डा है। आजकल वहां हवाई जहाज जरूर उतरते हैं लेकिन वहां बैठने की जगह नहीं है।

[श्री एस० एम० बनर्जी]

मेरा दुर्भाग्य है कि मैं कहता कहता हार गया, लेकिन डा० कर्ण सिंह वहा एक दफा भी नहीं आये। वह एक बार आ कर स्वयं देखे कि वहा क्या हालत है।

पहले हमारे वहा एक सर्विस थी—दिल्ली-कानपुर और लखनऊ-दिल्ली, जिम को सर्कलुर सर्विस कहते थे। अचानक उस सर्विस को कट आफ कर दिया गया। पहले कभी किसी खाम काम के लिए लखनऊ जाना होता था, तो 2 बजे चलते थे 6 बजे वापिस आ जाते थे। मंत्री महोदय उस के आकड़े मगा कर देखे। उस से कोई नुकसान नहीं होगा।

मंत्री महोदय इस वक्त “हा” या “न” भले ही न कहे, वह सिर्फ यह कह दे कि यह मामला अडर-कन्सिडरेशन है तो मुझे यकीन है कि जरूर कुछ न कुछ हो जायेगा। कानपुर में कोई डर नहीं है। वहा किसी हवाई जहाज को नुकसान नहीं होगा। कानपुर शहर में छोटी चिड़िया ही मिलेगी, बड़ी नहीं।

श्री जगन्नाथ राव जोशी (शाजापुर) : सभापति महोदय, यह तो खुशी की बात है कि हमारे देश में नये नये स्थानों पर अच्छी अच्छी किम्म के हवाई जहाज आ रहे हैं किन्तु इस के साथ-साथ हार्डजैकिंग जैसी कुछ नई समस्याएँ भी पैदा हो रही हैं जिन को रोकने के लिए यात्रियों की तलाशी लेने का नियम बनाया गया है। इस बारे में कुछ माननीय सदस्यों ने आपत्ति उठाई है। मैं ममझता हूँ कि लोक-सभा और राज्य सभा के सदस्यों को तलाशी देने के बारे में इतना टची नहीं होना चाहिए। लेकिन मैं सुझाव देना चाहता हूँ कि

श्री शारदछन्दे राय चूँकि माननीय सदस्य कभी जेल नहीं गये हैं, इसलिए उन्हें मालूम नहीं है कि इस तलाशी लेने के

विरुद्ध कितनी आपत्ति की जाती थी।

श्री जगन्नाथ राव जोशी : जेल जाना माननीय सदस्य का एकाधिकार नहीं है। मैं गोआ जेल में गया था, जहा तलाशी लेने का मतलब नगे खड़े होना पड़ता था।

मैंने कलकत्ता में देखा है कि बाहर यात्रियों के बैठने के लिए जगह नहीं है, जब कि डिपार्चर लाउज में काफी जगह है। लेकिन मिक्थूरिटी आफिसर ने कहा कि जब तक यह एनाउन्समेंट नहीं हो जाती कि इट इज रेडी फार डिपार्चर, तब तक अन्दर नहीं जा सकते।

मैंने कहा कि अन्दर जगह काफी है, यहा बैठने के लिए जगह नहीं है, मैं आधा घंटा, पौन घंटा खड़ा क्यों रहूँ? आप यहा मौजूद हैं, आप बैंक कीजिए हम को। हम अन्दर जा कर बैठेंगे। कहा नहीं। दिल्ली में होते हैं तो वह छोड़ देते हैं डिपार्चर लाउज में बैठने के लिए। लेकिन कलकत्ते में हम को छोड़ा नहीं। और बहुत सी जगह ऐसी हैं, जैसे बंगलौर है, बोइंग चलता है। वहा काफी पैमेन्जर्म आते हैं डिपार्चर लौज है ही नहीं। वहा कम से कम आध घंटा पौना घंटा खड़े रहे बिना मिक्थोरिटी बैंक हो ही नहीं सकता। मद्रास में भी वही हाल है। डिपार्चर लौज है ही नहीं। बोइंग चलता है, काफी पैसेजर्ज होते हैं, आध पौन घंटे खड़े रहे बिना मिक्थोरिटी बैंक में जा ही नहीं सकते हैं और खड़े रहना बड़ा मुश्किल हो जाना है खाम कर वह जो सारी पैरेड करनी पड़नी है तो उस में तकलीफ होती है, बाकी कोई बात नहीं है। मेरा सुझाव है कि जैसे ही पैसेजर्ज आए, जैसे दिल्ली में छोड़ देते हैं डिपार्चर लाउज में जा कर वह बैठ जाता है और अपने हिमाब से फिर वह जाए मिक्थोरिटी बैंकिंग के लिए, ऐसा प्रबन्ध हर जगह होना चाहिए।

दूसरी बात, जब मैं जम्मू गया था हाईजैकिंग होने के बाद तो वहाँ मेरा फाउंटेन पैन भी निकाल कर देखा। मैंने पूछा कि इसमें क्या बात है.. (व्यवधान) मैं टची बिल्कुल नहीं हूँ। मैं जानना चाहता था कि आखिर फाउंटेन पैन में भी कोई ऐसी चीज होती है क्या? उन्होंने बताया कि हां, होती है। जो भी नियम बनते हैं उनके अनुसार सब को चलना चाहिये, मुझे इस में बिल्कुल आपत्ति नहीं है। बल्कि मैं मिनिस्टर इंचार्ज को बधाई देता हूँ लेकिन जो भी नियम बनते हैं वे एक जैसे बनें ताकि किसी को शिकायत का अवसर न मिले। चैकिंग भी हो, सब कुछ हो लेकिन उस में किसी को असुविधा न हो। फाउंटेन पैन भी देखना है तो जरूर देखें। अमृतांजन की छोटी डिब्बी मेरे पास थी, उसको भी खोल कर देखा गया। मुझे कोई आपत्ति नहीं है। लेकिन मैं जानना चाहता हूँ कि डिब्बी में आखिर कौनसी ऐसी चीज होगी जिससे हम हाईजैकिंग करेंगे? यह व्यवस्था की बात है।

दूसरी बात यह है कि मैं बहुत दिनों से देख रहा हूँ, हवाई जहाज में जो यात्री चलते हैं शाकाहारी, वे कम्पलीटली इग्नोर किए जाते हैं। मुझको तो कई बार प्रोटेस्ट करना पड़ा। हमारे सामने से सब नानवेजीटेरियन पूछते पूछते चले जाते हैं और आधे घंटे बाद फिर हमारा नम्बर लगता है। हम ने कहा कि या तो सीधे देते जाओ वेजीटेरियन हो या नानवेजीटेरियन हो। हम तीसरे नम्बर पर बैठे थे लेकिन आधे घंटे तक हमें मिला नहीं। जो आते थे पूछते थे—नानवेजीटेरियन? हम ने कहा नहीं। बस वह चले गए। मैंने कहा व्हाई डू यू इग्नोर? सब यात्री यात्री हैं आखिर।

श्री एच० एम० बनर्जी : हर हवाई जहाज

में दो होस्टेसेज होती हैं—एक वेजीटेरियन होस्टेस, एक नानवेजीटेरियन होस्टेस (व्यवधान)

श्री जगन्नाथ राव जोशी : अब एयर होस्टेसेज में भी नानवेजीटेरियन और वेजीटेरियन होस्टेसेज होती हैं यह मुझे मालूम नहीं क्योंकि इतने गौर से किसी की तरफ मैं देखता नहीं। तो मेरा एक सुझाव है। अभी मन्त्री महोदय ने कहा कि अधिक नहीं खाना चाहिए। मैं मानता हूँ, कम खाना चाहिए, किन्तु अच्छा खाना चाहिए। मैं जब देखता हूँ वेजीटेरियन और नानवेजीटेरियन डिशेज दोनों साथ साथ आती हैं तो मुझे लगता है कि यहां भी जो खाना दिया जाता है वह ठीक नहीं दिया जाता है। या तो यह होता होगा कि चूँकि ज्यादातर विदेशी यात्री आते हैं उन के नानवेजीटेरियन होने के नाते कोई भी कार्मशियल कन्सर्न उन की तरफ ज्यादा ध्यान देगा, यह तो हो सकता है, लेकिन आखिर इस देश के अंदर भी जो यात्री हैं उनकी ओर भी ध्यान देना बहुत आवश्यक है।

तीसरी बात मुझे यह कहनी है जैसे अपने यहां एवरो जहाज चलते हैं और कई चीजें चलती हैं, आप ने बताया कि जब बड़े जहाज चलेंगे तब जाकर उसमें जगह ज्यादा लगेगी और बिल्डिंगें सारी बनेंगी। लेकिन जब पंचम पंचवर्षीय योजना-काल में होना है तो कुछ इनकी इंटी-ग्रेटेड प्लानिंग हो। कल जाकर कौन-सा ऐसा शहर है जो बड़ा बनेगा यह ध्यान रखा जाय क्योंकि पटना में बोइंग चलने लगा है, लखनऊ बोइंग जाने लगा है वाराणसी बोइंग जाने लगा है, जहां पहले जात नहीं था, वाइकाउंट जाता था, तो आगे चल कर लोगों को ऐसा लगेगा कि अपने यहां पर एवरो की

[श्री जगन्नाथ राव जोशी]

जगह पर बोइंग चल पड़ेगा तो यह सारी बिल्डिंगें चली जायेंगी यह सारे पेड़ चले जाएंगे, यह उनके मन में पैदा न हो, इस दृष्टि से आगे चलकर आने वाले दस बीस सालों के अन्दर कौन सा शहर बड़ा बनेगा, कहां छोटे जहाज जाएंगे, कहां बड़ा जहाज जायगा, इसकी कुछ प्लानिंग होनी चाहिए। क्योंकि केरल के क्षेत्र में काफी नारियल के पेड़ वगैरहा हो सकते हैं जो काफी ऊंचे होते हैं, तो आगे चल कर उनके मन में ऐसी कोई आशंका पैदा न हो, इसका भी ध्यान रख कर चले तो अच्छा होगा।

SHRI C. M. STEPHEN (Muvattupuzha): I felt like speaking on this Bill when I heard a forceful plea being made by certain friends that as a category Parliament Members, as a class, should be above checking; in other words they should not be subject to checking for security purposes. I want to raise my voice against this contention, as that will be fundamentally wrong. Checking is taking place, not on the basis that every Indian is a hijacking person. Equality of treatment before law is the fundamental law of this country and if any Indian is liable to be checked, every Indian must be so. There is no insinuation that every Indian is a criminal. It is only in order to avoid danger that this precaution is taken. If a Member of Parliament is to be above such a liability, there are many other categories of citizens who are certainly above any suspicion. We have got professors, doctors and scientists. One may say that they must not be searched. There are Government officers, political leaders, trade union leaders etc. One may say that they must not be searched. If you are going to categorise people like that saying that they must not be checked, you are hitting against the fundamentals or basis on which our society and Constitution are functioning. It will be an insult to Members of Parliament if they are treated as persons not liable to be checked. According to me, Members of Parliament should be the first persons to offer themselves to be checked, and thoroughly checked, so that there may be no heart-burning among the others who are checked.

This Bill takes certain precautions for the convenience of the passengers, and particularly of the foreign passengers. Birds have to be kept away from the airport. The aeronautical service and industry in our country have advanced so much, but there are certain areas in this country which can only look with envy because in their places aeronautics has not developed to that extent. We have very often raised the cases of many places, the case of certain airports in my State like Cochin and Trivandrum. Trivandrum is the capital of a great state with two crores of people, literate, advanced, cultured, industrially coming up, with Kovalam tourist resort nearby, but you find that in place of an airport, if I may say so we have a hut where more than 50 people cannot stand, let alone sit. Such a miserable place in the capital of a State. As I fly from there and come to Hyderabad, I find a huge palace being opened. My congratulations to my friends of Andhra Pradesh and to Dr. Karan Singh who went down to open that great airport. But there was a magnificent airport there, and in the place of that, a new airport is coming up. But in Trivandrum, the capital of a State, it is so small that it cannot be called an airport.

Cochin is the hub of industrial activity of Kerala, where the ship-building yard is coming up. It is the industrial capital of Kerala so to say. Tourists are pouring in, industrialists are coming and going, but they do not have any facility. They will have to fly all the way to Trivandrum and then go back to Cochin. Cochin is very much advanced, but the people of Cochin have not seen a Boeing because it cannot land there. The extra solicitude evinced by the Bill for the convenience of the passengers must be applied equitably and on an equal basis to everybody. When I come from Cochin to Delhi, I take my plane at 10 O'Clock in the morning and I land in Delhi at 10.30 in the night. What is the justification? Why should I travel by plane? When the flying time is only 2½ to 3½ hours, what is the justification in asking me to spend twelve hours to reach the capital of the country?

If a foreigner loses his luggage and has to the police station, he will lose two hours

You want to avoid it. If that is the solicitude for a particular traveller, should you not show this much of solicitude to those who are coming from Cochin to Delhi?

That solicitude is not given. If removal of carcasses and birds and chopping of trees is what is needed, we can give the assurance that that will be available more in our State than anywhere else. Therefore, I would repeat what has been already repeatedly stressed on the floor of this House and in representations submitted by responsible citizens that Kerala be given an airport in the heart of the State, so that people who want to go down to the Kashmir of the southern tip of India may have the facility to go and come back in comfort. Let not the tourist traffic be stifled. Let not persons trying to reach Kerala take the vow that they will never go there again because they can never go and come back in comfort. The consideration and solicitude which the minister demonstrated while moving the Bill on behalf of the travelling public, whether foreign or domestic, may kindly be extended to this poor State also. With the same spirit with which I said that there should be no exemption to Members of Parliament with respect to subjecting them to inconvenience, with that same spirit I say, there should be exemption to Kerala with respect to subjecting them to these hardships and difficulties. With these words, I support the Bill.

✓ **SHRIMATI SHEILA KAUL (Lucknow):** I am very happy to learn that the hon. Minister has plans to improve the Bombay airport, because it needs a lot of brushing up. Last year, in September I happened to arrive at the international airport at Bombay from London. The time was about 4 O'clock in the morning and with me there were a few foreign ladies also. We all went into the airconditioned international lounge. But, when we moved into the toilet, I am sorry to say that there was a big woman lying on the floor and we had to jump over her to get near the taps. She was on duty, but she was sleeping there and we did not disturb her. It does not matter what happens to us, Indians but with people from abroad, we have to be a little careful. These ladies washed their hands and they wanted to dry them up. In other international airports, there are dryers. You just switch it on and your hands are dried. But in Bombay airport there was no dryer;

there was not even a towel and it was very difficult. I told the ladies, "Please take your hankies out and dry up your hands; I am sorry". These are little things which do matter in international aspects of living. The lounge should be a little more cooler; it should be better air-conditioned. It should have some carpet or durry on the floor. It was just bare when I saw it. So, if we could do something about the international lounge, that would be quite helpful.

श्री बीर भद्र सिंह (मंडी) : सभापति महोदय, मंत्री महोदय ने जो विधेयक पेश किया है, मैं उस का समर्थन करता हूँ। जिन उद्देश्यों के लिये वे यह विधेयक लाये हैं, उनके बारे में दो रायें नहीं हो सकतीं।

अभी हवाई अड्डे के बारे में कुछ माननीय सदस्यों ने जिक्र किया। मुझे यह जान कर बड़ी प्रसन्नता हुई कि बम्बई और दिल्ली में नये इन्टरनेशनल हवाई अड्डे बनाने का सरकार का विचार है। मैं समझता हूँ कि अभी तक हमारे देश में एक भी ऐसा हवाई अड्डा नहीं है जोकि दुनिया के अच्छे हवाई अड्डों का मुकाबला कर सके। मुझे खुशी है कि आप इस कमी को बहुत जल्दी पूरा करने जा रहे हैं, चाहे वह पांचवी पंच वर्षीय योजना में ही क्यों न हो। लेकिन इसके साथ ही साथ मैं यह भी कहना चाहता हूँ कि जहाँ आप बड़े-बड़े शहरों के हवाई अड्डों की तरफ ध्यान देते हैं, वहाँ इस बात की भी जरूरत है कि दूसरी जगहों पर जो हवाई अड्डे हैं, उन की तरक्की के बारे में भी ध्यान दें। अभी कानपुर के बारे में श्री बनर्जी ने जिक्र किया। त्रिबेन्द्रम और दक्षिण के अन्य हवाई अड्डों के बारे में एक अन्य माननीय सदस्य ने जिक्र किया, इसी तरह से देश के अन्य हवाई अड्डों के बारे में भी कहा जा सकता है। मैं इस बात को मानता हूँ कि इन्टरनेशनल एयर पोर्टों की तरफ ज्यादा ध्यान दिया जाना जरूरी है,

[श्री बीर भद्र सिंह]

क्योंकि वहां टूरिस्ट्स आते हैं, इन्टर-नेशनल सर्विसिज आती हैं, विदेशी मुद्रा का भी सवाल है—उन की तरफ ध्यान जाना चाहिये, लेकिन उस के साथ साथ हमारे देश के अन्दर जो अन्य हवाई अड्डे हैं, उन की उपेक्षा नहीं होनी चाहिये, उन के प्रयोग करने वाले को भी वही सहूलियतें मिलनी चाहियें जो विदेशी पर्यटकों को मिलती हैं।

कुछ साल पहले सरकार ने यह फैसला किया था कि कुल्लू में हवाई अड्डे का भवन बनाया जाय। आप जानते हैं कि कुल्लू का एक खास महत्व है, न केवल वह हिमाचल का एक प्रमुख शहर है, बल्कि पर्यटन की दृष्टि से भी उसका बहुत महत्व है। सारे देश से टूरिस्ट्स कुल्लू को जाते हैं। वहां पर हवाई अड्डे के भवन बनाने के लिये सरकार ने कई साल हुए जमीन ली थी, लेकिन अभी तक उस को बनाने के लिये कोई कदम नहीं उठाया गया। जब मैं वहां जाता हूँ, वह क्षेत्र मेरे चुनावक्षेत्र में है, जिन लोगों की जमीनें ली गई हैं, वे कहते हैं कि या तो हवाई अड्डा बनाइये या हमारी जमीन हमें वापस कीजिये ताकि खेती-बाड़ी कर सकें। इस समय वहां सिर्फ घास पैदा करने के और कोई काम नहीं हो रहा है।

3-4 साल पहले मंत्री जी, वहां पर जो भवन बननेवाला था, उसका शिलान्यास करने आ रहे थे। मैं भी आप के स्वागत के लिये वहां मौजूद था। लेकिन मौसम खराब हो जाने के कारण आप का जहाज वहां नहीं उतर सका; लेकिन उसके बाद वहां जाकर शिलान्यास करने के लिये आप ने कोई कदम नहीं उठाया। मैं मंत्रीजी से निवेदन करना चाहता हूँ कि आनेवाले गर्मी के सीजन में आप

कुल्लू पधारे और जो काम आप उस वक्त पूरा नहीं कर सके थे, उसको अब पूरा करें ताकि वहां पर जल्द से जल्द हवाई अड्डा बन सके और न केवल पर्यटकों को उस की सुविधा मिले, बल्कि जिस काम के लिये जमीन ली गई थी उस जमीन का सही उपयोग हो सके।

अन्त में एक बात और कहना चाहता हूँ। आप के मंत्रालय ने फैसला किया है कि जितनी भी राज्यों की राजधानियां हैं, उनमें एअर-सर्विस चलाई जायेगी और प्रायः मुक्त के सभी कैपिटल्स से हवाई सर्विसें हों। लेकिन शिमला एक ऐसा स्थान है जहां पर कोई हवाई सेवा का प्रबन्ध नहीं है। मैं मानता हूँ कि शिमला पहाड़ी इलाका है, वहां पर हवाई अड्डा बनाने में कोई कठिनाई हो सकती है, लेकिन मैं यह मानने के लिये तैयार नहीं हूँ कि वहां पर कोई हवाई सर्विस नहीं चल सकती या एअर-पोर्ट नहीं बन सकता। अगर इस चीज को मान लें तो वहां की तरक्की ही नहीं हो सकती, यह एक गलत भावना है।

शिमले में एक गवर्नमेंट आफ इण्डिया प्रैस है, जो कि बहुत पुराना है, अंग्रेजों के जमाने का है। उस के लिये जब हम सम्बन्धित मंत्री महोदय के पास गये और कहा कि उस को बढ़ाइये, उस का एक्सपैशन कीजिये तो हमें बताया गया था कि पहाड़ में उद्योग नहीं चल सकता। वहां पर जमीन नहीं मिल सकती, दूसरी सुविधाएं नहीं हैं, एक्सपैशन नहीं हो सकता—यह कैसी मनोभावना है। अगर पहाड़ में उद्योग नहीं चलायेंगे, हवाई सर्विस नहीं चला सकते, एअर-पोर्ट नहीं बन सकता, तो पहाड़ की तरक्की कैसे हो सकती है? इस बारे में सोचने की आवश्यकता है।

इसलिये मैं आपसे अपील करना चाहता हूँ कि आप इस के बारे में जल्द से जल्द फैसला करें—शिमला के लिये हवाई सर्विस चलायें, वहाँ पर हवाई अड्डा बनायें, और कुल्लु में एरोड्रोम के भवन बनाने के लिये जल्द से जल्द कदम उठावें।

पर्यटन और नागर विमानन मंत्री (डा० कर्ण सिंह) : सभापति महोदय, फिर से बहुत सी लाभप्रद बातें इस डिबेट में निकली हैं। श्री शारखण्डे राय जी से मैं यह प्रार्थना करूँगा कि अंग्रेजों के वक्त में जो तलाशी की बात थी, हालाँकि शब्द तलाशी ही है, लेकिन उस समय उस का दूसरा अर्थ था। अंग्रेज हम लोगों को दबाने के लिये तलाशी लेते थे, हमारे राष्ट्रीय जीवन को नष्ट-भ्रष्ट करने के लिये तलाशी लेते थे, हमारे ऊपर दबाव डालने के लिए तलाशी लेते थे। लेकिन हम जो तलाशी ले रहे हैं, उस का उद्देश्य है कि हमारे हवाई जहाजों की सुरक्षा हो, हमारे देश के हितों की सुरक्षा हो। इसलिये मैं उन से विनम्र प्रार्थना करूँगा—वह बड़े पुराने देश भक्त हैं, हमारे पैदा होने से पहले ही उन्होंने अपना देशभक्ति का कार्य प्रारम्भ कर दिया था, जैसा स्टीफन साहब ने कहा है अगर हम एक बार ऐसा आरम्भ कर दें कि संसद सदस्यों को छूट दे दें तो उसके बाद स्टैट्स के लेजिस्लेटर्स आ जाते हैं। वे कहेंगे कि हम को भी छूट मिलनी चाहिए। फिर म्युनिसिपल कमेटी के मेम्बर आते हैं। वे भी कहेंगे कि हमारे लिए ऐसा क्यों कर रहे हैं? उस के बाद गवर्नमेंट के कर्मचारी आ जाएंगे। वे भी कहेंगे कि हम को क्यों चेक कर रहे हैं? इस प्रकार इस से बड़ी कठिनाई होगी। लक्ष्मण रेखा हम कहाँ पर खींचेंगे? मैं एक प्रार्थना और करूँगा कि यदि

हम इस को आरंभ कर दें और आइडेंटिटी कार्ड के ऊपर जाएँ तो आप जानते हैं कि जो ऐन्टी सोशल एलीमेंट्स हैं जो विदेशी स्पाईज हो सकते हैं उनके लिए आइडेंटिटी कार्ड को फोर्ज करना कोई बड़ा कठिन नहीं होगा। छोटे मोटे एयरोड्रोम में एक आदमी पहुँच जाय और कहे कि मैं एम० पी० हूँ यह आइडेंटिटी कार्ड है (व्यवधान)

श्री के० एस० चावड़ा (पाटन) : फोटो भी तो होगा।

डा० कर्ण सिंह : फोटो के लिए भी कोई कठिन बात नहीं है। तो मैं कहूँगा कि जब तक यह स्थिति बनी हुई है और इस में हमें कोई प्रसन्नता भी नहीं होती बल्कि बड़ा भारी कष्ट और अत्यन्त असुविधा एयर लाइन्स को होती है वे रोज चिल्लाते हैं कि यह जो सर्च है इससे छुटकारा दिलवाइए। लेकिन जब तक ऐसी स्थिति है, आज भी हमारी विजय हुई है, लेकिन हम नहीं कह सकते कि हमारे देश के ऊपर से खतरा टल गया है और आप को याद होगा जब जम्मू से जहाज हाइजैक हुआ था तो बात कितनी दूर तक गई थी, आज भी ऐसी स्थिति है कि हमें बहुत सावधान रहना है। इसलिए मैं संसद सदस्यों से केवल हाथ जोड़ कर जो उनकी कष्ट होता है उसके लिये केवल क्षमा ही माँग सकता हूँ और उनसे यह प्रार्थना कर सकता हूँ कि कुछ देर और कष्ट सहने का कष्ट करें।

श्री बैनर्जी को शायद यह नहीं पता कि मैं वास्तव में कानपुर एक दिन गया था। उन को अभी मैंने बताया नहीं। (व्यवधान) मैंने पहले ही कहा कि हम जहाँ भी जाते हैं। हम जबदस्ती लोगों से कहते हैं कि हमारी तलाशी ले लो (व्यवधान)

बी एस० एम० बंनर्जी : दूसरे किसी मंत्री की सच करवा दीजिए हम लोगों के सामने ।

डा० कर्ण सिंह : मैं कानपुर गया था । वास्तव में बड़े ही दुख की और शर्म की बात है कि इतने बड़े शहर में जहां दस लाख से ऊपर की जनसंख्या हो 25 वर्ष की आजादी के बाद भी इतनी दुरस्थिति और दुर्दशा हो । मैं वास्तव में वहां जा कर बहुत लज्जित हुआ । पांच वर्ष मैं यहा मिनिस्टर रहा, बहुत कुछ बनाया दिल्ली इत्यादि में लेकिन मैं अपने आप को किसी प्रकार से विजयी नहीं मान सकता जब कानपुर जैसे स्थान में ऐसी स्थिति हो । मैंने वहां से आते ही प्रबन्धकों से कहा और उन्होंने जा कर जमीन ले ली है और मैं आश्वासन देता हूं कि बरसात के बाद काम आरम्भ हो जायगा । चतुर्थ योजना के अन्दर ही एक छोटा सा नया भवन वहां निर्मित हो जायगा ।

जोशी जी ने बहुत कुछ बाने सेक्योरिटी के संबंध में कही । उन्होंने एक बात कही, वह ठीक भी है कि बहुत से टर्मिनल्स में सच करने की व्यवस्था नहीं है । जब एयरपोर्ट बने थे उस समय सच की कोई ऐसी बात थी नहीं । तो बहुत कष्ट होता है लोगों को । बरमान आने वाली है हम बहुत दुखी है इस सच से । यही हम यत्न कर रहे हैं, कहीं परदा लगाते हैं, कहीं छोटी सी दीवार बनाते हैं, कहीं कुमिया लगाते हैं । तो बहुत ही कष्ट है हमको । लेकिन मुश्किल यह है कि या तो सारे एयरपोर्ट्स को नया निर्मित करें तब जा कर स्थान बनाएं, तो हम कोशिश कर रहे हैं कि कुछ ऐडजस्टमेंट किया जाय कि लोगों को सच करने के बाद कहीं बैठने और सिर छिपाने की जगह हो । ऐसी हमारी कोशिश

है । (व्यवधान) कहीं हुआ है, कहीं नहीं हुआ । फिर हम कहेंगे कि इस चीज को देख लें । फाउन्टेन पेन और कैमराब की सच करना हमने छोड़ दिया है । जैसे यंत्र तो बड़े अद्भुत बने हैं लेकिन फाउन्टेन पेन की सच करना हमारे लिए संभव नहीं है ।

शाकाहारी भोजन स्वादिष्ट नहीं है, यह सुनकर कष्ट हुआ । मैंने पहले भी कई बार कहा है एयर लाइन्स से कि जो शाकाहारी हैं उन को किसी प्रकार की शिकायत का मौका नहीं मिलना चाहिये । मुझे बड़ा अफसोस है कि अभी भी ऐसी शिकायत है । मैं फिर मे इस बात को देखूंगा और यत्न करूंगा कि यह शिकायत न रहे ।

Then, my hon. friend, Shri Stephen, apart from his remark about searching, mentioned about the service to Kerala. Trivandrum is a capital of one of our great States and we have, therefore, extended Boeing service to Trivandrum although, strictly speaking, the traffic potential perhaps does not justify it. But for this very purpose that it is a capital city we have extended it to Patna, Lucknow and so on, we have extended to Trivandrum.

DR. HENRY AUSTIN (Ernakulam) : It has been represented to you already that by extending Boeing service to Trivandrum, you are not going to get enough passengers and that it will be commercially not a profitable concern. If on the other hand, the plane had touched Cochin and then Trivandrum, then it would have been found commercial proposition.

DR. KARAN SINGH : I may explain that. I may clarify a point which was raised by many hon. Members. It is not our intention to concentrate only on international airports. In fact, four international airports as a result of the Bill passed in this House during the last session are from the 1st of April going over to the International Airport authorities. We have 90 and odd airports in our country and we operate

services to 70 of them. We are trying to draw a list of priorities. I am trying to give first priority to State capitals because, after all, in a federal structure, State capitals have importance of their own. A mention was made of a very nice building in Hyderabad. I am giving first priority to State capitals of the country.

I am giving second priority to places which are frequented by tourists. For example, Agra is not a State capital; Khajuraho is not a State capital. A lot of tourists go there. This is very important.

The priority No. 3 is given to other places which have a lot of commercial importance and so on.

I can assure the House that with the limited resources at our command, we will pay attention to other places also. It is not as if they will be neglected.

Cochin is a very special case. Cochin is not a State capital. But evidently it is the main hub as far as traffic in Kerala is concerned. Unfortunately, the present airport in Cochin is situated in such a manner that there are moving docks and railway lines and all that. I have sent three different teams there. I am told it is simply not possible to extend the present airport. I would have very much liked to do it. The Indian Airlines is very keen to run Boeing service there because they will make a lot of money. But it is simply not possible to extend the airport there to make it fit for Boeing service. What is the alternative? The only alternative is to develop an entirely new airport in Cochin. That is a thing which costs a lot of money. I have already taken up one major new airport at Calicut at a cost of Rs. 1½ crores. My total budget for tourism, for developing airports, in this Plan, was about Rs. 2 crores originally which was increased to Rs. 5-6 crores. Now, a sum of Rs. 1½ crores is already to go for an airport at Calicut. Therefore, I am afraid we will have to wait a little before we can take up a new full-fledged airport at Cochin.

DR. HENRY AUSTIN : It is reported that the Kerala Government has taken a

decision that they will acquire all the necessary land for the airport and give it to you. That is for an alternative site at Edakattuvayal. One of your surveys has already proved the suitability of the place. It is now seen that this place is an ideal place for military airport also. In the light of this, would you, therefore, avail yourself of this facility offered by the Kerala Government to develop a new airport at Edakattuvayal which could serve both military and civil purposes? Would you consider that?

DR. KARAN SINGH : If the Kerala Government would be good enough to acquire land and give it to us, it will certainly help. I do not want to give any assurance that we will complete it within a certain time. But certainly the Kerala Government would be very well advised to acquire land and give it to us so that it will be possible for us then to plan it on a more firm basis. I hope, this offer really takes concrete shape.

Shrimati Sheila Kaul mentioned rather an unhappy experience that she had in Bombay airport. I am sorry about that. In fact, toilets are one of our weak spots throughout the country. Wherever I go, the first thing that I inspect is a toilet. Everything else is kept clean but toilets are, unfortunately, kept dirty. I have tried my best to get special staff sanctioned so that the toilets are kept clean. I am really very mortified to learn that there is a charge on using toilets in the international airport. I wish the hon. Member had brought it to my notice earlier and I would have taken immediate action. But I can assure her that we are fully aware of this problem. *(Interruption)*

About the question of payment in some places, I was in Bombay recently; my colleague, Dr. Sarojini Mahishi, and I were inspecting the Bombay Airport and somebody brought up this point: when a foreign tourist comes, where is he going to bring 25 Paise from to pay? We have passed orders on the spot that, at least before they are cleared by the Customs, they should not be asked to pay when they arrive. It is absurd to expect a foreigner to bring a 25 Paise coin with him from somewhere because he wants to go into the toilet. That is something we are looking into,

[Dr. Karan Singh]

Shri Virbhadra Singh mentioned one or two points. As I said, I am, in fact, sorry that Kulu has not been taken up so far. The land has been acquired. There was some dispute. If I remember correct, with regard to the land—its acquisition, its location and so on. Some problem is there. I am myself hoping to visit Kulu this summer and I will look into the matter myself and see what can be done.

उन्होंने कहा कि वह पहाड़ के रहने वाले हैं और पहाड़ में उन्नति होनी चाहिए। आप जानते हैं, अध्यक्ष महोदय, मैं स्वयं पहाड़ का रहने वाला हूँ, जितना उनको प्रेम है पहाड़ से उससे ज्यादा मुझे पहाड़ से प्रेम होगा। इसलिए हो सके तो मैं मैदान से लेकर उन्नति पहाड़ में करवाने का यत्न करूँगा।

MR. CHAIRMAN : The question is :

"That the Bill, as amended, be passed."

The motion was adopted.

16.52 hrs.

MARINE PRODUCTS EXPORT DEVELOPMENT AUTHORITY BILL

THE DEPUTY MINISTER IN THE
MINISTRY OF FOREIGN TRADE (SHRI
A. C. GEORGE) : I beg to move* :

"That the Bill to provide for the establishment of an Authority for the development of the marine products industry under the control of the Union and for matters connected therewith, be taken into consideration."

The marine products industry is one of the few industries which have maintained a steady but heartening rate of growth in export earnings over the last few years. From a meagre export of Rs. 4 crores during 1961-62, it rose to Rs. 17.37 crores during 1966-67, the year of devaluation, and it was of the order of Rs. 35 crores in 1970-71. This year we are hopeful of attaining, and even going beyond, the target, and it is estimated that this year our exports will be to the tune of Rs. 39 crores.

Even though India has come up from a

low position in the world shrimp market to occupy the second place in the list of exporting nations recently, yet it has touched only a fringe of the vast potentialities available for the industry. Shrimp, at present, constitutes the principal item of export, i.e., about 85 per cent, from India in frozen, canned and dried forms followed distantly by frozen lobsters. Besides effecting an increase in the volume and value of exports of shrimps and lobsters, there is a considerable scope for exporting other varieties of fish and fish products like tuna, sardines, pomfret, Bombay duck, bream, carabs and eels, etc.

Seafoods have assumed great importance as an export-oriented industry on account of the increasing overseas demand. According to a survey conducted by the Indian Institute of Foreign Trade in 1969-70, it was estimated that our exports of marine products could be increased to about Rs. 61 crores by 1973-74 and to about Rs. 118 crores by 1978-79. For this, certain positive steps are to be taken. The achievement of this level of export performance would necessitate the development of this industry on a sound footing at a much faster rate than hitherto realised. It is also essential to strengthen the supply base by mobilising and intensifying efforts in the area of deep sea and off-shore fishing and effecting improvements in the processing methods and marketing mechanism.

The marine products industry is at present not subject to any discipline or regulation. This has resulted in an uneven and unhealthy development of fish processing sectors thus affecting adversely its economic operation and better realisation of the unit value of export products. Such an unregulated growth has also led to problems connected with inadequate facilities on shore relating to fresh water, power and timely internal transport and shipping arrangements.

The Estimates Committee of the Lok Sabha in its Forty-third Report on Fisheries Development (April 1968) has referred to the adverse effects of the indiscriminate growth of the industry on the trade as well as in the foreign markets and to the fact that under these circumstances this industry

* Moved with the recommendation of the President.

cannot have any higher standards nor any stability and this situation will tell upon foreign markets. The Committee also felt, necessary that a very good check has to be exercised on the indiscriminate growth of exporters by even fixing certain minimum standards for technical competency, financial backing and hygienic and sanitary standards.

The problems faced by the marine products industry in the country call for a strategy for regulating, organising and developing marine products on economic lines by a central agency vested with adequate authority and necessary organisation directly involved in the co-ordinated development of the industry in relation to raw material supply, processing, storage, transport and export marketing.

The detailed study undertaken by the Indian Institute of Foreign Trade has indicated the necessity for setting up of such a central agency. After careful consideration, the Government of India has come to the conclusion that a statutory authority to be known as The Marine Products Export Development Authority should be set up under the control of the Union.

The Authority is proposed to be constituted, among others, with representatives of the Governments of States having sea coast, interests of owners of fishing vessels, processing plants, storage premises, interests of dealers, and persons employed in the marine products industry and also interests of research institutions engaged in connection with the marine products industry. The functions of the Marine Products Export Promotion Council will be taken over by this Authority.

The Authority will be responsible for laying down specifications and standards for items of equipment for handling, refrigeration and processing, to ensure quality of the products, to assess the standards of quality of the processing equipment and recommend measures for improvement, to prescribe and enforce lay out of the processing plants and equipment, to prescribe and enforce norms and standards for in-

plant inspection from the time the product is landed, till export, to encourage introduction of mechanisation for diversification of various processes and to undertake product diversification of the industry.

Power has also been taken by the Central Government to prohibit and control the imports and exports of marine products.

It is proposed to vest the authority with adequate powers to undertake suitable measures for the development of the marine products industry, such as, promoting exports, undertaking market promotion, market intelligence and other activities, with a view to increase the exports of marine products and for organization, co-ordination, regulation and growth of marine products export industry with special emphasis on the quality of the raw materials, including those from coastal, off shore and deep sea fishing, processing and packaging, storage and transport, shipment, inspection, marketing and attendant investigations. It is proposed to levy a cess at a rate not exceeding 3 per cent *ad valorem* on all marine products exported, but it is proposed to levy only one percent in the beginning. The Bill gives power to the Central Government to make rules to carry out the purposes of the Bill.

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The Authority will work in close association with the State Governments and appoint agents to discharge on its behalf and of its functions, wherever possible and whenever feasible and operate some of its functions through such governmental agencies of the Central or the States concerned, as the Authority feels.

The marine products industry has been identified in the Export Policy Resolution as one of the few industries having immense export potential, if proper incentive and care is given to the industry. This industry is at present not subject to any discipline and regulation. Absence of regulated and organised growth of marine products industry has resulted in uneven and unhealthy development of the fish processing sector adversely affecting its economic operations

[Shri A.C. George]

and better realisation of the unit value of export products. It is, therefore, proposed to enact a legislation for the establishment of Marine Products Export Development Authority as a corporate body.

I, therefore recommend the Marine Products Export Development Authority Bill for consideration of the house.

MR. CHAIRMAN : Motion moved :

"That the Bill to provide for establishment of an authority for the development of the marine products under the Control of the union and for matters connected therewith, be taken into consideration."

There is amendment No. 1 by Shri Shrivnath Singh.

SHRI SHIVNATH SINGH (Jhunjhunu): I beg to move:

"That the Bill to provide for the establishment of an Authority for the development of the marine products industry under the control of the Union and for matters connected therewith, be referred to a Select Committee consisting of all members, namely: (11) Shri Chhuttanlal, Shri Hiralal Doda, Shri Indrajit Gupta, Shri Nathuram Mirdha, Shri Lalit Narayan Mishra, Shri Amrit Nabata, Shri Birender Singh Rao, Dr. H. P. Sharma, Shri Ram Deo Singh, Shri Atal Bihari Vajpayee, and Shri Ram Chandra Vikal with instructions to report by the last day of the first week of the next session." (1)

MR. CHAIRMAN : The amendment is also before the House. Shri Madhuryya Halidar.

*SHRI MADHURYA HALDAR (Mathurapur) : Mr. Chairman, Sir, the hon. Minister has introduced the Bill to regulate the export of marine products and to earn foreign exchange thereby. This is a welcome step as the foreign exchange earned through this source can be profitably utilised for various purposes in the country.

We find that this Bill is export oriented and adequate attention has not been paid to our starving internal market. During the past few years the price of fish has soared high steeply inside the country and particularly in West Bengal from where I come. Even though some fisheries have been set up to grow more fish, yet the prices have not come down. The fish produced in our rivers, canals, ponds etc., are wholly inadequate to meet the internal demand. Sir, to quote an example, in the North Avenue, South Avenue, Vithalbhai Patel House etc., where we stay while in Delhi, there is no supply of fish. Therefore, I will say that the internal market should not be neglected when we endeavour to augment our exports.

Sir, in Bengal during the regime of late Dr. B. C. Roy, an attempt was made to augment the fish production and some fishing trawlers etc. were imported from Japan for the purpose. But we have a sad experience that all these were handed over to a particular favourite of Dr. Roy who collected fish at a very cheap rate of Re. 1.00 a sear and supplied that stuff to the market at an exorbitant rate of Rs. 4 to Rs. 5 a sear thereby pocketing a huge personal profit. The smaller fishermen were not actually benefited. I will sound a note of caution to the Government that they should ensure that the large number of small fishermen in Sunderbans etc., are not deprived of their legitimate profits by the large fish magnets who act through their agents. The 'catch' of these smaller fishermen are normally purchased by the agents of these fish magnets at a very low price and later on sold by them in the big market at a very high price. In this way they earn huge profits at the cost of the small fishermen. This sort of exploitation should be checked.

I also find, Sir, that the Bill envisages an administrative body which comprise of large number of officials. My apprehension is that like all other Government organisations, the members of this agency also will be wasting much of their time and Government money on tours, meetings etc. and no worthwhile purpose will be served by appointing such a top-heavy bureaucratic set up. This should be guarded against

*The original speech was delivered in Bengali.

and Government money should be fruitfully utilised. What is really needed is that the Government should devote itself sincerely to raise the production of fish, both for internal and export needs and see that the exploitation of the small fishermen who actually toil and sweat to raise the produce is checked. With these words Sir, I conclude my speech.

SHRI C. M. STEPHEN (Muvattupuzha): I rise to support this motion. This Bill is a very well-intentioned Bill, seeking to meet an urgent need with respect to the development of the fisheries industry in our country.

I was listening with rapt attention to the introductory remarks made by the hon. Minister. He was heard to say that as a result of the passage of this Bill and with such powers as are sought to be vested in the Authority, the lacunae in the picture of the development efforts for fishing will be filled. Although I am supporting the motion for consideration, still I have many doubts when I go through the Bill.

Although professedly this Bill is for the purpose of introducing control and giving powers for development and the concerned clauses really invest power on the authority, I shall presently show that unless clause 9 is properly amended, the powers will not be adequately vested in the Authority.

As far as the problem of fishing is concerned, it is not that the fishing industry is not developed. Development has taken place because of the initiative and measures and activities of the fishing community. The real problem, if I may say so, is not lack of development or lack of control either but the real problem is that the projects and proposals which have been adumbrated in the Five Year Plans are not being implemented properly and the targets are not being met. I have been going through the Planning Commission's Mid Term Appraisal of the Fourth Plan. There you find paragraph by paragraph observations that we are falling short of the target. As regards improvement and development, rate of growth targeted was 6.40 per cent, but taking into account the last three years the compound rate of growth has been only 5.6 per cent per annum.

In regard to inland fisheries, the assessment is that although quite a sizeable proportion of the fish catch and the fishing industry has got to be done by inland fisheries, in that sphere we are not making any headway at all.

"For the development of inland fisheries, there are a number of inter-connected programmes in the State Plan sector..... It will be seen that the progress during the first two years is not quite satisfactory, specially in regard to the programme of fish production."

"In Kerala and West Bengal, a programme for brackish water fish farming in reclaimed swamps is also envisaged in the Plan..... Evidently, much remains to be done in this direction."

The progress has been far from satisfactory.

In regard to mechanisation of fishing also, we are far behind the target. The target for the Fourth Plan is the introduction of 5100 mechanised boats.

"The progress during the first two years of the Plan is inadequate as only 1529 boats have been mechanised..... It will be observed that except for Mysore, all other maritime States are quite behind the schedule, and at this rate, these States may not be able to achieve the target earmarked for the Fourth Plan."

As for deep sea fishing the same remark is given in the Appraisal :

"In the marine sector, offshore and deep-sea fishing has so far failed to receive adequate attention in view of the non-availability of requisite number of fishing trawlers, insufficient facilities....."

About trawlers, the difficulty is not that persons are not prepared to put in money to buy them. Quite a number of proposals

[Shri C.M. Stephen]

are there; persons are coming forward to buy and the potentiality is immense. But unfortunately, certain Ministries of the Government India have taken the stand that if they import one trawler from abroad they will have to buy one indigenously-made. It is an unfortunate fact that the indigenous product is mere junk. Some such trawlers are there on the coast of Goa; they are not able to do anything at all. While purchase of foreign trawlers helps us to bring foreign exchange by being able to catch more fish and export it, this compulsion to buy an indigenously-made trawler acts as an inhibiting factor. Yesterday or the day before, I saw a statement by Shri Shinde that a relaxation has been sanctioned in this, but even that relaxation is only this that if two trawlers are to be taken from overseas, one will have to be purchased indigenously. That means, he has to put in additional money to buy a mere junk. That has impeded the development of deep sea fishing. Money there is to be invested in buying foreign trawlers, persons are prepared to invest, fish there are to be tapped in the deep sea which will definitely bring us foreign exchange, but because of this absurd idea of import substitution knowing full well that the indigenously-made trawler is more junk for this purpose, deep sea fishing has also faltered. Now the mistake is being realised a little bit by easing the condition but the easing does not help to the extent required.

In regard to fishing harbours there is the same story. A few major ports have been sanctioned but work is not being proceeded with.

"For the development of major ports, against an allocation of Rs. 1350 lakhs, only a sum of Rs. 29 lakhs is reported to have been utilised by the end of 1970-71. This presents a rather disquieting picture. The major port of Madras, which was sanctioned in 1968, has yet to make adequate progress."

Although the development of Bombay port was sanctioned in 1969, the work has only just begun, while in the case of Cochin, as usual, the sanction is still to issue. For Cochin, if the sanction is issued, they

will take it up, but there, the sanction is still to issue. With respect to the other thing, sanction has been issued but the work has not been taken up. Anyway with regard to the major fishing ports, that is the position.

With regard to the minor ports, it is stated that some progress has been made; there is some progress in the marketing process and storage; but progress has still got to be made. Refrigeration facilities have got to be developed. Ice-producing plants have still got to be developed. In everyone of these items, according to the appraisal given in the Planning Commission's report, we are behind the target. That is the present position.

Then again, about the Central Research Institute. The fourth five Year Plan provided an outlay of Rs. 320 lakhs against which a sum of Rs. 29 lakhs only has been utilised during the first two years of the Plan. That is the picture. It says that, "there are seven all-India co-ordinated research projects included in the fourth Plan based on multi-disciplinary approach for effective utilisation of available resources to tackle the various important problems facing the fishing industry." They go on to say that these objectives are not likely to be achieved, and the progress on the schemes is more or less not nil. That is the observation they have to make.

17.16 Hrs.

[SHRI R. D. BHANDARE *in the Chair*]

The purpose of my reading these extracts from the midterm appraisal is to pinpoint the real problem in the fishing industry. We have got our ideas about the development and our schemes for development. Money has been sanctioned in the fourth five year Plan, and the appropriate authorities are functioning in the different areas. Nevertheless, in an area where foreign exchange without much of capital investment can just be collected from the sea, we are not able to make any headway. That is the real problem. That is the problem that has to be solved today.

The question is, how this marine authority that we are now establishing through this Bill will be able to meet this problem. There

are different sectors with different schemes. They are not proceeding further. What has got to be done? Unless we invest this marine authority with proper power for the co-ordination of these schemes which have been sanctioned by the Government, whether it is the Central sector or the State sector, and for the evaluation of the progress that is being made and have the power to go ahead and to fill up the gap so that where there is a bottleneck, that bottleneck can be removed, and the work is proceeded with, unless this marine authority is vested with those powers, unless we do that, the problem in the industry will not be solved and we will still remain stuck up somewhere and we will not be making any progress.

As far as I am concerned, that is the touchstone of the adequacy of the powers and the adequacy of the way the Bill has been framed. If this is the touchstone, I would just like to invite your attention to the provisions given in clause 9 of this Bill. What do we find there? We find:

"It shall be the duty of the Authority to promote, by such measures as it thinks fit, the development under the control of the Central Government of the marine products industry with special reference to exports."

I find in this Bill in several clauses, you are emphasising two phrases: "Under the control of the Central Government" or "under the authority of the Central Government." They give us the impression that the Government are nervous as if somebody else will come into the picture. That is very funny, because, again, sub-clause (3) of clause 9 says:

"The Authority shall perform its functions under this section in accordance with and subject to such rules as may be made by the Central Government."

They have definitely stated it, earlier, but they are not satisfied with it. In clause after clause, you say, "under the authority of the Central Government" or "under the control of the Central Government." I do not know for what purpose these repetitions are made.

Of course, fishery is a State subject under our Constitution. It is a Central subject only if fisheries and fishing are taking place beyond the territorial waters of India. Fisheries is not a Central subject, but by this Act it has been made a Central subject, by making a declaration as in clause 2 of the Bill which says:

"It is hereby declared that it is expedient in the public interest that the Union should take under its control the marine products industry."

We are going to deal with it, which under the Constitution has been reserved for the State Governments. All right. If we are going to do it, we have got effectively to operate it in formulating the measures. Otherwise, there is no justification. I do not know whether this was the feeling that compelled the Government to reiterate in every clause of the Bill that it is "under the authority of the Central Government" and so on. I am only saying that it is redundant and makes the Bill appear unseemly and unwholesome wherever it is unnecessary, it should be dropped. This is a passing reference that wanted to make.

In the Statement of Objects and Reasons they say that the marine products industry is at present not subject to any discipline or regulation. Is it a question of advancement and development or discipline and regulation? In clause 9, they say that it shall be the duty of the Authority to promote the development of the marine products industry. That is a general section. We come to specific provisions. What are the powers? Registration of vessels, fixation of standards and specifications, regulating the export of marine products and improving the marketing of marine products outside India—whatever it may mean—registering of exporters, collection of statistics, etc., carrying out of inspection. If you really mean to develop the industry and see that the projects that are approved by the Government and the Planning Commission are implemented properly and pull up those who are not implementing them, the authority given under clause 9 is far from adequate. Specific authority has to be given. You may by notification and rules be able to give some power but the enumeration section should be dovetailed with the

[Shri C. M. Stephen]

Statement of Objects and Reasons so that we may know: here is an Authority which has full powers, with full awareness of its responsibilities and it will see that this is implemented. That is a lacuna.

In the matter of the constitution of the authority there is the same old bureaucratic, bourgeois approach. We have got in India a fishing community, which was fishing in our country for very long time. Mechanisation has now come in. Has anybody thought of that community? Some of them have even mechanised boats. I come from a fishing area. In Quilon it is done on a big scale and it is one of the premier ports of Kerala. The fishing community there are still economically backward and are toiling and are being exploited; they have no housing and live under extreme hardships. Certain persons who had nothing to do with fishing had come forward and taken to fishing and they had become millionaires; they have pumped money in mechanised boats and all. In this Bill they have been given representation. Representation is given to dealers, middlemen, owners of boats, and conveyances, and storage houses and processing apparatus; there is some small representation for employees, whatever it may mean. But that section of the people who are doing fishing, some of them with mechanised boats given by the Government but not owning them, not being employed by anybody and so not earning wages in that sense but still contributing considerably to the development of the fishing industry, have no representation. Middlemen and men who make money by exploiting others are there in the picture, as also dealers who earn crores by manipulating foreign exchange but the toiling people are not there. Hereafter let us change the old standard. Formerly whenever there was some authority constituted, you equated the producer with the man who puts money but you never equated the producer with the man who put his sweat into the affairs. The same pattern is still there. I raise my voice of protest against such sort of constitution of authority. I submit that the different classes of interests who are engaged in fishing must be there. If at all anybody must be rated last, it must be the owner of the vessel. I do not say he must not be there,

There is no danger even if he is avoided. What is the purpose of the Bill? It is regulation, control, registration, licensing, export marketing regulation etc. There, the persons who are interested in getting those licences, if I may say so, must not be on the authority, so that they may not be their own judges that should not be the pattern.

Then again, in the constitution of the Authority different Ministries come in. Agriculture is there because fishing is part of agriculture. Finance is there, because they must give you money. Foreign Trade is there, I can understand that. I do not really understand why Industry should be there. I really do not know why Shipping and Transport should be there. But why is not the Ministry of Labour and Employment represented, because the measures that have to be taken are measures which would affect labour. Therefore, if different Ministries ought to be represented, I think that the Ministry of Labour and Employment also must be represented in this Board. I have given notice of an amendment, I do not know whether, it is coming up. Anyway, that is one of the suggestions that I have put forward. More powers have got to be invested in this authority, and the constitution of the authority must also certainly change. Otherwise, the picture will be very different. I have given notice of certain amendments. They were given only today. Therefore, I am not entitled to say that they must be considered. But I would definitely request the Minister to go through the amendments and give consideration to them if they are not absolutely foolish, if there are certain things which are fairly presentable in them. They were given with the *bona fide* purpose of giving this Authority proper effectiveness.

The Marine Authority is being established. Very good. It has a great function to perform, and I hope that under the banner of that Marine Authority, the fishing industry will develop and the targets fixed by the Planning Commission will be achieved. In that connection, I submit a word on behalf of the State to which I belong. This is one of the industries to which Kerala can make a claim, because from the statistic you will find that Kerala is the foremost in the fishing industry. The total expendi-

ture that is contemplated in the Fourth Plan is Rs. 4,870 lakhs, of which Rs. 1,170 lakhs is set apart for Kerala because that is the main fishing industrial sector. In mechanisation of boats, out of 5,100 Kerala has got to give 1,600—a little over one-third. In fish catch also, the picture is that Kerala is to catch more than one-fourth of the fish to be caught in respect of the targets also, we are doing more than our share. When the question of the location of the headquarters of the Authority is considered, the claim of Kerala has got to be taken into account, because if fishing is to develop, and if that is what you mean, researches have to be taken up in a major way. Harbour development has to be taken up in a major way. At the very centre of the fishing activity, this Authority must have its headquarters. Next to Kerala, comes Tamil Nadu. These are the two areas in the forefront as far as fishing is concerned. Harbour development should be given the highest priority but that has not been sanctioned.

It is for the minister to reply to the proposal to refer the Bill to a Select Committee. As far as I am concerned, it is a very urgent measure. We are lagging far behind the target. Therefore, this Authority has got to be set up immediately and it should start functioning very early. Conceding there are some defects in the Bill, the defects could be cured at this stage itself without referring it to a Select Committee. Immediate discussion should take place and Bill should be passed, so that the Authority starts functioning very early and the valuable fish catch may not be wasted.

With these words, subject to the amendments which I have tabled, I support the Bill.

रामावतार सास्त्री (पटना) : सभापति महोदय, सामुद्रिक उत्पाद निर्यात विकास प्राधिकार विधेयक 1972 का मैं समर्थन करता हूँ इस विधेयक का समर्थन करते हुए मैं दो-तीन बातों के सम्बन्ध में निवेदन करना चाहता हूँ।

इस विधेयक में यह बात बताई गई है कि मछली और समुद्र से उत्पन्न होने

वाली कुछ दूसरी चीजों का निर्यात बढ़ाया जाना चाहिये ताकि हमें ज्यादा से ज्यादा विदेशी मुद्रा का फायदा हो। जहाँ तक उद्देश्यों की बात है, मैंने प्रारम्भ में ही कहा है कि इसका समर्थन हर कोई करेगा और हर आदमी यह चाहेगा कि हमारे देश से समुद्र से उत्पन्न होने वाली मछली और दूसरी चीजों को अन्य देशों में भेजा जाय और वहाँ से ज्यादा से ज्यादा आमदनी प्राप्त करें। इनके विकास के लिये इस विधेयक में और भी बहुत सी बातें की गई हैं, जैसे किस तरह से भण्डार का प्रबंध करेंगे, किस तरह से उन को सुखायेंगे, किस तरह से नमक डालेंगे, बहुत सी विधियाँ बतलाई गई हैं। उन विधियों को कार्यान्वित करने के लिये आप प्राधिकारी यानी अथॉरिटी का गठन करना चाहते हैं। लेकिन जैसा स्टीफन साहब ने भी कहा—आप ने प्राधिकारी का गठन तो किया, इसकी सूची भी बहुत लम्बी हो गई है, लेकिन इस में मछुओं या उन की यूनियनों के प्रतिनिधियों को आपने नहीं रखा, जिस की वजह से उनके स्वार्थों की रक्षा नहीं हो सकेगी और जैसा कि बतलाया गया है कि जो इसमें मुनाफ़ा कमाते हैं एक तरह की इजारेदारी मछली के व्यापार में होती जा रही है उन को ही इससे फायदा होगा। मैं चाहता हूँ कि मछुओं या उनकी यूनियनों को भी इसमें रखा जाय ताकि वे भी अपनी राय बतला सकें कि इस उद्योग का कैसे विकास किया जा सकता है।

इसके साथ-साथ मछली की कीमत भी नहीं बढ़नी चाहिये। दोनों बातें हों—एक तरफ मछली का निर्यात भी बढ़े, दूसरी तरफ उसका असर हमारे घर में भी न पड़े, हमारे देश में बिकने वाली मछली का भाव न बढ़े।

सभापति महोदय, आप जानते हैं, हमारे देश में मछली की कीमत और चीजों के साथ-साथ बढ़ती जा रही है। मछली गरीब से गरीब लोग भी खाते हैं और

[श्री रामावतार शास्त्री]

घनी भी खाते हैं। आज दिल्ली में मछली की कीमत 8 रु० किलो है और जिस मछली का निर्यात आप करने जा रहे हैं, जिसे लौबस्टर कहते हैं, हिन्दी में झींगा मछली कहते हैं, जो बहुत ही स्वादिष्ट मछली होती है, हमारे देश में उस मछली की कीमत क्या है, क्या आप को मालूम है? दिल्ली में वह मछली 14 रु० किलो बिक रही है। जब कि दूसरी मछलियाँ 8 रु० किलो बिक रही हैं इसलिये जहाँ मछलियों का निर्यात बढ़े, वहाँ यह भी देखना होगा कि कैसे उसका उत्पादन ज्यादा से ज्यादा बढ़े। ऐसा न हो कि एक तरफ आप निर्यात बढ़ावें, दूसरी तरफ उससे दाम बढ़ने शुरू हो जाएं। इस में कोई सन्देह नहीं कि निर्यात से आप को पैसा मिलेगा, लेकिन जिस जनता का नाम हम लोग प्रतिदिन उठ कर लेते हैं और शाम तक उस का नाम लेते रहते हैं, उस को वह मिले ही नहीं। इस के लिये आप को उपाय करना चाहिये। इसका एक उपाय यह है कि जहाँ हम समुद्री मछली का उत्पादन बढ़ावें, वहाँ देश के कोने-कोने में मछली का जो उत्पादन होता है उसकी वृद्धि हो ताकि समुद्र से मिलनेवाली मछली हम कम खायें, ज्यादा से ज्यादा इसको बाहर भेजें और अपने देश की पूर्ति देश के अन्दर पैदा होनेवाली मछली से करें। हर सूबे के अन्दर पोखर हैं, नदियाँ हैं, तालाब हैं, जहाँ से इन मछलियों को निकाला जाता है, वहाँ हम इन को विकसित करें। आज इन की हालत अच्छी नहीं है। कहने के लिये "जीरा" उत्पादन के नाम पर आप बहुत से उपाय करते हैं, राज्य सरकारों की भी मदद करते हैं, लेकिन उसका ठीक से प्रयोग नहीं होता है। देश में मछली के उत्पादन को सही ढंग से विकसित नहीं किया जाता है, जिसका असर निर्यात पर भी पड़ सकता है, क्योंकि फिर समुद्र की मछली घर के बाजारों

में आ कर बिकने लगेगी। इसलिये आप समुद्री मछली के उत्पादन को बढ़ाने के साथ-साथ घर की मछली के उत्पादन को बढ़ाने के लिये भी विशेष प्रयत्न करें ताकि उसका इस्तेमाल जनता कर सके तथा उसकी कीमत पर नियन्त्रण रखने की भी व्यवस्था की जाए ताकि हमसे हमारे देश को फायदा हो।

17 35 Hrs.

[SHRI K. N. TEWARY in the Chair]

हमें ऐसा मालूम हुआ है कि आप ने मछली के आयात के सिलसिले में बंगला देश से कोई समझौता किया है या करने का विचार रखते हैं। अगर आप ने कोई समझौता किया है तो वह क्या है किन-किन मवालों पर आप ने क्या फैसला किया है? अगर समझौता करने वाले हैं तो आप की योजना क्या है—यह भी हम को मालूम होना चाहिये ताकि यह अन्दाजा लग सकें कि आप कौन-सी कार्यवाही करने जा रहे हैं।

समुद्र से मछली के अनिश्चित और भी बहुत सी चीजें निकलती हैं, जैसे घोघा, शंख मितुहा, आदि। इन के निर्यात की तरफ भी आप का ध्यान जाना चाहिये। इस प्राधिकार का गठन समुद्र से निकलनेवाली सभी चीजों के बिकास के लिये हो रहा है, जिन का आप निर्यात करेंगे और विदेशी मुद्रा अर्जित करेंगे, लेकिन अभी यहाँ पर ज्यादातर मछली का ही उल्लेख किया गया है। मैं चाहता हूँ कि शंख, शेल्व आदि के निर्यात की तरफ भी आप का ध्यान जाना चाहिये। बाहर के लोग इन चीजों को बहुत पसन्द करते हैं, जो भी विदेशी पर्यटक यहाँ आते हैं, वे काफ़ी मात्रा में इन चीजों को खरीद कर ले जाते हैं, इस लिये इन चीजों के निर्यात से भी हम को काफ़ी लाभ हो सकता है।

आखिर में, मैं फिर निवेदन करना चाहता

हूँ कि आप ने इस प्राधिकार के सदस्यों की काफ़ी लम्बी सूची बनाई है, हम को काफ़ी विस्तृत कर दिया है, लेकिन मछुओं का प्रतिनिधि नहीं रखा है और न उनकी यूनिशन के प्रतिनिधि को लिया है।

लेबर डिपार्टमेंट के प्रतिनिधि को भी प्राधिकारी का सदस्य होना चाहिये। इस संबंध में मैं स्टीफन साहब के प्रस्ताव का समर्थन करता हूँ। स्टीफन साहब ने ठीक ही कहा है कि लेबर और रिहैबिलिटेशन (दोनों एक ही डिपार्टमेंट हैं) डिपार्टमेंट को भी इसमें रखा जाना चाहिये ताकि लाखों की संख्या में जो मछुए हैं उन के हकों को देखने वाला, हिफाजत करने वाला कोई तो हो जो यह देखे कि उन के हक पर कुठाराघात तो नहीं हो रहा है, मछली के जो इजारेदार हैं, व्यापारी हैं वे गोलमाल तो नहीं कर रहे हैं, आप के अफसर तो उन्हें नहीं मना रहे हैं और नीक रखाही तो उन्हें तंग नहीं कर रही है, इन तमाम बातों को देखने के लिए जरूरी है कि लेबर और रिहैबिलिटेशन मंत्रालय के प्रतिनिधि को भी इसमें रखा जाना चाहिये। तभी यह ज्यादा काम का होगा।

बहुत मारी बातें जो इस उद्योग से संबंधित हैं मैं उनका बहुत ज्यादा जानकारी नहीं हूँ। स्टीफन साहब ने बहुत मारी बातें यहाँ पर कही हैं। तो इन तमाम बातों पर विचार कर के इस विधेयक में सुधार किया जाना चाहिये। इन सुझावों के साथ मैं इस विधेयक का समर्थन करता हूँ।

DR. HENRY AUSTIN (Ernakulam) : Sir, our nation is passing through a period of euphoria, thanks to the magnificent achievements of the green revolution. But I have always maintained that this growth or achievement will not be conducive to our all round growth unless parallel growths are registered in related fields as well.

My hon. friends have been highlighting

the importance of the sea foods with respect to the export potential or possibilities but my concern primarily is to view this problem of the development of fisheries in its relation to providing our people with a balanced diet. A nation cannot be satisfied with the mere production of foodgrains. Foodgrains' production has necessarily to be supplemented by proteinaceous food. If only we exploit the wealth of the deep, we can have this achievement.

When we talk of the green revolution, the logical corollary of it should be that we should think in terms of a blue revolution, a revolution that would bring forth so many favourable consequences. Marine biologists say that one of the main fish breeding centres namely, wadger bank, lie very near the coast of Kerala. This was discovered as early as nineteenth century, but even till today we have not been able to exploit the tremendous potentiality of this wadger bank. Marine biologists would further say that if that wadger bank alone is exploited, we will be able to give proteinaceous food almost to all the countries in south and south-east Asia. When such abundant potential is available to us, it is very depressing to see that this facet of our economic development has not been attended to. Although late, I congratulate the Ministry for coming forward with the proposal to create a statutory central authority to give proper direction to this vital sector of our economy.

Out of no income at all, from fifties when there was no export of sea food at all, today we have come up to about Rs. 38 crores from sea food export alone. Concurrently, we have been able to supply this proteinaceous food—some informed people say that fish is much better than even meat of various kinds—to increasingly large number of our people who have been largely dependent upon starch foods. Our main concern should be to make our food structure based on a balanced diet; and fish can provide the protein component of the balanced diet that we should provide for our non-vegetarian population.

So, both from the point of view of export and from the standpoint of our concern for providing proteinaceous food to our

[Dr. Henry Austin]

people this effort now being undertaken by the Ministry of Foreign Trade should be praised. Now, coming to this industry, I should say, that this industry has had a very lop-sided growth. I have been the President of the Indian Trawlers' Association for a number of years. My main concern in accepting the Presidentship was to make my own humble contribution in igniting the "blue revolution." Prof. Gerhardsen of Norway, one of the leading marine biologists of the world who headed the Indo-Norwegian Project in Neendakara adjoining my constituency, told me that they had succeeded in locating a shrimp belt extending from off-coast of Mangalore right upto southern part of Kerala. He told me that if this belt is exploited even by surface exploitation, we will be able to provide adequate fish both for internal consumption and for massive export. So inspired by this vision of a great scientist, I had been able to organise some unions and enthuse so many people to go into this field.

Today, in Kerala alone, we have about 2,800 mechanised fishing boats. You will be surprised to know that on any day many of these mechanised boats will be lying idle merely because of mechanical troubles and lack of workshop facilities and spare parts. There are no proper workshop facilities. Most of the mechanised boats are lying idle for want of spare-parts, may be for want of one nut or one bolt. The net result is that lakhs and lakhs of rupees and valuable foreign exchange earnings are lost because of inability to use the already existing facilities. So, I suggest that immediate steps are taken to create a network of workshops. That is one suggestion.

Another suggestion is this. As my hon. friend, Shri Stephen said, the poor fisherman does not seem to benefit from this revolution. The people who have no vital involvement in the industry have recently entered into this field with the aim of making easy money and the net result is that the poor fishermen segment of our society has become a hot-bed for exploitation. So, I appeal to the hon. Minister to see that adequate representation is given to the *bona fide* fishermen who sacrifice even their lives to extract the wealth of the depth. When the poor fisherman goes into the sea

with all sorts of hazards braving the waves and the cyclones, his wife and children do not know whether he will come back. The people involved in such hazardous jobs should get their due. They should not be allowed to be exploited. These are the people who enrich our coffers also. So, I would request the hon. Minister to see that adequate representation is given, to the real working and toiling class of the segment in this Authority.

One healthy development in this industry has been the emergence of profit sharing. I think, this is perhaps the largest profit-sharing industry in India. Even with a lopsided growth and without any proper direction, the fisherman gets 30 to 40 per cent of the net catch of a privately owned mechanised vessel. However, this industry is running at a loss. Because of lack of direction and organisation, this industry has been receiving serious setbacks recently. That has been evidenced by the reports of several banks which advance money for mechanised boats or for other things. The people involved in this industry have given a proposal of granting oil subsidy. This has been with the Ministry for such a long time and the oil subsidy has not been granted. This oil subsidy is one of the means by which the industry can be saved.

In this context, I would suggest that in order to organise the industry and to give it proper direction, I would suggest, that no boat should be given to any individual. Such of the mechanised boats that are available should be entrusted to genuine *bona fide* cooperative societies of fishermen. I say that the whole industry should be nationalised. Then, these cooperative societies alone should be given licence to export shrimp and other sea foods. No individual should be allowed to export shrimp. What is happening is that the fishermen are exploited and they are actually becoming a pawn in the hands of the middle-men who are exporters. Who are these middle-men? As my hon. friend pointed out, they are the people with no stake in the welfare of the fishermen. That is the situation as I see it.

Therefore, it is very important that we should have a Central Statutory Authority

to give direction to the development of this industry which could play a similar role as the revolution on the agricultural front. With these observations, I would welcome the creation of a Central Authority in order to give a proper direction to the fishing industry whose potentialities are tremendous. As I pointed out, the exploitation of the fishery wealth has yet touched only the fringes, even today we are exporting mostly only shrimp, there are a tremendous possibilities of exporting tuna, Bombay duck, sardines and other varieties of fish which have a good markets in foreign countries. In the United States, when I was a student, I had to pay almost the equivalent of Rs 25 for a shrimp dinner, about three or four shrimps, whereas at the same time in my constituency, before the Indo-Norwegian project was started shrimp used to be taken and thrown into the sea by the fishermen. It was not considered to be a fish worth eating. Such are the developments in this field. Therefore, I am glad that the Ministry has moved into the matter, and I hope that, through the constitution of the Central Authority, we will be able to contribute significantly not only to the promotion of export but also to provide proteinous food to the people of our country, certain kind of fish could be earmarked for internal consumption rather than for export. In Bengal, Kerala and many other states statistics show that a considerable percentage of our population like eating fish while there is a general aversion to eating meat. This aspect of the situation could also be taken advantage of in the development of the fishing industry.

Some amendments have been moved and I would suggest that they may be considered. The proposal of sending it to the Select Committee may not be good because it is a matter in which expeditious decision has to be taken.

Ultimately, when the question of location of the headquarters of the Authority comes up, I would suggest that the States which really have a vital stake in the matter should be considered, and as my hon. friend pointed out, Kerala State may be considered, I should not be parochial, but from the point of view of actual involvement, Kerala State deserves special consideration.

श्री जगन्नाथ राव जोशी (शाजापुर) : सभापति महोदय, देरी से क्यों न हो, केन्द्र का ध्यान सागर की ओर गया। इसका मैं स्वागत करता हूँ।

भारत का सागरी किनारा बहुत विस्तृत और बड़ा है, लगभग चार हजार मील का। पुराण काल से हम जानते हैं कि सागर रत्नों का भण्डार रहा है। देव और दानवों ने कई चीजें सागर से पैदा की थीं। आज भी सागर खाद्य की दृष्टि से खनिज की दृष्टि से औषधि की दृष्टि से जितना विस्तृत और व्यापक पैमाने में इसका संशोधन होना आवश्यक है उतना नहीं हुआ है। इस-लिए लगता यह है कि....

श्री शशिभूषण (दक्षिण दिल्ली) : मंथन से क्या क्या निकला यह बताइये।

श्री जगन्नाथराव जोशी : हां बताता हूँ। लगता यह है कि जैसे-जैसे सामुद्रिक उत्पादन का निर्यात बढ़कर विदेशी मुद्रा का अर्जन होने लगता है, उसकी वजह से केन्द्र का इसकी ओर ध्यान गया होगा। क्योंकि जहाँ-जहाँ सागर तटवर्ती प्रदेश है उनका एक एक अपना स्वयं का फिशरीज डिपार्टमेंट तो है ही। एक मंत्री महोदय स्वयं मुझ को भी मिले थे जो इसी दृष्टि से यूरोप का दौरा कर रहे थे हमारे मैमूर के मंत्री महोदय। तो आज केन्द्र और प्रदेश ये दोनों मिलकर वास्तव में यदि बहा डिस्प्लेन जो चाहिए, आर्गनाइजेशन जो चाहिए इसकी दृष्टि से जो साधनों की कमी है उसको पूरा करके यदि तीनों दृष्टि से सागर का मंथन करें तो आज उसकी आवश्यकता है। जैसे अपने सागरी तट है वैसे ही द्वीप है—अडमान निकोबार है, लक्षदीव है जहाँ बढिया सोना नाम का फिश मिलता है। वास्तव में वहाँ केन्द्र ध्यान देकर वहाँ की पैदावार बढ़ाकर उसका उत्पादन बढ़ाने की मुबिकसित योजना बनाये, इसकी बहुत आवश्यकता है :

[श्री जगन्नाथ राव जोशी]

दूसरी बात यह है कि हम कई बार कहते हैं कि अंडर सी वर्ल्ड यह इतना समृद्ध है कि खाद्यान्न की दृष्टि से कल जाकर—अन्न उत्पादन भले ही कम हो, किन्तु सागर के नीचे से, जलान्तर्गत जो भी वनस्पति उत्पादन होती है उसमें हम खाद्यान्न की पूर्ति कर सकते हैं। मगरान्तर्गत, जलान्तर्गत उसकी दृष्टि से जो भी संशोधन आवश्यक है और इनके लिये जो राशि रखी गई है दो लाख की वह किस हिसाब से रखी, समझ में नहीं आया। A paltry sum of Rs. 2 lakhs and a recurring expenditure also of only Rs. 12 lakhs. यानी भारत जैसा बड़ा देश, सागर जैसा विस्तृत किनारा और आज इतनी सारी टेकनालाजी बढ़ गई है, उसके आधार पर, वहां से केवल फिश उसमें से निकले यह कोई जरूरी नहीं, फिश के साथ सागरीय उत्पाद है उसका संशोधन होना है, उसको बाहर निकालना है, जैसे अभी मेरे मित्र रामावतार शास्त्री ने कहा कि जो शंख होता है उसका भी निर्यात किया जा सकता है। हम सागरी तट पर जाकर देखेंगे कि वहां जो विदेशी यात्री आते हैं वह क्या क्या चीजें खरीदते हैं एक एक रुपया देकर वह खरीदते हैं। उसका मार्केटिंग हो सकता है। इसका भी जग अध्ययन करके जहां भी ज्यादा उसका उपयोग हो, इस दृष्टि से केन्द्र और प्रदेश ये दोनों मिलकर माध-माध मंथन करें, देव और दानव जैसे सागर का मंथन करके खाद्यान्न, औषधि और खनिज इन तीनों बानों पर ध्यान दें।

एक बात मैं मान लेता हूँ कि इस क्षेत्र में काम करने वाले जो मछुवे हैं उनको यहां प्रतिनिधित्व मिलेगा इस अथॉरिटी में? इसमें जिनके पास बैसल है मैकेनिकली प्रोपेल्ड, उनका प्रतिनिधित्व है, उसमें हमारे जो साधारण मछुवे हैं उनके पास यह नहीं है, क्या वह इसमें इनक्लूड हो जाते हैं। आखिर यह कम्युनिटी जो है वह छोटी नहीं

है, बहुत बड़े पैमाने पर है, पूर्वी तट पर है, पश्चिमी तट पर है तो आखिर इनका प्रतिनिधित्व करने की जो बात आपने लिखी है, उसमें यह कम्युनिटी आ जाएगी?

"Such other persons or class of persons who, in the opinion of the Central Government, ought to be represented on the Authority".

क्या इसमें वह सम्मिलित हो जाएगी? नहीं मैं समझता हूँ कि वास्तव में जो जिम्मेदार हैं उनके प्रतिनिधि वहां नहीं रहेंगे तो एक बड़ी भारी असंतुलित स्थिति हो जायेगी। सुबह से लेकर शाम तक जो बेचाग पश्रम करता है, किन्तु कभी कभी देखने को मिलना है कि बम्बई में जैमे माहिम से रास्ते पर मछुआरे मछली मुखाने के लिए रास्ते में फेंक देने हैं क्योंकि मछली मुखाने की कोई व्यवस्था नहीं है, स्टोरेज को फैमिलिटी नहीं है, बड़े पैमाने पर मछली पकड़ने के बाद जो उसको आमदनी होनी चाहिये वह नहीं होती है। इसकी व्यवस्था शासन करे यह मैं चाहता हूँ। नहीं तो बड़े पैमाने पर जब केन्द्र सरकार जैसा अभी मेरे भाई ने कहा 'ह्वाइ नाट नेशन-लाइज? यदि यह ट्रेड रहा तो टेक्मटाइल इन्डस्ट्री खड़ी होकर जैमे हमारा बुनकर मर गया, वैसा ही कल जाकर यह इन्डस्ट्री खड़ी होकर निर्यात भी बढ़ेगा, सरकार की आमदनी भी बढ़ेगी किन्तु कम्युनिटी एट लार्ज जो है वह बिल्कुल खत्म हो जाएगी। तो मैं सरकार से आग्रह करना चाहता हूँ कि यह सागर उद्योग बढ़ाते समय भी उद्योग में जो बाप-दादा मे, जो शताब्दियों से प्रत्यक्ष काम करते आये हैं, मेहनत करके, पसीना बहाकर सुबह से लेकर शाम तक सागर की लहरों में खेलते रहते हैं, जूझते रहते हैं, ऐसे लोगों की स्थिति सुधरे, उनकी हालत सुधरे और नई व्यवस्था के अन्तर्गत जिम्मेदारी के साथ उनका बिठावा जाए, यह देखना बहुत आवश्यक है। बरना बीच वाला भाग घुसेगा और वह सारा मुनाफा के रूप में नवनीत छायेगा। इस ओर भी ध्यान दिया जाय।

*SHRI RAMACHANDRAN KADAN-
NAPPALLI (Kasaragod): Mr. Chairman,
Sir, I congratulate the hon Minister for
bringing forward this, the Marine Products
Export Development Authority Bill.

MR. CHAIRMAN : The hon. Member
may continue tomorrow.

*The Lok Sabha then adjourned till Eleven
of the Clock on Wednesday, March 29,
1972/Chaitra 9, 1894 (Saka)*

*The original speech was delivered in Malayalam.