

Fifth Series, Vol. II, No. 6

Monday, May 31, 1971
Jyaistha 10, 1893 (Saka)

LOK SABHA DEBATES

**Second Session
(Fifth Lok Sabha)**



सत्यमेव जयते

LOK SABHA SECRETARIAT

NEW DELHI

Price: Rs. 1.00

CONTENTS

[Fifth Series, Vol. II, 2nd Session, 1971]

No. 6, Monday, May 31, 1971/Jyaishta 10, 1893 (Saka)

	COLUMNS
Oral Answers to Questions—	
*Starred Questions Nos. 152 to 158 and 160 to 163	... 1—31
Written Answers to Questions—	
Starred Questions Nos. 151, 159 and 164 to 180	... 31—48
Unstarred Questions Nos. 806 to 813, 815 to 839, 841 to 848, 850 to 869 and 871 to 894	... 48—114
Calling Attention to Matter of Urgent Public Importance—	
Firing on workers of Ishapur Rifle Factory	... 114—122
Re. Pataliputra Medical College	... 123—124
Re. Bengla Desh Refugees	... 124—128
Papers laid on the Table	... 128—131
Message from Rajya Sabha	... 131
Indian Telegraph (Amendment) Bill—	
As passed by Rajya Sabha	... 132
Election to Committee—	
Central Advisory Committee for the National Cadet Corp	... 132
Railway Budget, 1971-72—General Discussion	... 133—220
Shri P.M. Mehta	... 133—134
Dr. V.K.R. Varadaraja Rao	... 134—139
Shri K. Radakrishna Reddy	... 139—141
Shri C.M. Stephen	... 142—148
Shri Shiv Kumar Shastri	... 148—152
Shri J. B. Patnaik	... 152—154
Shri Sanjeevi Rao	... 154—157
Shri M.M. Joseph	... 157—158
Shri Subodh Hansda	... 158—159
Shri S.P. Bhattacharyya	... 160—162
Shri Hari Singh	... 162—164
Shri Biswanarayan Shastri	... 164—167

* The sign + marked above the name of a Member indicates that the question was actually asked on the floor of the House by that Member.

(ii)

COLMINS

Shri J.M. Gowder	...	...	...	167—170
Shri Kadar	...	...	...	171—173
Shri Ahmed Aga	...	...	...	173—175
Shri Surendra Mohanty	...	...	...	175—178
Shri C.D. Gautam	...	...	...	178—179
Shri B.V. Naik	...	...	...	180—184
Shri T. Balakrishniah	...	...	...	184—186
Shri Nanubhai N. Patel	...	...	...	186—189
Shri D.N. Tiwary	...	...	...	189—193
Shri Dharnidhar Das	...	...	...	193—196
Shri B.R. Shukla	...	...	...	196—198
Shri Hukam Chand Kachwai	...	...	...	199—205
Shri M. Ram Gopal Reddy	..	...	...	205—206
Dr. Melkote	...	...	...	206—209
Shri Mulki Raj Saini	...	...	...	209—212
Shri Jagannath Mishra	...	...	...	213—217
Shri Ram Dhan	...	...	...	217—220
Business Advisory Committee—				
First Report	...	...	...	220
Half-an-Hour Discussion—				
Re. Report of Commission on Car Prices	...	...	...	220—228
Shri S.M. Krishna	...	...	...	220—223
Shri Ghanshyam Qa	...	...	...	225—228

LOK SABHA

Monday, May 31, 1971/Jyaishta 10,
1893 (SAKA)

*The Lok Sabha met at Eleven
of the Clock.*

[MR. SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS

Symposium Re : activities of big powers
in Indian Ocean

*152. SHRI H.M. PATEL : Will the
MINISTER OF EXTERNAL AFFAIRS
(VIDESH MANTRI) be pleased to state :

(a) whether recently there was a symposium in Washington regarding the activities of big powers in the India Ocean ;

(b) whether it was observed by several speakers that India had extended naval facilities to the Soviet Union at Visakhapatnam ; and

(c) if so, the reaction of Government in this regard ?

THE DEPUTY MINISTER IN THE
MINISTRY OF EXTERNAL AFFAIRS
(VIDESH MANTRALAYA MEN UP-
MANTRI) (SHRI SURENDRA PAL
SINGH) : (a) Yes, Sir,

(b) It is understood that some references were made during the discussions to the extension of facilities to the Soviet Union at Visakhapatnam.

(c) There is no basis for such observations. As has already been stated in this House, Government extends the same facilities to naval vessels of all friendly countries including those of the Soviet Union at Indian ports including Visakhapatnam.

SHRI H. M. PATEL : Mr. Speaker, Sir, this was a very responsible seminar where experts were present, and when they made reference to these facilities having been afforded, it must have been made with some sense of responsibility. Could the Government say what was the evidence they adduced ? They must have referred to some evidence on the basis of which they made these references in the seminar.

THE MINISTER OF EXTERNAL AFFAIRS (VIDESH MANTRI) (SHRI SWARAN SINGH) : This was a seminar and we are not aware of any reference or evidence which formed the basis of these observations, but we know ourselves that we have not given any facilities. That I think, should be accepted against any reference with might or might not have been made by foreigners.

SHRI H. M. PATEL : May we request the hon. Minister to re-state—he has already stated—the policy of this Government regarding the activities of the powers in the Indian Ocean ?

SHRI SWARAN SINGH : We have taken the view that the big powers should leave the Indian Ocean free of tension, free of big power rivalries, and free from deployment of nuclear weapons. This has been the consensus of opinion amongst the vast majority of littoral powers surrounding the Indian Ocean.

SHRI SHYAMNANDAN MISHRA : Has the Government any information as to which power has got the largest naval fleet in the Indian Ocean.

MR. SPEAKER : That is a different question.

SHRI SWARAN SINGH : It is difficult to answer that question because the presence of a fleet is something which continues changing.

MR. SPEAKER : It is not relevant to this.

SHRI P. VENKATASUBBAIAH : May I know whether Government has taken note of the subversive activities that are being undertaken by China in collusion with Pakistan and that it will have any adverse effect on our position in Indian Ocean ?

SHRI SWARAN SINGH : According to our information at present, there is not much of Chinese presence in the Indian Ocean.

SHRI B. S. MURTHY : What is the consensus of the opinion at the seminar and how does it reflect about India ?

SHRI SWARAN SINGH : I am not aware of consensus because seminars are seminars, and they seldom try to arrive at a consensus. These are academic discussions.

SHRI K. S. CHAVDA : May I know whether the attention of the Government has been drawn to the news item appearing in today's *Hindustan Times* on the last page regarding the presence of Soviet ships in the Indian Ocean and, if so what is the reaction of the Government thereto.

SHRI SWARAN SINGH : Soviet naval ships do patrol the Indian Ocean and so do the naval ships of other countries. In accordance with the so well-recognised principle of the freedom of the high seas ; there is very little that can be done about it.

SHRI P. K. DEO : I would like to ask a supplementary regarding my statement which has been quoted by Mr. Chavda. It is a very important question which affects the security of the country. Since the decision of the British navy to withdraw from east of Suez, there has been a competition between the various powers to fill up the

vacuum in the Indian Ocean. Some photographs have been brought to me and I would like to know if these photographs which have been supposed to have been taken by the South African Defence Ministry probably by the satellites giving the bearings—latitude and longitude.....

MR. SPEAKER : How can you rope in all these things in this question ? Kindly give notice of a separate question.

SHRI P. K. DEO : The Russian flags are flying all over in the Indian Ocean, but so far as the bearing are concerned, they particularly point particular region, i.e. Socotra which is a South Yemini port. Will the Defence ministry verify the authenticity of these pictures ? With your permission, I would like to lay them on the Table.

MR. SPEAKER : I am not allowing it. Next question. Mr. Banerjee.

SHRI S. M. BANERJEE : Send the pictures to me.

SHRI P. K. DEO : I do not have any extra-territorial loyalty like him.

SHRI S. M. BANERJEE : He should withdraw it. I have no extra-territorial loyalty. I am more loyal to my country than the ex-princes.

They will write to the Britishers, not to the Indian Government.

MR. SPEAKER : That remark was not in good taste, if it is the same as what the hon. member says. You may have some very good pictures. You can pass them on to the Minister. You can show it to everybody, even to me. Now, next question.

Reduction in work-load in Ordnance Factories

*153. SHRI S. M. BANERJEE : Will the MINISTER OF DEFENCE (RAKSHA MANTRI) be pleased to state :

(a) whether some of the workers in Ordnance Clothing Factory, Shahjahanpur ; Ordnance Equipment Factory, Kanpur ;

Parachute Factory, Kanpur and Clothing Factory, Avadi are still on idle-time ;

(b) if so, the reasons therefor :

(c) the steps taken to step up production in these factories ;

(d) whether giving jobs to private sector at the cost of these Ordnance Factories has been totally stopped ; and

(e) if not, the reasons for the same ?

THE MINISTER OF STATE (DEFENCE PRODUCTION) IN THE MINISTRY OF DEFENCE (RAKSHA MANTRALAYA) (RAKSHA UTPADAN MEN RAJYA MANTRI) (SHRI VIDYA CHARAN SHUKLA): (a) to (e). A statement is laid on the Table of the Sabha.

Statement

(a) There are at present no workmen of idle time in Ordnance Parachute Factory, Kanpur and Ordnance Clothing Factory, Avadi. However, workmen totalling about 1040 men, continue to be placed on idle time in Clothing Factory, Shahjahanpur and Ordnance Equipment Factory, Kanpur.

(b) The above incidence of idle time has been mainly due to shortage of workload on account of decline in the demands of the services and partly on account of temporary shortage of material.

(c) The following steps have been taken to provide adequate workload to the Clothing Factories.

Production has been diversified by undertaking manufacture of items like tents, durries, etc., for the Services. Efforts have been made with some success to obtain orders from other Central Government Departments and Public Sector undertakings for garments/stitched items and further efforts are continuing in this direction. Efforts are also being made to undertake manufacture of readymade garments for sale in the country and for export. As regards the temporary shortage of materials, suitable steps have been taken to speed up supply on priority basis.

(d) No item of Ordnance Factories' production has been off-loaded to trade. On the other hand, certain orders in respect of some items like tents and durries which were being traditionally procured from private sector have been placed on Ordnance Factories with a view to gainfully utilise the existing capacity in the Factories.

(e) Does not arise.

SHRI S. M. BANERJEE: The statement says :

"There are at present no workmen on idle time in Ordnance Parachute Factory, Kanpur and Ordnance Clothing Factory, Avadi. However, workmen totalling about 1040 men, continue to be placed on idle time in Clothing Factory, Shahjahanpur and Ordnance Equipment Factory, Kanpur."

May I know whether it is true that the work which is given to the contractors by the Railways and P. and T. is not given to ordnance factories, though there is idle capacity in them? What steps have the Defence Ministry taken to persuade the Railways and P and T to place orders on ordnance factories?

SHRI VIDYA CHARAN SHUKLA : We have persuaded the P and T and the Railways to place orders, but as the hon. member knows, the railways have their own cutting shops and their own co-operative unions which are composed of the family members of the railway employees for stitching uniforms. But even in spite of that, railways have placed some orders with our clothing factory. The Director-General of Posts and Telegraphs has also placed ordnance factories for about 12 lakhs mail bags. We have also approached the various departments and Ministries of the Government of India who have clothing requirements and although we have not succeeded to the extent we expected, we are getting good response from the Government departments and we are soon hoping to overcome this difficulty.

SHRI S. M. BANERJEE : May I know whether it is a fact that at present indents for tents and durries placed on the private

sector although it is mentioned in the statement :

"On the other hand, certain orders in respect of some items like tents and durries which were being traditionally procured from private sector have been Placed on Ordnance Factories with a view to gainfully utilise the existing capacity in the Factories."

May I know whether it is fact that not even 50 per cent of the orders are placed on the ordnance factories but an other small manufacturers who can put the government into trouble in times of need ? Since we are facing confrontation with China and Pakistan, may I know whether the full capacity of the ordnance factories is being utilized so that there is no idle time and no employee is likely to be retrenched in the near future ?

SHRI VIDYA CHARAN SHUKLA : It is not our policy to retrench any worker. So, hon. members need not have any worry on that score. As far as tents and durries being traditionally procured from the private sector is concerned, as I have already said, we have made a beginning with our ordnance factories. We have now asked the ordnance factories to take up production and production of these items has commenced in the ordnance factories. Because the production of this item was not so far done in the ordnance factories, they had some initial difficulties. They are getting over those difficulties. As I said earlier, we are having a very good measure of diversification of production in the clothing factories so that there is no idle time and the employee are fully absorbed in the work.

Arms to Pakistan from China

*154. **SHRI SAMAR GUHA :** Will the **MINISTER OF DEFENCE (RAKSHA MANTRI)** be pleased to state :

(a) whether since the out break of the freedom struggle in East Bengal, China supplied additional arms to Pakistan;

(b) whether any other country also gave arms to Pakistan during the same period; and

(c) whether China assured Pakistan any direct help to her in case of any armed conflict with India ?

THE MINISTER OF STATE (DEFENCE PRODUCTION) IN THE MINISTRY OF DEFENCE (RAKSHA MANTRALAYA (RAKSHA UTPADAN) MEN RAJYA MANTRI) (SHRI VIDYA-CHARAN SHUKLA) : (a) Yes Sir.

(b) Government are not aware of any other country having supplied additional arms during the same period.

(c) A message was sent on 12-4-71 by Premier Chou En lai to President Yahya Khan stating that China would "always fully support" Pakistan, should India commit aggression against her.

SHRI SAMAR GUHA : In view of the developing ping-pong development between USA and China and the keenness of USA to give a seat to China in the UNO may I know whether the Government have drawn the attention of USA to the arms supply made by China to Pakistan which have adverse consequences upon the freedom struggle in Bangla Desh ? May I also know whether the recent note of the Government of India to the different world powers was also sent to China ?

SHRI VIDYA CHARAN SHUKLA : US authorities know the situation fully and when they discussed the matter with us all the aspects of the question were discussed. So, it is not correct to presume that they do not know what role China is playing in the present crisis in Bangla Desh. As far as the Government of India is concerned, it has done its best to see that all world powers, particularly major powers, are kept fully informed of the current situation in Bangla Desh.

SHRI SAMAR GUHA : May I know whether the same note has been sent to China also ? I want a categorical answer.

MR. SPEAKER : He is mixing up both Ministries, Defence and External affairs.

SHRI ATAL BEHARI VAJPAYEE : Both are represented here.

THE MINISTER OF EXTERNAL AFFAIRS (VIDESH MANTRI) (SHRI SWARAN SINGH) : We have not issued any circular of note. I do not know which is the note about which the hon. Member is asking.

SHRI SAMAR GUHA : The Government have sent notes in regard to the developing situation in Bangla Desh to all world powers. I want to know categorically whether that has been sent to China also, may be in the form of a circular or a note.

MR. SPEAKER : Your question is about the statement by the Chinese Premier.

SHRI SAMAR GUHA : It is a very categorical question.

MR. SPEAKER : It is very categorical but it is very ambiguous at the same time.

SHRI VIDYA CHARAN SHUKLA : The question is quite categorical but it does not really relate to the question that the hon. Member has tabled. If he could ask a specific question, a specific reply could be given to him probably by the Minister of External affairs.

SHRI SAMAR GUHA : Sir, there is one very interesting question that I want to ask on a point of order. This question relates to the defence Ministry. How is the Minister of state for Finance answering it?

SOME HON. MEMBERS : He is in defence now.

SHRI SAMAR GUHA : I am extremely sorry. I apologise to you.

My next question is whether it is a fact that Pakistan is raising two divisions of its armed forces with the help of Chinese arms; if so, whether such strengthening of the defence forces in Pakistan will upset the defence balance between India and Pakistan.

MR. SPEAKER : You are getting out too much from one simple question.

SHRI SAMAR GUHA : That is the consequence of the supply of chinese arms to Pakistan.

MR. SPEAKER : You are asking questions about army division.

SHRI SAMAR GUHA : That is directly related to this. China is supplying arms to Pakistan and what they are doing with them we are entitled to know.

MR. SPEAKER : He may answer only about the arms supply.

SHRI VIDYA CHARAN SHUKLA : It is well known that China has been sympathetic to Pakistan in this matter. They have also announced that whatever aid is necessary for Pakistan to overcome the present difficulties or the supposed or alleged threat from India, they will be willing to give that to Pakistan. This information we have got and this is what has been printed in the newspapers also.

SHRI SAMAR GUHA : He did not answer my question. I have categorically asked whether it is a fact that two divisions of additional forces are being raised in Pakistan with the help of Chinese arms; if that is so, whether it will upset the defence balance between India and Pakistan.

MR. SPEAKER : I have declared this question as not relevant. He is not bound to answer that.

SHRI SAMAR GUHA : What more relevant question could be there I cannot understand. You should help me. this is a very relevant question.

MR. SPEAKER : I am not going to hear you. Shri Swaminathan.

SHRI R. V. SWAMINATHAN : Arising out of the reply given by the hon. Minister I would like to ask him whether since the assurance of Chou En-lai to Yahya Khan came after the much publicised Mao's smile, as if the smile had softened the attitude of China, may I know the present position whether it is sober or tense.

SHRI VIDYA CHARAN SHUKLA : It is well known that the relations between India and China are unfriendly.

श्री अटल बिहारी वाजपेयी : अध्यक्ष महोदय, मेरा प्रश्न 'बी' से संबंधित है—क्या किसी अन्य देश ने श्री इसी अवधि के दौरान पाकिस्तान को हथियार दिये हैं ? मैं जानना चाहता हूँ—क्या यह सच है कि चीन के अतिरिक्त ब्रिटेन, अमेरिका और सोवियत रूस ने पाकिस्तान को जो हथियार विदेशी हमले का सामना करने के लिए दिये थे, वे हथियार बंगला देश की जनता को कुचलने के लिए काम में लाए जा रहे हैं ? क्या इस सम्बन्ध में भारत ने इन देशों को कोई विधिवत् औपचारिक पत्र भेजा है, विरोध प्रकट किया है ? यदि किया है तो उन का क्या उत्तर मिला है ? क्या यह सच है कि ब्रिटिश प्रधान मंत्री श्री हीथ ने पाकिस्तान को सहायता बन्द करने के हमारे अनुरोध को ठुकरा दिया है ?

MR. SPEAKER : This question is different from what you are asking. This is about the supply of arms.....

श्री अटल बिहारी वाजपेयी : मैं स्पष्टाई खाफ आर्म्स के बारे में ही कह रहा हूँ...

MR. SPEAKER : The part (b) is :
“(b) Whether any other country also gave arms to Pakistan during the same period;”

You are referring to the statement that came only today in the papers.

THE MINISTER OF DEFENCE (RAKSHA MANTRI) (SHRI JAGJIWAN RAM) : The question is whether the arms have been supplied to Pakistan after the trouble in East Bengal arose. What the hon. Member wants to know is about the use of arms supplied by various countries before the Bangla Desh trouble started.....

SHRI SAMAR GUHA : You have not gone through the question. It says “since the outbreak of the freedom struggle in East Bengal”. How could it be before that ?

SHRI JAGJIWAN RAM : Let the hon. Member have some patience. I am answering the question put by shri Vajpayee about the arms supplied before the outbreak of the trouble in Bangla Desh. His question was whether these arms are being used for crushing freedom movement in Bangla Desh. Our answer to the question has been that we have no information whether any other nations have supplied arms to Pakistan after the outbreak of trouble in Bangla Desh. I have nothing more to add.

SHRI JYOTIRMOY BOSU : Arising out of what the hon. Minister said just now, will the hon. Minister tell us if he has information that—I quote :

“Testifying before a joint committee of the U. S. Congress, Mr. Chester Bowles, former U. S. Ambassador in India, referred to Pakistan's efforts in recent years to secure additional tanks and disclosed that it was the U. S. Government which had asked one by one “the West Germans, the Belgians, the Italians and finally the Turks to sell one 100 American tanks to Pakistan for a nominal price.”

There is another thing also—I quote :

“A member of the United states Senate Foreign Relation Committee charged yesterday that US supplied weapons have implemented and made possible the carnage in East Bengal and called for drastic limits on the export of U. S. arms.”

I would like to know if he has information and, if so, what action he has taken in this regard.

SHRI VIDYA CHARAN SHUKLA : The hon. Minister has already answered in reply to question put by shri Vajpayee which referred to the arms supplies made prior to the uprising in Bangla Desh that this is not covered here. The question that the hon. Member has asked is about the supply of arms since the uprising in Bangla Desh. Therefore, this is really not arising out of this question.

SHRI JYOTIRMOY BOSU : Arising out of what he has stated, the carnage

was possible by supply of U. S. arms during these disturbances they have been canvassing other countries to sell arms to them for carnage in East Bengal at nominal price.

MR. SPEAKER : Next question.

Demand of Drugs during Fourth Plan

*155. SHRI SHYAMNANDAN MISHRA : Will the MINISTER OF PETROLEUM AND CHEMICALS (PETROLEUM AUR RASAYAN MANTRI) be pleased to state :

(a) the rate at which the demand for drugs is expected to increase during the Fourth Plan period ; and

(b) the steps being taken by Government to meet the increase in demand ?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (PETROLEUM AUR RASAYAN MANTRALAYA MEN UP-MANTRI) (SHRI DALBIR SINGH) : (a) The demand for drugs is expected to increase during the Fourth Plan period at the rate of about 8 to 10 per cent per annum.

(b) The Development Council for Drugs & Pharmaceuticals has given in 1970 certain revised assessments of the demand for various drugs and pharmaceuticals during the Fourth Plan period. These assessments are reviewed by Government from time to time in consultation with the Directorate General of Technical Development and the Ministry of Health. On the basis of this review, expansion of existing units or creation of new capacities is licenced on merits after receipt of applications from manufacturers. Imports are also resorted to meet urgent demands wherever necessary. Imports of certain essential bulk drugs and intermediates are canalised through State Trading Corporation.

SHRI SHYAMNANDAN MISHRA : May I know whether Government has any concept of self-sufficiency and, if so, what is the time horizon in which the Government is intending to achieve this self-sufficiency ?

THE MINISTER OF PETROLEUM CHEMICALS (PETROLEUM AUR RASAYAN MANTRI) (SHRI P.C. SETHI) : Out of the total production of Rs. 250 crores, the import content is hardly Rs. 12 crores and to that extent we are also achieving self-sufficiency as far as this is concerned.

SHRI SHYAMNANDAN MISHRA : I wanted to know whether Government wants to eliminate it within a foreseeable future. That was my question.

SHRI P. C. SETHI : As far as the production of pharmaceuticals is concerned I would like to tell him that we are not so advanced in the research of basic drugs and on account of that fact, sometimes we have got to import. Also I would like to point out in this connection that while we are importing Rs. 12 crores worth of drugs, we are, at the same time, also exporting Rs. 8 crores worth of drugs.

SHRI SHYAMNANDAN MISHRA : I want to know whether it is within the knowledge of the Government that there is a serious public complaint that some of the medicines being imported by the STC are being charged very high prices by the STC and some raw materials which have been imported by it are lying in the stock because they have been in excess of the demand.

SHRI P. C. SETHI : When the Drug Price control was introduced, certain drugs went in shortage and on account of that import of certain drugs had to be resorted to, through the STC. The drugs which have been imported through the STC are pooled with indigenous production and are being sold to various manufacturers either by STC or through IDPL at pooled prices which apply to indigenous production also it is likely that on account of high costs of indigenous production in some basic drugs the price on account of pooling is higher than imported price.

SHRI SHYAMNANDAN MISHRA : What about the second part of my question ? Some raw materials imported by the STC are lying in stock because they are in excess of the demand here.

SHRI P. C. SETHI : Some basic drugs like tetracycline for instance are lying in stock because at one time there was shortage

but after the import, the indigeneous production also increased and certain tetracycline stock is lying with the IDPL.

SHRI SOMCHAND SOLANKI : There are certain medicinal drugs which are imported from foreign countries ; they are converted and sold in different names in our country. Due to that there is a big gap in prices. May I know from the Minister whether Government is going to produce such kinds of drugs and medicines in this country so that there could be no conversion of those drugs and medicines.

SHRI P. C. SETHI : I have said that so far as formulations are concerned, they are in thousands. So far as the basic drugs and the essential drugs are concerned which are required in our country, I may say, most of them are being produced in the country.

MR. SPEAKER : May I point out that during last week, and even during the last session, we had not been able to do more than eight to ten questions per day ? So, I shall be limiting the number of supplementary questions to three or at the most four or sometimes even less, so that we may cover more questions. Those Members whose questions do not come up and who do not get their turn feel quite uneasy about it. So, we shall have to increase the total number of questions that we cover. That is why I have to be strict in many ways, in judging the relevancy, in giving lesser time for supplementary questions and so on. I would request hon. Members not to press me very much for supplementary questions, because we shall have to cover more questions.

श्री अटल बिहारी वाजपेयी : मगर अध्यक्ष महोदय, सभी सवालों के लिए एक ही नियम नहीं हो सकता है क्योंकि कोई सवाल बहुत महत्वपूर्ण होते हैं ।

SHRI S. M. BANERJEE : It depends on the importance of the question.

MR. SPEAKER : The hon. Member makes every question so important. Let

the hon. Members promise me that they would not stick to that habit.

SHRI JYOTIRMOY BOSU : May I know whether it is not a fact that the IDPL which imported drugs worth Rs. 2.5 crores, that is, bulk drugs recently, finds it very difficult to sell them because the drug manufacturers were not coming forth to lift the stocks, although it is a fact that the total turnover of the drug industry in this country exceeds Rs. 200 crores a year ? It is also a fact that the STC while procuring these basic drugs does not go in for global tender or global enquiries, but enters into private negotiations, with the result that they pay a much higher price than they ought to ?

SHRI P. C. SETHI : As far as certain basic drugs are concerned, for instance, tetracycline, they were imported, and after the import, they are lying in stock with the IDPL. As regards the basis of the STC's purchases, I have no idea just now.

SHRI JYOTIRMOY BOSU : What steps are they taking to dispose of them ?

SHRI P. C. SETHI : We are making all possible efforts to sell them.

Protest Note to Nepal Against Pakistan's Propaganda Against India

*156. **SHRI S. M. KRISHNA :**
SHRI P. GANGADEB :

Will the Minister of **EXTERNAL AFFAIRS (VIDESH MANTRI)** be pleased to state :

(a) whether Government have protested to Nepal in regard to Pakistan's propaganda in Nepal against India ;

(b) if so, the nature of propaganda made against India by Pakistan in Nepal ; and

(c) the action taken by Nepal Government in this regard ?

THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (VIDESH MANTRALAYA MEN UP-MANTRI) (SHRI SURENDRA PAL SINGH) : (a)

Our Embassy in Kathmandu has taken up with the Government of Nepal the anti-Indian propaganda of the Pakistani Embassy in Kathmandu.

(b) The two publications of the Embassy of Pakistan in Nepal ("Pakistan Samachar" and "Pakistan News") have been attempting to poison the existing friendly relations between India and Nepal by making baseless allegations on the Indo-Nepal negotiations on a new treaty of trade and transit. The Pakistani press releases also accused India of "aggressive designs" against Pakistan.

(c) In reply to our representation, the Government of Nepal have stated that our representations have been noted and that appropriate requests will be made to the concerned Mission "not to publicise in Nepal any material prejudicial to any country friendly to Nepal so that there may not be any occasion of misunderstanding of Nepal's relations with its friendly countries".

SHRI S. M. KRISHNA: Are Government aware of the firm rapport that is being established between Nepal and Pakistan, particularly after the protracted trade negotiations which did not materialise between Nepal and India, and the consequent hostile attitude exhibited by the leaders of the Government in consonance with the Pakistani propaganda and anti-Indian tirade, and if so, what steps are they contemplating to take in this matter?

SHRI SURENDRA PAL SINGH: While it may be true that relations between Pakistan and Nepal may be friendly and they may be growing on friendly lines. But there is no reason to believe that our relations with Nepal are not friendly; they are also very friendly.

SHRI S. M. KRISHNA: I would like to draw the attention to the hon. Minister to the hostile statements that were issued after the trade negotiations broke, by the Minister of Industrial Development of Nepal and Shri Kirti Nidhi. Bist also. I would like to draw the attention of the hon. Minister to the statements of these two Nepalese Government leaders.

SHRI SURENDRA PAL SINGH: May I first correct the hon. Member because he has used the word 'broke' or 'broken down'? In fact, the discussions and negotiations with Nepal have not broken down. Certain difficulties have arisen in the discussions and they are being sorted out, and we are very hopeful that very soon our talks will be resumed. As regards the hostile statements to which the hon. Member has made a reference, I would submit that the Nepalese spokesmen expressed their disappointment at the slow progress in the discussion, but I do not think that those statements can be called hostile by any means.

श्री राम सहाय पांडे : अध्यक्ष महोदय, नेपाल और भारत की मैत्री है और रहेगी । लेकिन मैं जानना चाहता हूँ बंगाल के संदर्भ में कि— क्या पाकिस्तानी इस्वेसी ने प्रचार और अधिक जोरदार कर दिया और अगर यह सच है तो नेपाल सरकार को क्या प्रतिक्रिया उस प्रचार के प्रति हुई जो कि पाकिस्तानी इस्वेसी द्वारा हमारे विरुद्ध किया गया ?

श्री सुरेन्द्र पाल सिंह : अध्यक्ष महोदय, यह बात सही है कि जब से यह बंगला देश का मामला चल रहा है उस समय से उनका ऐन्टी इंडिया प्रोपेगेंडा बढ़ गया था लेकिन जब हमने नेपाल सरकार से इस के बारे में कहा और विरोध किया तो उन्होंने कुछ किया है जिसकी वजह से प्रोपेगेंडा कम है ।

श्री भोगेन्द्र झा : अध्यक्ष महोदय, नेपाल से हमारी वार्ता में जो कुछ बाधा उपस्थित हुई थी तो क्या उसमें यह भी शर्त थी कि नेपाल से पाकिस्तान माल ले जाने के लिए वे सुविधा चाह रहे थे जो कि भारत और पाकिस्तान के सम्बन्धों के चलते हम दे नहीं पा रहे थे लेकिन अब बंगला देश में पाकिस्तान द्वारा जो कल्ले-भ्राम हो रहा है उस स्थिति में भारत और नेपाल का सम्झौता होना क्या अब जल्दी सम्भव हो जायेगा ?

MR. SPEAKER : This does not arise out of this.

SHRI BISWANARAYAN SHASTRI : Apart from lodging protests with the Nepal Government against Pakistan's anti-Indian propaganda there, what positive action has been taken by our embassy there, that is Kathmandu, to present the real picture of happenings in our country ?

SHRI SURENDRA PAL SINGH : Our embassy in Kathmandu, through its publicity media, does take action to counter Pakistani propaganda and to put the proper picture before the people of Nepal as regards the situation prevailing in this country.

SHRI M. RAM GOPAL REDDY : We are bound by cultural ties with Nepal but there may be some shortcomings in our policy. That is why Nepal is moving away from us. Can the Minister spell out those shortcomings ?

MR. SPEAKER : It is too general a question.

SHRI SAMAR GUHA : Has the Minister's attention been drawn to a statement issued in Calcutta and which appeared in almost all the newspapers that several thousand Nepalese in Dinajpur, Rangpur and other districts in East Bengal have been butchered by the Pakistan army ? If so, has this been brought to the attention of the Government of Nepal by our embassy there ?

SHRI SWARAN SINGH : The Nepal Government know full well about what is happening to their citizens in Bangla Desh or anywhere else. It is not for us to tell them.

SHRI SAMAR GUHA : Is it not our duty to counteract Pakistan propaganda through our embassy there ? Why is our embassy there if not for doing this duty ?

MR. SPEAKER : I have to seek some remedy against the hon. member interrupting every now and then. In the last Parlia-

ment, I used to get over this by taking aspirin, but not this time.

SHRI SAMAR GUHA : You should also protest our rights.

MR. SPEAKER : I would again request him not to interrupt every now and then.

SHRI SAMAR GUHA : I always submit to you.

MR. SPEAKER : Do not force me.

श्री अटल बिहारी वाजपेयी : अध्यक्ष महोदय, आप ऐस्पिरिन लेते हैं यहाँ आप ने इस की घोषणा कर दी है तो चूँकि यह रेकार्ड में जायेगा इसलिए यह इतिहास का विषय बनेगा। हमारे मेंबर होते हुए आप ऐस्पिरिन लें तो यह हमारे ऊपर लान्छन होगा।

MR. SPEAKER : That is an old story with Prof. Samar Guha only, not with any other Member. It is a story of the last Parliament, it is not concerned with this Parliament.

SHRI P. K. Deo : Is it a fact that landlocked Nepal is trying to organise a shipping corporation and they wanted some harbour facilities in Calcutta, and as it was not allowed, they have switched over their allegiance to Pakistan ?

MR. SPEAKER : I am not allowing it.

Repatriation of Staff of Indian Deputy High Commissioner's Office at Dacca

***157. SHRI BALATHANDAYUTHAM :** Will the Minister of EXTERNAL AFFAIRS (VIDESH MANTRI) be pleased to state :

(a) whether the Pakistan authorities tried to scuttle the measures taken by India to evacuate the families of Indian Diplomatic staff in Dacca ; and

(b) if so, the steps taken so far by Government to get these Indians evacuated ?

THE MINISTER OF EXTERNAL AFFAIRS (VIDESH MANTRI) (SHRI SWARAN SINGH) : (a) Yes, Sir.

(b) Government is in continuous touch with the Pakistan Government over this matter. Government has also been in touch with the Ambassadors of some friendly countries in New Delhi in this matter.

SHRI BALATHANDAYUTHAM : May I know whether we still believe that Pakistan will stick to diplomatic etiquette? Is it not necessary for the Government to take more drastic action with the experience we have now gained, and how is it that our Government is not even acting on the principle of reciprocity, but allowing Mr. Masud in Calcutta to go and interview those who have opted for Bangla Desh? If you are so tolerant, how do you expect your threats to have any value?

SHRI SWARAN SINGH : I have no information that the ex-Deputy High Commissioner of Pakistan in Calcutta has gone to the houses of those belonging to the original Pakistani Deputy High Commission in Calcutta for the purpose of interviews. In fact, that has been one of the suggestions made by Pakistan that they would like to ascertain by such interviews whether those who defected had genuinely defected or not. I am not aware of any such interview that the former Pakistani Deputy High Commissioner in Calcutta might have had.

SHRI BALATHANDAYUTHAM : Why are you not intervening those in Calcutta when they have intervened our people? Why is it we are not acting in reciprocity? What stands in the way? Why are we hesitating?

SHRI SWARAN SINGH : Our Deputy High Commissioner and his staff have ceased to be of any functional character in Dacca and similarly the Deputy High Commissioner of Pakistan in Calcutta is also not working. Our effort is really to get out our people and also to send out those people, and talks are going on in this respect. It is easy to be hard on those who are here, but our main objective in this should be to get our people out.

SHRI B. K. DASCHOWDHURY : The hon. Minister replied just now that our

personnel in Dacca working in the Deputy High Commissioner's office have not been allowed to function so far. As a matter of fact, though the Minister has not said so, they have been interned, but we find that, though the Minister has not said so clearly, the former Pakistani Deputy High Commissioner in Calcutta has been allowed to interview those who are working in the Bangla Desh Mission. Mr. Mehdi Masud has been given VIP treatment. On the one hand our people are not allowed to function in Dacca, but on the other hand we are given him VIP treatment. Will the hon. Minister be pleased to declare him *persona non grata* and immediately intern him from Calcutta?

SHRI SWARAN SINGH : He is no longer the Deputy High Commissioner of Pakistan in Calcutta. The office of the Deputy High Commissioner has ceased to function there. You should try to understand the delicacy involved rather than pressing the same point again and again.

SHRI B. K. DASCHOWDHURY : My question has not been answered. Why is he given VIP treatment?

SHRI SWARAN SINGH : There is no question of any VIP treatment. We are committed, according to the Geneva Convention, to give him....

SHRI S. M. BANERJEE : In Dum Dum he was kept in the VIP room, as he had no place in Calcutta.

SHRI SWARAN SINGH : If he had no place in Calcutta, the Government has to protect his person, and nobody should grudge whatever arrangement we made for that.

SHRI P. K. DEO : He was put up in Orissa Bhavan in Calcutta.

SHRI TRIDIB CAHUDHURI : It has been the contention of the Pakistan Government that unless Mr. Masud is allowed to interview separately their former High Commission officials who have declared their allegiance to Bangla Desh, they will not talk about repatriation, but has it been pointed out to them from our side that

since the Pakistan Government took the decision to close down their Deputy High Commissioner's office in Calcutta, Mr. Masud has no *locus standi* and he cannot demand the interviews because it is on their demand that the Deputy High Commissioner's Office was closed?

SHRI SWARAN SINGH : The basic question is not whether Mr. Masud should interview them. If we take a narrow legalistic point as mentioned by the hon. Member, the Pakistan High Commissioner in Delhi can send some other person to interview. That is not the basic point. What we have been saying is that we do not prevent or come in the way of those who have indicated their desire to remain in India or to represent Bangla Desh if they want to meet Mr. Masud or anybody else. It is their concern. What we cannot do is to compel them to meet him.

Medical Treatment of Central Government Employees In Punjab

***158 DR. SARADISH ROY :** Will the MINISTER OF HEALTH AND FAMILY PLANNING (SWASTHYA AUR PARIVAR NIYOJAN MANTRI) be pleased to state :

(a) whether Government had issued new orders about the medical treatment of its employees in Punjab, prohibiting them from directly getting treatment from civil hospitals without consulting the Chief Medical Officer ;

(b) whether Government have noted the protests made by the employees and their organisations in Punjab ; and

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

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY PLANNING (SWASTHYA AUR PARIVAR NIYOJAN MANTRALAYA MEN UP-MANTRI) (SHRI A. K. KISKU) : (a) to (c). A statement is laid on the Table of the Sabha,

Statement

According to the Central Services (Medical Attendance) Rules, a Central Government servant can receive medical attendance/

treatment in any of the civil hospital, run by the State Government without consulting Chief Medical Officer. In a case where the Central Government servant wishes to receive treatment in a specialised institution, such treatment can only be received on a reference from the Chief Medical Officer.

So far as Punjab is concerned, the Government of India have not issued any orders prohibiting Central Government servants from directly receiving treatment from any civil hospital. No protests have also been received from any Government Organisation. In so far as Chandigarh is concerned, a representation was received that Central Government servants should directly receive treatment from the out-patient departments of the Nehru Hospital attached to the Post-graduate Institute of Medical Education and Research, Chandigarh. This representation was considered, but was not agreed to as there is a civil hospitals already functioning in Chandigarh in Sector 16.

DR. SARADISH ROY : In view of the fact that till now treatment was allowed in the Out-patient Department of the Nehru Hospital attached to the Post-graduate Institute of Medical Education, what prompted the Government to withdraw such permission ?

THE MINISTER OF WORKS AND HOUSING AND HEALTH AND FAMILY PLANNING (NIRMAN AUR AWAS TATHA SWASTHYA AUR PARIVAR NIYOJAN MANTRI) (SHRI UMA SHANKAR DIKSHIT) : There was really never any such permission given at all, and so there is no question of the permission having been withdrawn. It is a post-graduate institute. In the first instance, the Central Government servants have to go the civil hospital, and if there is any special case requiring specialised attention, then with the permission of the chief attending there and the approval of the Director of Medical Services, he can get all the attention and treatment there in the Post-Graduate Institute.

DR. SARADISH ROY : Government servant servants are facing much difficulty in getting permission from such high officials who are often away on tour and not

available, and there is much resentment among Government employees. Will the Government reconsider their demand of allowing them to have their treatment from the Out-patient Department of the Nehru Hospital.

SHRI UMA SHANKAR DIKSHIT : It is not in their own interest also. They will take much more time they go to the OPD of this Institute. I really do not understand what is the difficulty, because after OPD, only when they went to enter the hospital for specialised treatment or clinical and pathological examination, they need go to the PGI, but for OPD work it is not really necessary. It will take much more time for them to do this. The matter has been considered in great detail in consultation with all the authorities concerned. We can give a second look if you like, but I do not think it will help.

श्री अटल बिहारी वाजपेयी : क्या यह सच है कि केन्द्रीय कर्मचारी सिविल अस्पताल इस लिये नहीं जाना चाहते कि वहाँ का प्रबन्ध ठीक नहीं है और इस कारण वह केवल नेहरू अस्पताल जाना चाहते हैं? क्या मंत्री महोदय को सिविल अस्पताल के बारे में कुछ शिकायतें मिली हैं, और क्या उन्होंने यह पता लगाने का प्रयत्न किया है कि वह नेहरू अस्पताल क्यों जाना चाहते हैं?

श्री उमाशंकर दीक्षित : इस प्रकार की कोई सूचना हमारे पास अभी तक नहीं आई है, पहले भी इस तरह की कोई शिकायत नहीं आई थी। जहाँ तक प्रबन्ध का सवाल है, हम अपनी तरफ से पूछने जायें कि आप के यहाँ कोई खराबी है या नहीं, इस का कोई सवाल नहीं उठता।

Demand for Return of Pakistan Diplomats Taken Political Asylum in India

* 160 **SHRI BISHWANATH JHUNJHUNWALA :** Will the Minister of EXTERNAL AFFAIRS (VIDESH MANTRI) be pleased to state :

(a) whether Government of Pakistan

have sought the return of their two diplomats who have taken political asylum in India ; and

(b) if so, the reaction of Government in this regard ?

THE MINISTER OF EXTERNAL AFFAIRS (VIDESH MANTRI) SHRI SWARAN SINGH : (a) Yes, Sir,

(b) The Government of Pakistan have been informed that as Mr. K.M. Shehabuddin and Mr. Amjadul Haque have been granted political asylum, there can be no question of their being returned to Pakistan.

SHRI BISHWANATH JHUNJHUNWALA : May I know whether the Government have given facilities to those diplomats to function effectively on behalf of and for the cause of Bangla Desh and, if so, the particulars thereof ?

SHRI SWARAN SINGH : I know that they have been putting across the viewpoint of the Government of Bangla Desh.

Applications for Allotment of D.D.A.'s 3-roomed Tenements to Middle Income Group, Ex-Army Personnel

* 161. **SHRI JYOTIRMOY BOSU :** Will the Minister of WORKS AND HOUSING (NIRMAN AUR AWAS MANTRI) be pleased to state :

(a) the number applications received by the Delhi Development Authority for the allotment of 3-roomed tenements from middle income-group, ex-Army Personnel and other categories separately in Delhi in December, 1969, locality-wise ;

(b) the number of persons, ex-Army Personnel and other categories to whom allotments have been made by draw of lots so far, locality-wise ;

(c) the probable time which the DDA are likely to take to complete construction

of these houses for the remaining applicants and allot them ; and

(d) whether any preference has been or is being given to any category in the matter of allotment ?

THE MINISTER OF WORKS AND HOUSING AND HEALTH AND FAMILY PLANNING (NIRMAN AUR AWAS TATHA SWASTHYA AUR PARIVAR NIYOJAN MANTRI) : (SHRI UMA SHANKAR DIKSHIT) : (a) The Delhi Development Authority floated the 'Advance Registration Scheme' for the intending purchasers of D.D.A. flats in December, 1969-January, 1970. In all, 3, 501 persons were registered in the middle Income Group. Registration was not done category-wise or colony-wise.

(b) A statement is laid on the Table of the Sabha.

(c) The demand of the remaining persons is likely to be met by the end of April, 1972.

(d) 15% of the total flats i.e. $7\frac{1}{2}\%$ in the salaried group and $7\frac{1}{2}\%$ in the non-salaried group, are reserved for the following categories jointly :—

- (i) Schedule Caste/Schedule Tribes.
- (ii) Widows of Defence Personnel.
- (iii) Political sufferers.
- (iv) Ex-Servicemen.

Statement

460 flats have been allotted so far, after the Registration as per details given below :

Name of the locality	Total flats allotted	Allotted to Ex-service men	Allotted to other categories
Safderjang	125	6	119
East of Kailash	88	10	78
Tagore Garden	18	—	18
Naraina	229	9	220
	460	25	435

SHRI JYOTIMOY BOSU : The figures reveal that the number of applications for registration has exceeded 3,000. I could not quite catch him. These applications are more than one and a half years old. Will the hon. Minister kindly tell us why there is this unusual delay in disposing of these applications, because the allotment has not exceeded 460 altogether. This is a very deplorable figure. Will the hon. Minister kindly tell this House why there is this unusual delay in disposing of the whole number of registered applications ?

THE MINISTER OF STATE IN THE MINISTRY OF WORKS AND HOUSING (NIRMAN AUR AWAS MANTRALAYA MEN RAJYA MANTRI) (SHRI I. K. GUJRAL) : There has not been any inordinate delay about anything. I said that 3,501 persons were registered in the middle income group, and I also gave the other number for the low income housing scheme. Simultaneously, satisfaction is being given. For instance, up till now, we have allotted 421 houses in the middle income housing scheme. The other houses are under construction ; they are in different stages of completion, and we hope to reach full satisfaction by April, 1972.

SHRI JYOTIRMOY BOSU : At first, he said that the houses would be single-storied. The price was fixed on that basis; that is, the total cost of land in respect of a single-storied house. You will be aware that as soon as you go to the first-floor and the second-floor, it costs much less, apart from the fact that the cost of land is also not there. Will the hon. Minister kindly tell us why you are wanting to levy the same charge for this accommodation which you had fixed on the basis of one floor ? Now, you are selling, delivering actually, multi-storied flats.

SHRI I. K. GUJRAL : I do not think his information is correct. In the middle income housing scheme, the price varies from Rs. 27,000 to 32,000 depending on the sector of location, construction and design. I would not say that any increase has been made. We are selling these houses on a no-profit-no-loss basis, i.e. cost of construction plus cost of the land. So far as the janata scheme is concerned, which I thought my hon. friend would be concerned with,

there we are adding an element of subsidy by giving the land free. In some categories we are even giving 33 per cent subsidy on the cost.

SHRI JYOTIRMOY BOSU : If it is a single-storeyed house, the entire cost of the land is added, but if it is two or three storeyed, the cost of the land is divided into each floor, so that the cost of first and second floor is lower. Initially the price was fixed for a single-storeyed building, including the total cost of the land. When they have switched over to the first and second floor, why does the price remain constant ?

SHRI I. K. GUJRAL : Again I do not think he is correct. These are individual tenements we are giving. It is not part of group housing scheme. That is different.

बागडोगरा पश्चिम बंगाल में पाकिस्तानी

वायु सेना के विमानों का उतरना

*162. **श्री हुकम चन्द कछवाय :** क्या रक्षा मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या अप्रैल, 1971 में पाकिस्तानी वायु सेना के दो विमान सिलीगुरी के बागडोगरा हवाई अड्डे पर उतरे और उसके बाद पुनः उड़ गये; और

(ख) यदि हाँ, तो सरकार द्वारा इस बारे में क्या कार्यवाही की गई है ?

रक्षा मंत्री (श्री जगजीवन राम) : (क) जी, नहीं।

(ख) प्रश्न नहीं उठता।

श्री हुकम चन्द कछवाय : जो प्रश्न मैंने पूछा है उस के बारे में कई समाचार-पत्रों में आ चुका है और माननीय मंत्री महोदय भी इस के बारे में जानते हैं। उनका भी यह कहना

है कि ऐसी घटना हुई ही नहीं है। मैं जानना चाहता हूँ कि क्या माननीय मंत्री महोदय ने या इस सरकार ने कोई विशेष जानकारी इस बारे में इकट्ठी की है। यह हवाई निश्चित रूप से उतरे थे और चले गये।

अध्यक्ष महोदय : क्या माननीय उन को जबर्दस्ती उतारेंगे ?

श्री हुकम चन्द कछवाय : वह उतरे हैं, और पहले भी ऐसी घटनाएँ हुई हैं।

MR. SPEAKER : The reply is very categorical. Next question.

Recognition of Provisional Revolutionary Government of South Vietnam

*163. **SHRI MANORANJAN HAZRA:**
SHRI B. K. MODAK:

Will the MINISTER OF EXTERNAL AFFAIRS (VIDESH MANTRI) be pleased to state :

(a) whether Government have taken any decision to recognise the Provisional Revolutionary Government of South Vietnam ; and

(b) if not, the reasons for the delay ?

THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (VIDESH MANTRALAYA MEN UP-MANTRI) (SHRI SURENDRA PAL SINGH) : (a) No, Sir.

(b) As already stated Government of India continues to maintain contacts with the P.R.G. of South Vietnam. However, they feel that no immediate changes are necessary in the representational pattern in view of the fluid situation obtaining in Indo-China and India's position as the Chairman of the International Control Commission.

SHRI MANORANJAN HAZRA : As Chairman of the International Control Commission, has the Government of India

done anything other than maintaining connection, namely, sending notes to America for the withdrawal of lakhs of army men.

SHRI SURENDRA PAL SINGH : The question is about recognition of PRG, and not about the functioning of the ICC.

MR. SPEAKER : He is correct. This is about recognition, not about functioning of the ICC.

SHRI MANORANJAN HAZRA : Is the Government of India ready to give recognition in the near future to the PRG of South Vietnam ?

SHRI SURENDRA PAL SINGH : This question has been raised and replied to a number of times. The Government of India does not propose to recognise the PRG at the moment.

SHRI S. M. BANERJEE : I would like to know whether the delay in recognising the PRG of South Vietnam is due to the pressure of the imperialist powers headed by the US Government. If not, what is the reason ? Why is this matter being delayed when so many other countries have already recognised it ?

THE MINISTER OF EXTERNAL AFFAIRS (VIDESH MANTRI) (SHRI SWARAN SINGH) : My reply to the first part is in the negative. With regard to the second part, we have already explained the reasons why at the present moment we do not think it necessary, or even proper, to recognise PRG.

WRITTEN ANSWERS TO QUESTIONS

आयुर्वेदिक चिकित्सा की शिक्षा प्रणाली को राष्ट्रीय स्तर पर मान्यता दिया जाना

*151. श्री अशोक लाल बेरवा : क्या स्वास्थ्य और परिवार नियोजन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या आयुर्वेदिक चिकित्सा की शिक्षा

प्रणाली को राष्ट्रीय स्तर पर मान्यता दे दी गई है ;

(ख) यदि नहीं, तो इसके क्या कारण हैं; और

(ग) इस सम्बन्ध में सरकार द्वारा क्या कार्यवाही किये जाने का विचार है ?

निर्माण और आवास तथा स्वास्थ्य और परिवार नियोजन मंत्री (श्री उमा शंकर दीक्षित) : (क) आयुर्वेद, सिद्ध और यूनानी की भारतीय चिकित्सा पद्धतियों की शिक्षा में निम्नतम स्तर निर्धारित तथा लागू पद्धतियों में दी जाने वाली चिकित्सा शिक्षा को राष्ट्रीय स्तर पर मान्यता प्रदान करने के लिए भारतीय चिकित्सा केन्द्रीय परिषद् अधिनियम, 1970 बनाया गया है। यह बीघ्न ही लागू कर दिया जायेगा।

(ख) और (ग). प्रश्न नहीं उठते।

Proposal to Write off Indian Debts owed by United Nations

*159. **SHRI A. K. GOPALAN :** Will the MINISTER OF EXTERNAL AFFAIRS (VIDESH MANTRI) be pleased to state :

(a) Whether Government have received any proposal from united Nations that India should write off over \$ 85 million debts owed by the united Nations in the name of peace keeping operations; and

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

THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (VIDESH MANTRALAYA MEN UP-MANTRI) (SHRI SURENDRA PAL SINGH) : (a) No, Sir.

(b) Does not arise.

Visit by Representatives of United Nations High Commission for Refugees to India

* 164. SHRI MUHAMMAD SHERIFF : Will the MINISTER OF EXTERNAL AFFAIRS (VIDESH MANTRI) be pleased to state :

(a) Whether three representatives of the United Nations High Commission for refugees visited India and discussed with the Government of India the specific requirement for relief operations of refugees coming to India from East Bengal; and

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

THE MINISTER OF EXTERNAL AFFAIRS (VIDESH MANTRI) (SHRI SWARAN SINGH) : (a) Yes, Sir.

(b) The dimensions of the problem created by the influx of refugees from East Bengal were explained to the representatives and detailed requirements of foodgrains, shelter, medicines, transport etc. Which were needed to provide relief to a refugee population, estimated at that time at 2.5 million, for a period of 6 months, were given to them. They have since submitted a preliminary report on the basis of which the Secretary General of the United Nations has appealed to all nations and private organisations to provide emergency assistance for the relief of the refugees from East Bengal.

Genocide in East Bengal

* 165. SHRI PROBODH CHANDRA : Will the MINISTER OF EXTERNAL AFFAIRS (VIDESH MANTRI) be pleased to state :

(a) Whether Government are aware that large scale massacre of innocent people of East Bengal including women and children has been taking place for the last many weeks; and

(b) The steps taking by Government to help them in their hour of distress ?

THE MINISTER OF EXTERNAL AFFAIRS (VIDESH MANTRI) (SHRI

SWARAN SINGH) : (a) Yes, Sir.

(b) Government have been in constant touch with foreign governments on this matter. A number of foreign governments, including the big powers, have assured us that they are using their influence with the government of Pakistan to stop the use of force and to seek a political solution. Government have extended necessary relief assistance to the millions of people who have been forced to flee to India as a result of the action of the west Pakistan Army in East Bengal.

Study made by Bhabha Atomic Research Centre Regarding Pollution of sea Around Bombay

* 166. SHRI JAGADISH BHATTACHARYA :

SHRI B. N. REDDY :

Will the MINISTER OF HEALTH AND FAMILY PLANNING (SWASTHYA AUR PARIVAR NIYOJAN MANTRI) : be pleased to state :

(a) Whether the attention of the government has been drawn to the study by the Bhabha Atomic Research centre, Bombay about the pollution of the sea around Bombay by the industries in that area;

(b) if so, the gist of the study; and

(c) the steps to be taken by Government to Prevent the pollution ?

THE MINISTER OF WORKS AND HOUSING AND HEALTH AND FAMILY PLANNING (NIRMAN AUR AWAS TATHA SWASTHYA AUR PARIVAR NIYOJAN MANTRI) (SHRI UMA SHANKAR DIKSHIT) : (a) The Bhabha Atomic Research centre has not carried out any specific studies on the pollution of sea around Bombay by the industries in that area. The Centre has however carried out some studies which are mainly connected with the control of radioactive contamination of sea water. The results of monitoring of sea water for radioactivity in these studies show that the levels of radioactive contamination are negligibly small and do not give rise to any health hazards.

(b) The studies have been published in the proceedings of the Committee on Science and Technology Seminar on pollution and Human Environment held at the Bhabha Atomic Research centre during August, 1970. A copy of the proceedings will be laid on the table of the Sabha.

(c) To tackle the problem of water pollution in the country, Government has already introduced a bill called the prevention of water pollution Bill, 1969 in the Rajya Sabha.

Dispute between oil and Natural Gas Commission and Gujarat State Over Gas Price

* 167. **SHRI D. K. PANDA :**
SHRI R. KADANAPALLI :

Will the MINISTER OF PETROLEUM AND CHEMICALS (PETROLEUM AUR RASAYAN MANTRI) be pleased to state :

(a) The extent of price increase proposed for gas from the 1st April, 1971 by Oil and Natural Gas Commission for Gas users in Gujarat state;

(b) whether the Commission has also proposed to charge an additional premium of Rs. 26 per 1000 cubic metres towards recovery of underpayment in the past five years;

(c) whether the Gujarat Government and private consumers in the state have opposed to the proposal; and

(d) if so, the efforts made by Government to bring about an amicable settlement between O. N. G. C. and gas consumers in Gujarat on this issue ?

THE MINISTER OF PETROLEUM AND CHEMICALS (PETROLEUM AUR RASAYAN MANTRI) (SHRI P. C. SETH):
(a) and (b). As producer and seller of the gas it is the Oil and Natural Gas Commission that determine the price. The Commission have proposed an increase in the price of Ankleshwar and cambay gas with effect from 1.4.1971. This revision has been worked out by them on the basis of the

formula laid down in the Arbitration award of Dr. V. K. R. V. Rao. It is this award that has governed the Price for the five year period ending 31. 3. 1971. The Award provided for the revision of the price for the next period of five years effective from 1. 4. 1971. According to ONGC's computation, the well-head price will increase from Rs. 50/- to Rs. 80/- per 1000 cubic metres of gas and to this would be added a premium of Rs. 26/- to recoup the under-recoveries on well head price for the past supplies bringing the revised well-head price to Rs. 106 per 1,000 cubic metres. In addition there will be charges on account of royalty and sales tax and on account of transportation where also a premium will be added to recoup past under-recoveries and this will differ from consumer to consumer.

(c) Yes, Sir.

(d) Government have taken the view that it would be best if this question is settled in discussion between the ONGC and the consumers. They have been keeping themselves informed of the position and have every hope that a settlement between the seller and the buyers would be reached.

Work in Progress on American-British Naval Base in Indian Ocean

* 168. **SHRI SAMAR MUKHERJEE :**
Will the Minister of EXTERNAL AFFAIRS (VIDESH MANTRI) be pleased to state :

(a) whether Government propose to take any steps to stop the militarization of the Indian Ocean ;

(b) if so, the salient features thereof ;

(c) whether Government are aware that the work on the American-British naval base at Diego Garcia has already been started ; and

(d) how Government propose to put its disapproval into action ?

THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (VIDESH MANTRALAYA MEN UP-MANTRI) (SHRI SURENDRA PAL SINGH):
(a) and (b). The Government have noted

with concern recent reports about the establishment of military bases by outside powers in the Indian Ocean. The Government of India has subscribed whole-heartedly to the Lusaka declaration adopted during the Summit of Non-Aligned Nations held in Lusaka in September, 1970 which reads as follows :

"Calling on all States to consider and respect the Indian Ocean as a Zone of peace, from which great power rivalries and competition as well as bases conceived in the context of such rivalries and competition, either army, navy or air forces bases, are excluded".

(c) The American and British Government informed us in December, 1970 that they proposed to start work on the base at Diego Garcia sometime in early, 1971.

(d) Since 1965, the Government of India has repeatedly deplored both to the U.S. and U.K. Governments their decision to set up a base inspite of our valid objections. In view of the Lusaka declaration which represents the view of the majority of the littoral states of the Indian Ocean, the Government purposes in future to take such steps as it can through diplomatic and other channels.

साम्यवादी दल के प्रतिनिधि मण्डल की रूस यात्रा

*169. श्री रामावलतार शास्त्री : क्या विदेश मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या क्या भारत के साम्यवादी दल ने बंगला देश की जनता द्वारा चलाये जा रहे स्वतंत्रता संग्राम के पक्ष में जनमत तैयार करने के लिये और इस प्रयोजन के लिये धन एकत्र करने के उद्देश्य से एक प्रतिनिधि मंडल रूस भेजा है ;

(ख) यदि हां, तो इस सम्बन्ध में सरकार की प्रतिक्रिया क्या है ;

(ग) क्या सरकार का विचार भी इस प्रकार के प्रतिनिधि मंडल अपने मित्र देशों को भेजने का है; और

(घ) यदि नहीं, तो इसके क्या कारण हैं ?

विदेश मंत्रालय में उपमंत्री (श्री सुरेन्द्रपाल सिंह) : (क) और (ख). सरकार इस बात से अवगत नहीं है कि भारत के साम्यवादी दल ने बंगला देश के लोगों द्वारा किए जाने वाले मुक्ति संघर्ष के पक्ष में जनमत तैयार करने तथा इस उद्देश्य से धन इकट्ठा करने के लिए सोवियत रूस में कोई प्रतिनिधिमंडल भेजा; लेकिन सोवियत संघ के साम्यवादी दल के निमंत्रण पर, सोवियत संघ के 24वें कांग्रेस में भाग लेने के लिए, जो 30.3.71 से आरम्भ हुआ, एक पाँच सदस्यीय प्रतिनिधिमण्डल को जाने की अनुमति दी गई।

(ग) और (घ). सरकार इस दिशा में सक्रिय रूप से प्रयत्नशील है कि पाकिस्तानी सेना द्वारा पूर्वी बंगाल में मानवीय अधिकारों का बेरहमी से दमन किए जाने के विरुद्ध विश्व जनमत तैयार हो, एक ऐसा राजनीतिक समझौता हो, जो पूर्वी बंगाल के लोगों की न्यायोचित आकांक्षाओं को पूरा करे, उन लाखों शरणार्थियों को सहायता पहुंचे जो भारत में खदेड़ दिए गए हैं तथा ऐसे वातावरण का निर्माण हो जिससे इस बात का मुनिश्चय हो सके कि वे सुरक्षित और सम्मानित रूस से अपने घर को वापस जा सकें। इस ओर भी ध्यान दिलाया गया है कि इस गम्भीर स्थिति से, जिसके लिए पाकिस्तान सरकार सम्पूर्ण रूप से उत्तरदायी है, इस क्षेत्र की शान्ति में खतरा उत्पन्न हो गया है। इस उद्देश्य से मित्र देशों में प्रतिनिधि मण्डल भेजना सरकार द्वारा किए गए कई उपायों में एक है।

Malnutrition among Children and Expectant Mothers

*170. SHRI C. CHITTIBABU : Will the Minister of HEALTH AND FAMILY PLANNING (SWASTHYA AUR PARIVAR NIYOJAN MANTRI) be pleased to state :

(a) whether any study on the extent of mal-nutrition among children and expectant mothers has been made ;

(b) if so, the findings thereof ; and

(c) how Government propose to overcome the problem of malnutrition ?

THE MINISTER OF WORKS AND HOUSING AND HEALTH AND FAMILY PLANNING (NIRMAN AUR AWAS TATHA SWASTHYA AUR PARIVAR NIYOJAN MANTRI) (SHRI UMA SHANKAR DIKSHIT) : (a) Yes, Sir.

(b) Surveys conducted under the auspices of the Indian Council of Medical Research and the National Institute of Nutrition indicate that the major nutritional deficiency diseases in children and pregnant mothers are as follows :

1. Protein-calorie malnutrition.
2. Vitamin A deficiency.
3. Nutritional anaemia due to iron deficiency particularly in pregnant and lactating mothers.
4. Vitamin B Complex deficiency.

(c) A co-ordinated approach towards the problem of mal-nutrition is being undertaken by the various Departments of the Government. This comprises supplementary feeding programmes amongst the vulnerable sections of the population, production of nutritious processed food and its distribution, nutrition education and extension, applied nutrition programmes, and treatment and screening of early cases. The following measures are adopted to improve the level of nutrition :

1. Supplementary feeding is provided through the following programmes

which are run with the aid of various agencies :

- (a) Feeding under the Applied Nutrition Programme ;
 - (b) Feeding through Balwadis ;
 - (c) School feeding programme ; and
 - (d) M.C.H. milk feeding programme.
2. Imparting nutrition education to the mothers to enable them to utilise commonly available cheap foods for providing nutritious diet to their children.
 3. Treatment of early cases of mal-nutrition through MCH Centres.
 4. The Department of Food have taken steps to combat protein malnutrition among children and other vulnerable groups by starting projects for the manufacture of high-protein foods such as 'BALAHAR'. MULTIPURPOSE FOOD AND WEANING FOOD.
 5. Production of adequate quantity of food of right quality to the extent possible.
 6. Provision of adequate distribution machinery to ensure adequate amount of food to all segments of population.
 7. Control of environmental sanitation in order to reduce infection which always precipitates malnutrition.
 8. Specific ameliorative measures against certain malnutrition conditions like anaemia, goitre, keratomalacia etc.

Revision of Pricing Policy for Supply of Petroleum Products from Refineries

*171. SHRI P. K. DEO : Will the Minister of PETROLEUM AND CHEMICALS (PETROLEUM AUR RASAYAN MANTRI) be pleased to state :

(a) whether Government have recently revised its pricing policy for supply of

petroleum products from the refineries at Barauni, Koyali, Gauhati and Digboi ;

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

(c) whether it has in any way benefited the consumers ?

THE MINISTER OF PETROLEUM AND CHEMICALS (PETROLEUM AUR RASAYAN MANTRI) (SHRI P.C. SETHI) : (a) to (c). With effect from 1.6.1970, the inland refineries at Barauni, Koyali and Gauhati have been declared as pricing points in addition to the 8 main ports and Digboi Refinery. The extent of the benefit to the consumers by way of reduction in prices since June 1970 within the pricing areas of these refineries in respect of the major petroleum products is as follows :

(Rs./KL)				
<i>Name of Petro- Koyali Barauni Gauhati leum Products</i>				
Motor Spirit	... 54.20	61.71	7.97	
High Speed				
Diesel Oil	... 35.24	47.04	45.85	
Light Diesel				
Oil	... 38.86	52.39	50.97	
Furnace Oil	... 28.11	43.09	41.52	
Superior				
Kerosene	... 33.67	42.31	9.01	

Increase in Price of Gas

*172. SHRI N. S. BISHT : Will the Minister of PETROLEUM AND CHEMICALS (PETROLEUM AUR RASAYAN MANTRI) be pleased to state :

(a) whether Government propose to increase the price of gas ;

(b) if so, the extent of the proposed increase ; and

(c) the reaction of the consumers thereto ?

THE MINISTER OF PETROLEUM AND CHEMICALS (PETROLEUM AUR RASAYAN MANTRI) (SHRI P.C. SETHI) : (a) and (b). As producer and seller of the gas it is the Oil and Natural Gas Commission that determine the price. The Commission have proposed an increase in the price of Ankleshwar and Cambay gas with effect from 1.4.1971. This revision has been worked out by them on the basis of the formula laid down in the Arbitration Award of Dr. V.K.R.V. Rao. It is this award that has governed the price for the five year period ending 31.3.1971. The Award provided for the revision of the price for the next period of five years effective from 1.4.1971. According to ONGC's computation, the well-head price will increase from Rs. 50/- to Rs. 80/- per 1000 cubic metres of gas and to this would be added a premium of Rs. 26/- to recoup the under-recoveries on well-head price for the past supplies bringing the revised well-head price to Rs. 106 per 1000 cubic metres. In addition there will be charges on account of royalty and sales tax and on account of transportation where also a premium will be added to recoup past under-recoveries and this will differ from consumer to consumer.

(c) The consumers have opposed the price increase but discussion between them and the ONGC are proceeding with a view to settling the matter amicably.

Posting of New Deputy High Commissioner of Pakistan in Calcutta

*173. DR. RANEN SEN : Will the Minister of EXTERNAL AFFAIRS (VIDESH MANTRI) be pleased to state :

(a) whether Pakistan Government have deputed a new Deputy High Commissioner in Calcutta recently ;

(b) if so, whether he has opened his office in Calcutta ;

(c) whether his personal and office expenses are being borne by Government of India ; and

(d) if so, the reasons therefor ?

THE MINISTER OF EXTERNAL AFFAIRS (VIDESH MANTRI) (SHRI SWARAN SINGH) : (a) Yes, Sir.

(b) The Pakistan Deputy High Commissioner in Calcutta has ceased to function as from the 26th April, 1971.

(c) No, Sir.

(d) Does not arise.

Kidnapping of Six Men engaged in Relief Work by Pakistani Troops

*174. SHRI S. A. MURUGNATHAM : Will the MINISTER OF EXTERNAL AFFAIRS (VIDESH MANTRI) be pleased to state :

(a) whether six young men engaged in relief work for evacuees from Bangla Desh at Radhikapur in West Dinajpur District were kidnapped recently by Pakistan Troops ;

(b) if so, whether Government have protested to Pakistan against the said incident ; and

(c) what steps have been taken to secure their release ?

THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (VIDESH MANTRALAYA MEN UP-MANTRI) (SHRI SURENDRA PAL SINGH) : (a) Seven members of the Bangla Desh Mukti Sahayak Samity were kidnapped by the Pakistani Army from Radhikapore, District West Dinajpur, West Bengal on 22nd April, 1971.

(b) and (c). Government have strongly protested to the Government of Pakistan and have demanded the immediate return of the kidnapped persons. No reply has so far been received from the Government of Pakistan.

रक्षा उत्पादनों में तेजी से वृद्धि करने सम्बन्धी योजना

*175. श्री जगन्नाथराव जोशी :
श्री क्षार. एस. पांडे :

क्या रक्षा मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या रक्षा उत्पादनों में और तेजी से वृद्धि करने संबंधी कोई योजना सरकार के विचाराधीन है ; और

(ख) यदि हां, तो इस संबंध में सरकार का विचार इस विषय में क्या कदम उठाने का है ?

रक्षा मंत्रालय (रक्षा उत्पादन) में राज्य-मंत्री (श्री विद्याचरण शुक्ल) : (क) रक्षा उत्पादन को बढ़ाने का निर्णय आवश्यकताओं के पुनरीक्षण के आधार पर होता है जो एक सतत प्रक्रिया है ।

(ख) इस सम्बन्ध में सरकार द्वारा उठाए पगों के ब्यौरे बताना लोक हित में नहीं होगा ।

Difficulties faced by Haj Pilgrims to Saudi Arabia

*176. SHRI N. K. SANGHI : Will the MINISTER OF EXTERNAL AFFAIRS (VIDESH MANTRI) be pleased to state :

(a) the number of pilgrims who travelled by air to Saudi Arabia for performing Haj this year and whether some flights had to be cancelled due to sudden change in the health Regulations prescribed by the Saudi Arabian authorities ;

(b) whether a large number of pilgrims was quarantined in Jeddah for the reason that the pilgrims did not spend five days in a cholera-free area before landing in Saudi Arabia and whether these pilgrims were not possessing the certificates of residence of

having lived in a cholera-free area for five days ; and

(c) Why care was not taken to provide the pilgrims with proper health papers as required by the Saudi Arabian Government ?

THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (VIDESH MANTRALAYA MEN UP-MANTRI) (SHRI SURENDRA PAL SINGH) : (a) to (c). 1064 pilgrims (including 7 infants) went to Saudi Arabia by air for performing Haj this year. They were in possession of all the health certificates required by the Saudi authorities including one about having spent 5 days in a cholera-free area.

When the first batch of 151 Indian Haj pilgrims landed in Jeddah on the 18 January, 1971, they were quarantined for 2 days as, according to revised regulation issued by the Saudi Arabian Ministry of Health, all pilgrims from cholera-endemic countries were required to spend 5 days in a cholera-free country. This new requirement had not been made known to us earlier. The matter was, therefore, taken up with the Saudi Arabian Government and as a result, the new regulation was withdrawn on January 20. Two of the flights which were originally scheduled for the afternoon of 18th January and 20th January had to be postponed to the 23rd and 24th January, respectively. The remaining flights were run on scheduled dates.

Self-Sufficiency in Jet Aviation Fuel

*177. SHRI S. C. SAMANTA : Will the MINISTER OF PETROLEUM AND CHEMICALS (PETROLEUM AUR RASAYAN MANTRI) be pleased to state :

(a) whether India has become totally self-sufficient in the production and availability of jet aviation fuel ;

(b) if so, whether we will be able to export some quantity in the near future ; and

(c) from which countries we are importing our jet aviation fuel so long and whether in crude form or not ?

THE MINISTER OF PETROLEUM AND CHEMICALS (PETROLEUM AUR RASAYAN MANTRI) (SHRI P. C. SETHI) :

(a) Yes, Sir.

(b) No exports of this product are envisaged at present.

(c) Aviation turbine fuel has not been imported in the recent past.

Threats of War against India by Pakistan

*178. SHRI TRIDIB CHAUDHURI : Will the MINISTER OF EXTERNAL AFFAIRS (VIDESH MANTRI) be pleased to state :

(a) whether the attention of Government has been drawn to the veiled threats of war against India held out by Major General Muhammad Akbar Khan, Director-General of Armed Forces, Intelligence Services of Pakistan, in an official press statement in Karachi on the 5th May, 1971 on the plea that India was massing armed forces around East Bengal and was seeking to intervene in internal Pak affairs in East Bengal with a view to disintegrate Pakistan ; and

(b) whether Government have taken any steps to counter this motivated and provocative propaganda against India by spokesmen of the Pak Army ?

THE MINISTER OF EXTERNAL AFFAIRS (VIDESH MANTRI) (SHRI SWARAN SINGH) : (a) Yes, Sir.

(b) Government's spokesman has described the Pakistani allegation as a "figment of the imagination" and has said, "Pakistan customarily tries to divert the attention of its people from their problems by dragging in unnecessarily India's name. We have made the position quite clear on several occasions earlier and do so now ; We have no intention of making a military intervention in Pakistan. It is regrettable that such baseless and provocative statements should be made so blithely by people holding responsible positions in Pakistan." This statement found publicity in our Press on the 7th May and, we hope, was noted by all interested observers.

Supply of Slack Coal to Kilns for Accelerating Construction of Houses

*179. SHRI P. VENKATASUBBAIAH: Will the MINISTER OF WORKS AND HOUSING (NIRMAN AUR AWAS MANTRI) be pleased to state :

(a) Whether the number of construction of houses in this year will be much less than the previous year thus throwing out of employment a large number of people ;

(b) whether this is due to lack of raw material like slack coal to the kilns; and

(c) The steps Government propose to take to ensure supply of adequate slack coal to the kilns ?

THE MINISTER OF WORKS AND HOUSING AND HEALTH AND FAMILY PLANNING (NIRMAN AUR AWAS TATHA SWASTHYA AUR PARIVAR NIYOJAN MANTRI) (SHRI UMA SHANKAR DIKSHIT) : (a) and (b). It is a fact that the movement of slack coal required for brick burning from September 1970 onwards has not been sufficient to meet the requirements and has been less than last year. This is likely to affect the construction of new houses.

(c) The Ministry of Railways have been requested to ensure adequate movement of slack coal. It has also been suggested that during the slack season adequate stocks of slack coal should be stock-piled which can be used during the working season.

Supply of MIG-21 to Pakistan by China

*180. SHRI M. RAM GOPAL REDDY : Will the MINISTER OF DEFENCE (RAKSHA MANTRI) be pleased to state :

(a) whether it is reported in the *Amrita Bazar Patrika* of February 25, 1971 that Pakistan is getting six to nine squadrons of MIG-21 fighters from China ;

(b) if so whether Government have made any assessment of its implications on the security of India ; and

(c) the steps which Government propose to take to meet this growing threat ?

THE MINISTER OF DEFENCE (RAKSHA MANTRI) (SHRI JAGJIVAN RAM) : (a) Government have seen this report.

(b) and (c). Our Defence preparedness is constantly being reviewed to meet the changing threats.

Provision of service facilities in Greater Kailash Part II, New Delhi

806. SHRI TRIDIB CHAUDHURI : Will the MINISTER OF WORKS AND HOUSING (NIRMAN AUR AWAS MANTRI) be pleased to refer to the reply given to Unstarred Question No. 4546 on the 31st August, 1970 regarding the permission for registration of Plots purchased in Greater Kailash Part II, New Delhi and state :

(a) whether the coloniser (DLF) has since provided service facilities in Greater Kailash Part II, in all the blocks other than 'E' block ;

(b) if so when permission for construction will be given ;

(c) whether Government have forfeited the security amount of the coloniser and undertaken the work themselves ; and

(d) if no deposit had been made by the coloniser, how the colony plan was approved on the 12th December, 1969 ?

THE MINISTER OF STATE IN THE MINISTRY OF WORKS AND HOUSING (NIRMAN AUR AWAS MANTRALAYA MEN RAJYA MANTRI) (SHRI I. K. GUJRAL) : (a) No, Sir.

(b) Does not arise.

(c) No, Sir.

(d) The coloniser had deposited an amount of Rs. 2,42,000 with the Municipal Corporation of Delhi as guarantee for laying the services in accordance with the approved layout service plans.

Bengalee speaking Doctors deputed to work in the East Bengal Refugee Camps

807. SHRI CHANDRA SHEKHAR SINGH : Will the MINISTER OF HEALTH AND FAMILY PLANNING (SWASTHYA AUR PARIVAR NIYOJAN MANTRI) be pleased to state :

(a) whether orders were issued by Government in April, 1971 under which all Bengalee speaking doctors working in the C.G.H.S. Scheme and other Vibhags of the Mantralaya were required to go to work in the Refugees Camps among the East Bengal refugees in West Bengal, Assam, Tripura etc. on temporary duty ;

(b) if so, number of doctors, male and female, who were actually deputed (separately) and working there now ;

(c) whether the orders were meant only for doctors of Delhi region or for other places ; if so, the names of the places ; and

(d) the allowances being paid to such of these doctors and other facilities allowed to them ?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY PLANNING (SWASTHYA AUR PARIVAR NIYOJAN MANTRALAYA MEN UP-MANTRI) (SHRI A. K. KISKU) : (a) No such orders were issued.

(b) to (d). Do not arise.

Light Coagulator Apparatus at Dr. Rajendra Prasad Institute of ophthalmic sciences, New Delhi

808. SHRI CHANDRA SHEKHAR SINGH : Will the MINISTER OF HEALTH AND FAMILY PLANNING (SWASTHYA AUR PARIVAR NIYOJAN MANTRI) be pleased to state :

(a) whether there is any Light Coagulator apparatus, which is very useful in sealing holes in the retina detachment cases of eyes, installed at Dr. Rajendra Prasad

Institute of Ophthalmic Sciences, New Delhi,

(b) whether the only apparatus of this kind in India is lying unutilised at the Sitapur Eye Hospital since 1959 for want of a certain part ;

(c) if so, the steps being taken by Government to install one such apparatus at the New Delhi Centre and when it will be installed; and

(d) the cost for importing one such apparatus from West Germany ?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY PLANNING (SWASTHYA AUR PARIVAR NIYOJAN MANTRALAYA MEN UP-MANTRI) (SHRI A. K. KISKU) : (a) Yes.

(b) A Light Coagulator apparatus is lying unutilised at Sitapur Eye Hospital since 1969 (not 1959) for want of Ignition Device and Plain Mirror parts. An import licence for the spare parts has been already obtained by this Institution.

(c) This has already been installed at the Dr. Rajendra Prasad Centre for Ophthalmic Sciences, New Delhi and is being utilised for patients.

(d) The Light Coagulator apparatus for the Rajendra Prasad Centre was imported from East Germany. The apparatus which was imported from Koehen (Germany) for the Sitapur Eye Hospital cost Rs. 50,000/-.

Mobilisation of world opinion Regarding Nature of movement in Bangla Desh

809. SHRI INDRAJIT GUPTA : Will the MINISTER OF EXTERNAL AFFAIRS (VIDESH MANTRI) be pleased to State :

(a) the specific steps taken by India's diplomatic representatives in various countries to inform the Governments and people of those countries regarding the true nature of the liberation movement in Bangla Desh;

(b) whether, despite such steps, the majority of foreign Governments continue to regard the movement as subversive of Pakistan's national integrity; and

(c) the reaction abroad to the charges of genocide against the Yahya Khan regime?

THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (VIDESH MANTRALAYA MEN UP-MAN-TRI) (SHRI SURENDRA PAL SINGH): (a) Our Diplomatic Representatives have explained to the Governments to which they are accredited the true nature of the freedom movement in East Bengal. Similarly, we have spoken on several occasions to foreign diplomatic Representatives in this country. Important documents, such as the Resolution adopted by Parliament on the 31st, March 1971, some of the Prime Minister's speeches, and other relevant materials have been brought to the notice of foreign governments and of the Secretary-General of the U.N. Again, through Indian and foreign publicity media the true facts of the situation have been made known to people abroad.

(b) and (c). While a number of Governments have expressed their willingness to participate in the humanitarian efforts to alleviate the sufferings of the people of East Bengal, most governments have preferred to watch carefully the developing situation in East Bengal and have been reluctant to take a definite public stand in favour of the East Bengal freedom movement. However, public opinion abroad has vehemently condemned the decimation of civilians in East Bengal by the West Pakistan Army.

Pakistani Diplomats given Political Asylum in India

810. SHRI S. M. KRISHNA :
DR. RANEN SEN :

Will the MINISTER OF EXTERNAL AFFAIRS (VIDESH MANTRI) be pleased to state :

(a) whether during the East Pakistan and West Pakistan quarrel so many Pakistani Nationals working in the Embassies of Pakistan in India had sought political asylum; and

(b) if so, the number of diplomats who were given such asylum?

THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (VIDESH MANTRALAYA MEN UP-MAN-TRI) (SHRI SURENDRA PAL SINGH): (a) and (b). Two Pakistani diplomats working in the Pakistan High Commission in India had sought and were given political asylum.

नाइजीरिया के 'डेली टाइम्स' के 'इंडिया-डे सप्लीमेंट' में जम्मू और काश्मीर को भारत में न बिल्लाया जाना

811. श्री ईश्वर चौधरी : क्या विदेश मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या 26 जनवरी, 1971 के 'डेली टाइम्स' नामक नाइजीरिया के समाचार पत्र के 'इंडिया-डे सप्लीमेंट' में समूचे और काश्मीर को भारत का भाग नहीं दिखाया गया है; और

(ख) यदि हाँ, तो इस मामले में क्या कार्यवाही की गई है ?

विदेश मन्त्रालय में उप-मन्त्री (श्री सुरेन्द्र पाल सिंह) : (क) जी हाँ।

(ख) इस नक्शे के बारे में जानकारी हासिल होते ही हमारे हार्ड कमीशन ने इस मामले को संबद्ध समाचार-पत्र के साथ उठाया था और उन्होंने समा-याचना की थी। इस अवसर ने हमें यह बताया है कि चूँकि उनके अपने नक्शे का ब्लॉक कहीं खो गया था इसी-लिए उन्होंने इस नक्शे के एक नए ब्लॉक का इस्तेमाल कर लिया जो गलत था इस अवसर के प्रबंधक संपादक ने बताया कि यह गलती इसलिए हो गई कि इस विशेषांक को निकालने के लिए बहुत जोर दिया जा रहा था। उन्होंने यह भी कहा कि अगर उनके पास और समय होता तो वे भारत के हार्ड कमीशन से प्रश्न

नकसा लेकर इस्तेमाल करते । उन्होंने हाई कमीशन को यह भी आश्वासन दिया है कि इस तरह की सलती फिर कभी नहीं होगी ।

Refinery agreements with Foreign Oil Companies

812. SHRI A. K. SAHA : Will the MINISTER OF PETROLEUM AND CHEMICALS (PETROLEUM AUR RASAYAN MANTRI) be pleased to state :

(a) whether the attention of Government has been drawn to the reported interview of former Petroleum Mantri as appeared in the *Patriot* on the 16th March, 1971 stating that Government's Refinery Agreements with Burmah Shell, Caltex and Esso were in favour of these Companies ;

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

(c) the reaction of Government thereto?

THE MINISTER OF PATROLEUM AND CHEMICALS (PETROLEUM AUR RASAYAN MANTRI) (SHRI P. C. SETHI):

(a) Yes Sir.

(b) and (c). The refinery agreements were coucluded with Burmah-Shell, Esso and Caltex respectively in 1951, 1952 and 1955. A review of the refinery agreements was undertaken in 1959-60. The oil companies concerned agreed, as a result of efforts made by Government, to voluntarily surrender the duty concession allowed to them on petroleum products produced at their refineries. The surrender of these concessions earlier than the maximum period of 10 years from date of commencement of commercial operation or 31-12-1965, whichever be earlier, resulted in augmentation of Government revenues by over Rs. 50. crores total. As we have progressed in these matters, certain aspects of the refinery agreements have proved irksome. The Government has constantly under review the working of the refinery agreements with foreign oil companies, in the background of our progress in developing self-sufficiency in both the refining of oil and distribution of petroleum products.

Persons from Bangla Desh who have sought political asylum in India

813. SHRI SHYAMNANDAN MISHRA : Will the MINISTER OF EXTERNAL AFFAIRS (VIDESH MANTRI) be pleased to state the number of persons from Bangla Desh who have sought Political asylum in India since the beginning of the liberation movement there ?

THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (VIDESH MANTRALAYA MEN UP-MANTRI) : (SHRI SURENDRA PAL SINGH) : Eleven.

Military Bases to Russia in Indian Islands

815. SHRI HARI SINGH : Will the MINISTER OF DEFENCE (RAKSHA MANTRI) be pleased to state :

(a) whether Government of India have given military bases to Soviet Russia in the Islands of Andaman, Nicobar, Lacadive and Goa ; and

(b) if so, when and whether Soviet Russia has built her bases in the above Islands ?

THE MINISTER OF DEFENCE (RAKSHA MANTRI) SHRI JAGJIVAN RAM) : (a) No, Sir.

(b) Does not arise.

Submarines seen in Indian Ocean near Ceylon

816. SHRI SAMAR GUHA :
SHRI P. GANGADEB :
SHRI S. M. KRISHNA :

Will the MINISTER OF DEFENCE (RAKSHA MANTRI) be pleased to state :

(a) whether some submarines of foreign powers were seen close to Ceylon waters in the Indian Ocean at the time of recent insurrectionary move by extremist elements in Ceylon ;

(b) if so, the identity of the country to which these submarines belong ; and

(c) the purpose of such submarines visiting Ceylon waters ?

THE MINISTER OF DEFENCE (RAKSHA MANTRI) (SHRI JAGJIVAN RAM) : (a) There is no positive evidence in this regard.

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

शहरी सम्पत्ति की अधिकतम सीमा निर्धारित करने के लिए कानून

817. श्री ईश्वर चौधरी :

श्री आर. बी. बड़े :

क्या निर्माण और आवास मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार शहरी सम्पत्ति की अधिकतम सीमा निर्धारित करने के बारे में कानून बनाने पर विचार कर रही है; और

(ख) यदि हाँ, तो कब तक ?

निर्माण और आवास मंत्रालय में राज्य मंत्री (श्री आई. के. गुजराल) : (क) और (ख). जी, हाँ। नगरीय सम्पत्ति की ऊपरी सीमा लागू करने के सम्बन्ध में एक विधेयक का मसौदा राज्य सरकारों और संघ क्षेत्रों को उनकी टिप्पणी और सहमति के लिये परिचालित कर दिया है। विधेयक के मसौदे में नगरीय सम्पत्ति की ऊपरी सीमा लागू करने और ऊपरी सीमा से अधिक सम्पत्ति के हस्तान्तरण पर पाबन्दी लगाने तथा सार्वजनिक उद्देश्य के लिए ऊपरी सीमा से अधिक सम्पत्ति को अनिवार्य रूप से ध्वंस करने की व्यवस्था है। राज्य सरकारों से सीमा उत्तर देने का अनुरोध किया गया है।

Nylon Factory in Kerala

818. SHRI A. K. GOPALAN : Will the MINISTER OF PETROLEUM AND CHE-

MICALS (PETROLEUM AUR RASAYAN MANTRI) be pleased to state :

(a) whether Government are considering a proposal to sanction a Nylon factory in Kerala ;

(b) whether Government have received any representation in this regard from Kerala ; and

(c) if so, the action taken by Government on the same ?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (PETROLEUM AUR RASAYAN MANTRALAYA MEN UP-MANTRI) (SHRI DALBIR SINGH) : (a) to (c). Yes, Sir. An application from the Kerala State Industrial Development Corporation for the establishment of a Nylon Textile Filament Yarn unit in that State is under consideration along with other applications received in response to the Press Note issued by this Ministry in July 1970.

नायलोन के घागे के निर्माण के लिये
मध्य प्रदेश औद्योगिक विकास
निगम को लाइसेंस देना

819. श्री हुकम चन्द कछवाय : क्या पेट्रोलियम और रसायन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या मध्य प्रदेश औद्योगिक विकास निगम ने नायलोन के घागे के उत्पादन के लिए लाइसेंस प्रदान करने हेतु जुलाई, 1970 में आवेदन पत्र दिया था;

(ख) यदि हाँ, तो क्या सरकार का विचार आशय-पत्र जारी करने का है; और

(ग) यदि नहीं, तो इसके क्या कारण हैं ?

पेट्रोलियम और रसायन मंत्रालय में उप-मंत्री (श्री बलबीर सिंह) : (क) जी हाँ।

(ख) इस मंत्रालय द्वारा जुलाई, 1970 में जारी किये गये प्रेस नोट के प्रत्युत्तर में प्राप्त अन्य आवेदन-पत्रों के साथ साथ इस आवेदन पत्र पर विचार किया जा रहा है।

(ग) प्रश्न नहीं उठता।

Shortage of Soda Ash for Small Scale Industries

820. SHRI BIREN DUTTA :
SHRI SAROJ MUKHERJEE :

Will the MINISTER OF PETROLEUM AND CHEMICALS (PETROLEUM AUR RASAYAN MANTRI) be pleased to state :

(a) whether Government are aware that the small scale industries in India are facing a severe crisis owing to the scarcity of soda ash ; and

(b) if so, the steps Government propose to take to give sufficient soda ash for the small scale industries ?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (PETROLEUM AUR RASAYAN MANTRALAYA MEM UP-MANTRI) (SHRI DALBIR SINGH): (a) Due to the shortage of soda ash that has recently developed in the country, the consumer industries including the small scale industries are experiencing difficulty in getting their requirements of this raw material.

(b) The following steps have been taken to meet the shortage :

(i) Existing units have been asked to increase production to the extent possible.

(ii) Imports of soda ash by the State Trading Corporation have been and are being arranged.

(iii) Applications for the establishment of additional capacity have been invited recently for ensuring more production.

Blackmarketing of Soda Ash in Calcutta

821. SHRI SAROJ MUKHERJEE : Will the MINISTER OF PETROLEUM AND CHEMICALS (PETROLEUM AUR RASAYAN MANTRI) be pleased to state :

(a) whether the attention of Government has been drawn to the blackmarketing of soda ash at a rate of Rs. 130 per bag of 75 kg. in Calcutta ; and

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

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (PETROLEUM AUR RASAYAN MANTRALAYA MEM UP-MANTRI) (SHRI DALBIR SINGH): (a) Government's attention has been drawn to the recent rise in the selling prices of Soda Ash due to shortage in the availability of this commodity that has recently developed in the country.

(b) The following steps have been taken to meet the shortage :-

(i) Existing units have been asked to increase production to the extent possible.

(ii) Imports of soda ash by the State Trading Corporation have been and are being arranged.

(iii) Applications for the establishment of additional capacity have been invited recently by means of a Press Note for ensuring more production as a long-term solution.

Alleged Indulgence of Members of North Korean Consulate in Subversive Activities in India

822. SHRI BISHWANATH JHUNJHUNWALA :
SHRI SHYAMNANDAN MISHRA :

Will the Minister of EXTERNAL AFFAIRS (VIDESH MANTRI) be pleased to state :

(a) whether Government's attention has been drawn to the news-item appearing in the "*Hindustan Times*" of the 29th April, 1970 wherein the South Korean Consul-General is reported to have stated that he had reasons to believe that members of the North Korean Consulate in New Delhi were indulging in subversive activities ; and

(b) whether the North Korean Consulate had spent no less than Rs. 45 lakhs on advertisements in India during the last year ?

THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (VIDESH MANTRALAYA MEN UP-MANTRI) (SHRI SURENDRA PAL SINGH) : (a) Yes, Sir, Government has been the news item appearing in the *Hindustan Times* of April 29, 1971.

(b) Government are not aware of the exact amount spent on the advertisements.

Cancellation of Turkish News-men Tour of India

823. SHRI NIHAR LASKAR :
SHRI P. GANGADEB :
SHRI M. M. JOSEPH :

Will the MINISTER OF EXTERNAL AFFAIRS (VIDESH MANTRI) be pleased to state :

(a) whether the attention of Government has been drawn to the press reports that Turkish news-men who were on visit to India cancelled their tour and left the country on instructions from their Government;

(b) whether while cancelling the tour they stated that the decision was taken as a result of India's support to the freedom fighters of Bangla Desh ; and

(c) if so, the reaction Government there to ?

THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (VIDESH MANTRALAYA MEN UP-

MANTRI) (SHRI SURENDRA PAL SINGH) : (a) A Turkish delegation which visited India in April 1971, returned to Turkey before completing their scheduled programme fully.

(b) According to the visitors they had to curtail the period of their stay in India, due to political developments in their country necessitating their early return to Turkey.

(c) Does not arise.

Central Committee for Assistance to East Bengal Freedom Fighters

824. SHRI BISHWANATH JHUN-JHUNWALA : Will the MINISTER OF EXTERNAL AFFAIRS (VIDESH MANTRI) be pleased to state :

(a) whether A Central Committee has been formed to send assistance to East Bengal freedom fighters ;

(b) if so, the total amount collected by the Committee ; and

(c) the nature of assistance given by the Committee ?

THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (VIDESH MANTRALAYA MEN UP-MANTRI) (SHRI SURENDRA PAL SINGH) : (a) The Hon'ble Member is obviously referring to the Bangla Desh Assistance Committee, which has been formed to render assistance to refugees from East Bengal.

(b) Rs. 36.5 lakhs.

(c) The Committee is coordinating its relief efforts with the activities of other individuals and groups working for the alleviation of distress of refugees from East Bengal and is concentrating on providing medical assistance and clothing to the refugees. The Committee operates 7 ambulance vans and 28 additional vans are being purchased. All expenses on the vans including doctors and nurses etc. are being met by the Committee.

Suggestion to Allow Naga Leader Phizo to Return to India

825. SHRI R. R. SINGH DEO. Will the MINISTER OF EXTERNAL AFFAIRS (VIDESH MANTRI) be pleased to state :

(a) whether the former Union Deputy Minister Shri S. C. Jamir recently suggested to the Government of India that underground Naga Leader Phizo be allowed to return to India ; and

(b) if so, the reaction of Government in this regard in the context of solution of the Naga problem ?

THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (VIDESH MANTRALAYA MEN UP-MANTRI) (SHRI SURENDRA PAL SINGH) : No, Sir.

(b) Government does not favour the suggestion.

Statement made by Pradhan Mantri on stopping of Volunteers from going to East Pakistan for helping Bangla Desh movement

826. SHRI SHYAMNANDAN MISHRA: will the MINISTER OF EXTERNAL AFFAIRS (VIDESH MANTRI) be pleased to state :

(a) whether Pradhan Mantri told in a press interview, published in Rome on April 16, that her Government was stopping volunteers who wanted to go to East Pakistan to help the Bangla Desh movement ; and

(b) if so, the reasons therefor ?

THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (VIDESH MANTRALAYA MEN UP-MANTRI) (SHRI SURENDRA PAL SINGH) : (a) Yes, Sir.

(b) Government would not like to bring grist to the mill of Pakistan's malicious propaganda that India has prompted the freedom movement.

Blast in Explosive Factory, Kirkee

827. SHRI S.M. KRISHNA :
SHRI M. RAM GOPAL REDDY:

Will the MINISTER OF DEFENCE (RAKSHA MANTRI) be pleased to state :

(a) whether Government have seen the Press Reports in the 'Hindustan Times' dated the 5th February, 1971 wherein it has been stated that there was a blast in the Explosive Factory, Kirkee on the 4th February, 1971 ;

(b) if so, the cause of the incident ;

(c) the number of persons injured and killed and the estimated loss of property and ammunition ; and

(d) whether any inquiry has been conducted in the matter and, if so, with what results ?

THE MINISTER OF STATE (DEFENCE PRODUCTION) IN THE MINISTRY OF DEFENCE (RAKSHA MANTRALAYA (RAKSHA UTPADAN) MEN RAJYA MANTRI) (SHRI VIDYA CHARAN SHUKLA) : (a) Yes, Sir.

(b) and (d). A Board of Enquiry was constituted on 5.2.1971. The Board has submitted its report which is under examination.

(c) One person was killed and about 200 persons were injured, out of whom 2 were put on seriously injured list but have since become fit. The loss is estimated to be Rs. 32.19 lakhs.

Patrolling by Anti-Submarine Frigates in Ceylonese Waters

828. SHRI JYOTIRMOY BOSU : Will the MINISTER OF DEFENCE (RAKSHA MANTRI) be pleased to state :

(a) whether India's anti-submarine frigates are now engaged in patrolling the Ceylonese waters ;

(b) if so, the purpose thereof ; and

(c) whether our anti-submarine frigates have been sent to Ceylon on the request of the Government of that country ?

THE MINISTER OF DEFENCE (RAKSHA MANTRI) (SHRI JAGJIVAN RAM) : (a) to (c). At the request of the Government of Ceylon some of our frigates were engaged in patrolling off the coast of Ceylon from 13th April, 1971 to 23rd May, 1971 in order to prevent illegal operation of any sea craft in that coast.

Cases of Food Adulteration

829. SHRI M. RAM GOPAL REDDY : Will the Minister of HEALTH AND FAMILY PLANNING (SWASTHYA AUR PARIWAR NIYOJAN MANTRI) be pleased state :

(a) how many food adulteration cases were detected during 1968, 1969 and 1970 separately ; and

(b) the steps Government propose to take to eliminate this food adulteration menace ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY PLANNING (SWASTHYA AUR PARIVAR NIYOJAN MANTRALYA MEN RAJYA MANTRI) (SHRI D. P. CHATTOPADHYAYA) : (a) The number of food adulteration cases detected during 1968 are 38488. During 1969, 32499 cases have been detected in 21 States/Union Territories. The information for 1969, from the remaining States/Union Territories and for 1970 is being collected and will be placed on the Table of the Sabha.

(b) The provisions of the Prevention of Food Adulteration Act have already been made more stringent and the States asked to ensure proper enforcement of the Act.

A Central Unit has been set up to check the menace of food adulteration alongwith the State Health Authorities concerned. The Unit will be mainly concerned with the functions prescribed in rule 9 of the Prevention of Food Adulteration

Rules in respect of inter-State offences and will help in giving technical guidance to State Governments.

रक्षा सामग्री का उत्पादन करने वाले

कारखाने

830. श्री ओंकार लाल बेरवा :

श्री हुकम चन्द कछवाय :

क्या रक्षा मंत्री यह बताने की कृपा करेंगे कि :

(क) रक्षा सामग्री का उत्पादन करने वाले वर्तमान कारखानों की कुल संख्या कितनी है ;

(ख) उक्त प्रत्येक कारखाने की वार्षिक क्षमता क्या है ;

(ग) रक्षा सामग्री का उत्पादन करने वाले सरकारी क्षेत्र के उपक्रमों की संख्या कितनी है ; और

(घ) सरकारी क्षेत्र के ऐसे उपक्रमों में कार्य करने वाले कर्मचारियों की संख्या कितनी है ?

रक्षा मन्त्रालय (रक्षा उत्पादन) मन्त्रालय में राज्य मन्त्री (श्री विद्या चरण शुक्ल) : (क) रक्षा सामग्री का उत्पादन करने वाले प्राइवेट कारखानों की संख्या 30 है। इनमें रक्षा मन्त्रालय के सीधे नियंत्रण में काम करने वाली हेवी इंड्रियल फैक्टरी, आवाडी तथा एक्सप्लोरेटिव फ्रीज ड्राईड फैक्टरी आगरा भी शामिल हैं।

(ख) इस सूचना को प्रगट करना लोक हित में नहीं होगा।

(ग) रक्षा मन्त्रालय के नियंत्रण में सरकारी क्षेत्र के 8 उपक्रम हैं, जिनके उत्पादन कार्यक्रम में रक्षा सामग्री की उत्पादन व्यवस्था भी शामिल है।

(घ) 70,360।

शास्त्रों के अतिरिक्त पुजों के निर्माण का कार्य गैर-सरकारी क्षेत्र की कम्पनियों को सौंपने का प्रस्ताव

831. श्री ओंकार लाल बेरवा :

श्री हुकम चन्द कछवाय :

क्या रक्षा मन्त्री यह बताने की कृपा करेंगे कि:

(क) क्या शास्त्रों के अतिरिक्त पुजों के निर्माण का कार्य गैर-सरकारी क्षेत्र की कम्पनियों को सौंपने का कोई प्रस्ताव सरकार के विचाराधीन है; और

(ख) यदि हाँ, तो भारत की प्रतिरक्षा पर इसका क्या प्रभाव पड़ेगा ?

रक्षा मंत्रालय (रक्षा उत्पादन) में राज्य मन्त्री (श्री विद्या चरण शुक्ल) : (क) शास्त्रों के लिए अतिरिक्त पुजों के उन मदों के लिए आदेश गैर-सरकारी क्षेत्र को दिए जा रहे हैं जिनके लिए आर्डनेंस कारखानों में उत्पादन-क्षमता उपलब्ध नहीं है या आर्डनेंस कारखानों में उत्पादन रक्षा सेनाओं की मांगों को पूरा करने के लिए काफी नहीं है। देश की रक्षा को आत्मनिर्भर बनाना तथा आयात पर निर्भरता को कम करना कष्ट है।

(ख) गैर-सरकारी क्षेत्र की फर्मों को आदेश केवल अतिरिक्त पुजों तथा उपकरणों के लिए दिए जाते हैं न कि पूरे शास्त्रों के लिए। इसमें किसी प्रकार का खतरा नहीं है। संविदा में फर्मों की गोपनीयता के खंडों में बाध्य करने के लिए भी सावधानी बरती जाती है।

Amendment to Cantonment Act

832. SHRI S. M. BANERJEE : Will the MINISTER OF DEFENCE (RAKSHA MANTRI) be pleased to state :

(a) whether Government intend amending the Cantonment Act;

(b) if so, whether the elected representatives of the various Cantonment Boards will be consulted before any amendment is made; and

(c) whether several representations have been received requesting the Government for immediate amendment of this ante-dated Act ?

THE MINISTER OF DEFENCE (RAKSHA MANTRI) (SHRI JAGJIVAN RAM) : (a) Yes, Sir.

(b) and (c). Various suggestions have been received from associations and individuals, including elected members of the cantonment Boards. Due consideration is being given to them.

Acquisition of Birla House, New Delhi

833. SHRI S. M. BANERJEE : Will the MINISTER OF WORKS AND HOUSING (NIRMAN AUR AWAS MANTRI) be pleased to state :

(a) whether the Birla House in new Delhi has been acquired by Government;

(b) if not, the reasons for the delay;

(c) whether any compensation has been assured to the owners; and

(d) if so, the amount of compensation?

THE MINISTER OF STATE IN THE MINISTRY OF WORKS AND HOUSING (NIRMAN AUR AWAS MANTRALAYA MEN RAJYA MANTRI) (SHRI I. K. GUJRAL) : (a) and (b). Birla house in new Delhi has not yet been acquired by the Government. Pursuant to the decision for acquiring the Birla House for setting up a memorial to Gandhiji. Proceedings for acquisition under the Land Acquisition Act are being taken by the Delhi Administration. A Notification under section 4 of the Land Acquisition Act was issued on 19th October, 1970 and a further Notification under section 6 of the Act was also issued on November 30, 1970. On declaration of the award by the Land Acquisition Collector, the Birla house will be acquired by the Government.

(c) and (d). The question of compensation for the property acquired will be considered after the award is given by the Land Acquisition Collector. The Delhi Administration has been requested to complete the proceeding early so that there is no undue delay in Government taking possession of the Birla House.

Japanese request for Reactivation of International Control Commission

834. SHRI SHYAMNANDAN MISHRA: Will the MINISTER OF EXTERNAL AFFAIRS (VIDESH MANTRI) be pleased to state :

(a) whether Japan has urged reactivation of the International Control Commission in its Indo-China peace-keeping role and has offered financial support to the three-nation group;

(b) if so, whether Government have considered the Japanese proposal as a Member of I. C. C. ; and

(c) if so, the salient features thereof ?

THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (VIDESH MANTRALAYA MEN UP-MANTRI) (SHRI SURENDRA PAL SINGH) : (a) to (c). Government of India have a constant dialogue with the Japanese Government on the question of Indo-China and the activities of the ICC's. Japan has suggested to several of the Geneva Conference Powers that it would be willing to make available certain financial and other assistance for the commissions' activities. It has not so far suggested that it should become a member. Any decision in this matter would have to be made by the Geneva Powers and the concerned parties.

Chinese Support to Pakistan

835. SHRI SHYAMNANDAN MISHRA : Will the MINISTER OF EXTERNAL AFFAIRS (VIDESH MANTRI) be pleased to state :

(a) whether Government's attention has been drawn to the fact that Chairman Mao Tse-tung has sent a personal assurance of support to the President of Pakistan in the

present crisis ; including all assistance to expand the Pakistan army and replenish it with upto-date weapons; and

(b) if so, whether Government have examined implications of it in terms of country's defence ?

THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (VIDESH MANTRALAYA MEN UP-MANTRI) (SHRI SURENDRA PAL SINGH) : (a) Government have no knowledge of chairman Mao Tse-tung having sent a personal message to the President of Pakistan.

(b) Does not arise.

Russian and Chinese Interests in Indian Ocean

836. SHRI P. GANGADEB :
SHRI S. M. KRISHNA :

Will the MINISTER OF EXTERNAL AFFAIRS (VIDESH MANTRI) be pleased to state :

(a) whether the attention of Government has been drawn to the article written in the *Times of India* of the 7th April, 1971 under the heading 'Russian ambitions in Indian Ocean, experts discount fears' in which the three scholars have exploded the theory that the Soviet Union and China are quietly muscying in into the Indian Ocean;

(b) if so, whether Government have examined the reasons and arguments given by these scholars; and

(c) the reaction of Government thereupon?

THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (VIDESH MANTRALAYA MEN UP-MANTRI) (SHRI SURENDRA PAL SINGH) : (a) Yes, Sir.

(b) and (c). Government has had the subject under review for a long period of time, and all the relevant considerations have been taken into account in the formulation of Government's policy regarding the Indian Ocean. Government's policy has

been stated in the House on various occasions,

Ceiling on Urban Property

837. SHRI P. GANGADEB :
SHRI S. M. KRISHNA :
SHRI SHYAMNANDAN MISHRA :

Will the MINISTER OF WORKS AND HOUSING (NIRMAN AUR AWAS MANTRI) be pleased to state :

(a) whether Government have not received favourable response from the States in regard to the ceiling on urban property;

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

(c) whether Government are considering to evolve a new common formula acceptable to all the States; and

(d) if so, the features thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF WORKS AND HOUSING (NIRMAN AUR AWAS MANTRALAYA MEN RAJYA MANTRI) (SHRI I. K. GUJRAL) : (a) The State Governments and the Union Territories were addressed seeking their views/concurrence to the draft bill relating to the imposition of a ceiling on urban property, on the 25th July, 1970, the replies so far received show that the matter is under the active consideration of the State Governments.

(b) to (d) . Do not arise.

Setting up of an Experts Committee on Population

838. SHRI P. GANGADEB :
SHRI NIHAR LASKAR :

Will the MINISTER OF HEALTH AND FAMILY PLANNING (SWASTHYA AUR PARIWAR NIYOJAN MANTRI) be pleased to state :

(a) whether Central Government has been considering to appoint a committee of experts to find out how the country managed to keep the population down to 547 millions

against the official estimate of 561 millions; and

(b) if so, what will be the other terms of the committee ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY PLANNING (SWASTHYA AUR PARIWAR NIYOJAN MANTRALAYA MEN RAJYA MANTRI) (SHRI D. P. CHATTOPADHYAYA) : (a) and (b). The matter is under consideration.

Visit by Russian Delegation to India

839. SHRI R. R. SINGH DEO : Will the MINISTER OF EXTERNAL AFFAIRS (VIDESH MANTRI) be pleased to state :

(a) the total number, including the number of personnel of various Delegations from Russia, which visited India during the last one year; and

(b) the purpose of visit of the various Russian Delegations ?

THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (VIDESH MANTRALAYA MEN UP-MANTRI) (SHRI SURENDRA PAL SINGH) : (a) and (b). Information is being collected and will be laid on the Table of the House.

Eye Disease Epidemic in Bombay

841. SHRI DASARATHA DEB :
SHRI B. K. DASCHOWDHURY :
SHRI S. A. MURUGANANTHAM :

Will the MINISTER OF HEALTH AND FAMILY PLANNING (SWASTHYA AUR PARIWAR NIYOJAN MANTRI) be pleased to state :

(a) whether the attention of Government has been drawn to the fact that epidemic form of eye disease in Bombay had affected more than 30,00,000 people so far and is spreading continuously ;

(b) the reasons for this epidemic ; and

(c) the steps taken by Government to prevent and control this epidemic disease ?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY PLANNING (SWASTHYA AUR PARIWAR NIYOJAN MANTRALAYA MEN UP-MANTRI) (SHRI A. K. KISKU) : (a) The Maharashtra Government have intimated that 5 lakh persons were treated by Municipal and Government hospitals/dispensaries and Mobile centres.

The epidemic has since passed off.

(b) From the epidemiological pattern, the eye disease appeared to have been due to an air borne virus. The Virus Research Institute, Poona and the Haffkins Institute, Bombay are at present engaged in finding out any pathogenic virus as a cause of the disease.

(c) Steps taken to prevent and control the disease included :

- (i) making arrangements to treat the patients at State Government and Municipal hospitals, dispensaries and mobile hospitals ;
- (ii) supply of free medicines to private medical practitioners for treating the patients free of charge ;
- (iii) closing of swimming pools ; and
- (iv) advising (a) the public through radio, press and other audio-visual means to take precautionary measures such as avoiding contact with persons suffering from eye diseases and (b) the patients to avoid spreading infection, etc. by keeping themselves aloof from others.

Deportation of Bengali Diplomats of Pakistan High Commission in New Delhi To Islamabad

842. SHRI BISHWANATH JHUNJHUNWALA : Will the MINISTER OF

EXTERNAL AFFAIRS (VIDESH MANTRI) be pleased to state :

(a) whether in violation of order issued by the Government of India on April 26, 1971, the Pakistan High Commission in New Delhi is sending back the diplomatic personnel hailing from Bangla Desh to Islamabad ;

(b) if so, the number of such violations that have come to Government's notice ; and

(c) what steps are being taken to ensure stoppage of such practices in future ?

THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (VIDESH MANTRALAYA MEN UP-MANTRI) (SHRI SURENDRA PAL SINGH) : (a) No, Sir.

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

Price of Sulpha Drugs in Calcutta

843. SHRI JYOTIRMOY BOSU : Will the MINISTER OF PETROLEUM AND CHEMICALS (PETROLEUM AUR RASAYAN MANTRI) be pleased to state :

(a) the retail and whole-sale prices of each of the sulpha drugs in Calcutta from April 1970 to April 1971 monthwise ; and

(b) the impact of the Drugs (Prices Control) Order, 1970 on these drugs ?

THE MINISTER OF PETROLEUM AND CHEMICALS (PETROLEUM AUR RASAYAN MANTRI) (SHRI P. C. SETHI) : (a) There are a number of firms manufacturing sulpha drugs in the country and their retail prices during April 1970—April 1971 are available in the price lists published. As regards the wholesale prices, the Ministry has no information since they vary from firm to firm depending upon the commission allowed by a manufacturer to the trade. The Drugs (Price Control) Order, 1970 prescribes only minimum rates of commission to the trade.

(b) Besides bringing down to reasonable levels prices of drugs that were unduly high

it has also been the objective of the Drugs (Prices Control) Order, 1970, to rationalise drug prices. As a consequence while the prices of sulphadiazine drugs have come down in some cases they have also gone up in others on account of increased cost of raw materials primarily due to import substitution.

Housing Facilities in the Capital for Homeless Persons

844. SHRI JYOTIRMOY BOSU :
SHRI RAMAVATAR SHASTRI :

Will the MINISTER OF WORKS AND HOUSING (NIRMAN AUR AWAS MANTRI) be pleased to state :

(a) whether during the last three years, the number of homeless persons in Delhi increased 300 percent viz., from 6,586 to 20,997 ;

(b) whether at least three graduates, two in Science and one in Arts, are among the many who, at the moment, live on pavements of the nation's capital ;

(c) the number of homeless persons in the capitals of each State during the last three years and as per latest census ; and

(d) the steps, if any, being taken to tackle the problem of acute and growing shortage in housing facilities ?

THE MINISTER OF STATE IN THE MINISTRY OF WORKS AND HOUSING (NIRMAN AUR AWAS MANTRALAYA MEN RAJYA MANTRI) (SHRI I. K. GUJRAL) : (a) It is estimated that number of homeless persons in Delhi increased from 6,586 in 1961 to about 20,997 in 1971 census. This represents an increase of about 219%.

(b) Yes, Sir, this fact was revealed during the 1971 census in Delhi.

(c) The information is not readily available as the processing of data collected during the 1971 Census will take quite some time.

(d) The Working Group on Housing for the 4th Five Year Plan had estimated at

the beginning of the Plan, the shortage of urban housing in the country to be about 119 lakh units. Even at a modest cost of Rs. 10,000 per house, the investment required to wipe out the housing shortage of this extent would be of the order of Rs. 12,000 crores.

The Fourth Five Year Plan includes a provision of Rs. 241.87 crores under Housing and Urban Development. Out of this approximately Rs. 193 crores is for housing schemes in the States and Union Territories. Recently a Housing and Urban Development Finance Corporation has also been established as a Government company with an authorised capital of Rs. 10 crores to be provided by the Government out of which a sum of Rs. 2 crores was provided during 1970-71 and another sum of Rs. 2 crores is proposed to be provided during 1971-72. The Corporation is expected to build up a revolving fund of Rs. 200 crores over the next few years for financing projects of housing and urban development.

Keeping in view the limited resources available for housing during the 4th Plan period, it will take quite some time before any appreciable improvement in housing conditions in the country could be expected.

Separation Allowance for Air Force Personnel

845. SHRI JYOTIRMOY BOSU : Will the MINISTER OF DEFENCE (RAKSHA MANTRI) be pleased to state :

(a) whether Air Force officers while serving in field where families are not allowed, are paid Separation Allowance every month ;

(b) if so, whether similar facilities are available for other ranks also ; and

(c) if not, the reasons therefor ?

THE MINISTER OF DEFENCE (RAKSHA MANTRI) (SHRI JAGJIWAN RAM) : (a) Yes, Sir. Married officers are entitled to separation allowance.

(b) No, Sir.

(c) Pay of other ranks was fixed having regard to the fact that for the greater part of their service separation from the family would be normal. In view of this, no separation allowance has been granted to them. Separation from families is not a regular feature for all the Service Officers and as such separation factor was not taken into account while laying down their pay scales. The other factor is that the ORs, while serving in concessional areas, get a special compensatory allowance in addition to their normal pay and allowances and other concessions. Service Officers are not eligible for this special compensatory allowance.

भारत में उत्तर कोरिया के वाणिज्य दूतावास की अर्वाञ्छनीय गतिविधियाँ

846. श्री हुकम चन्द कछवाय : क्या विदेश मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या नई दिल्ली स्थित उत्तर कोरिया के वाणिज्य दूतावास ने मार्च तथा अप्रैल, 1971 के दौरान अपने सांस्कृतिक कार्यक्रम के भाग के रूप में छापामार युद्ध सम्बन्धी चलचित्रों का प्रदर्शन किया था ;

(ख) क्या उक्त वाणिज्य-दूतावास ने गत वर्ष तथा इस वर्ष राजनैतिक प्रचार पर अपने सीमित संसाधनों से कहीं अधिक धन भी खर्च किया है ;

(ग) क्या सरकार इन गतिविधियों को अर्वाञ्छनीय तथा आपत्तिजनक समझती है ; और

(घ) इस बारे में सरकार द्वारा क्या कार्यवाही की गई है ?

विदेश मन्त्रालय में उप-मन्त्री (श्री सुरेन्द्र-पाल सिंह) : (क) से (घ). कोरियाई लोक शस्त्रागार के प्रधान कौंसल ने फरवरी तथा मार्च 1971 में कुछ रूपक चित्र प्रदर्शित किये जिनमें अन्य बातों के साथ-साथ भ्रमरीकी सेना के

विरुद्ध उत्तरी कोरिया द्वारा गोरिल्ला युद्ध के दृश्य दिखाये गए थे। प्रधान कौंसल ने कुछ विज्ञापन भी दिये जिनमें उनके राज्याध्यक्ष, मार्शल किम द्वितीय सुंग के वक्तव्य और लेखों को पुनर्प्रस्तुत किया गया था। सरकार यह नहीं कह सकती है कि यह खर्च प्रधान कौंसल के साधनों से अधिक था।

सरकार ने यह अनुभव किया कि उक्त प्रधान कौंसल की कुछ गतिविधियाँ सामान्य पद्धति के अनुसार नहीं थीं और उन्हें यह बात बता भी दी थी।

उन्होंने हमें आश्वासन दिया है कि उनका भारत के अन्दरूनी मामलों में हस्तक्षेप करने का इरादा नहीं है और वे ऐसे मामलों में निर्धारित राजनयिक परम्परा से आबद्ध रहेंगे।

संसद सदस्यों के बंगलों और फ्लैटों के संचारण पर किया गया व्यय

847. श्री हुकम चन्द कछवाय : क्या निर्माण और आवास मंत्री यह बताने की कृपा करेंगे कि :

(क) वित्तीय वर्ष 1968-69, 1969-70 और 1970-71 के अन्तर्गत संसद सदस्यों को दिये गये बंगलों और फ्लैटों के संचारण पर सरकार को कितना व्यय करना पड़ा ;

(ख) संसद सदस्यों को उक्त समयावधि में आवास स्थानों के भावटन और आवास सम्बन्धी अन्य सुविधाएँ उपलब्ध करवाने के बदले सरकार को किराये के रूप में कितनी धनराशि प्राप्त हुई ; और

(ग) इस शीर्ष के अन्तर्गत कितना व्यय किया जायेगा तथा 1971-72 के दौरान प्राप्त होने वाले सम्भावित किराये की धनराशि कितनी है ?

निर्माण और आवास मंत्रालय में राज्य मंत्री (श्री आई० के० गुजराल) : (क) संसद सदस्यों को आवंटित बंगलों तथा फ्लैटों के अनुरक्षण कार्य में 1968-69 1969-70 तथा 1970-71 के वित्तीय वर्षों में क्रमशः 12,75,903,15,80,472 तथा 17,71,635 रुपये व्यय हुए।

(ख) 1968-69, 1969-70 तथा 1970-71 के वर्षों में सरकारी वसूली से प्राप्त हुई लाइसेंस फीस की राशि 10.44 लाख रुपये, 11.28 लाख रुपये तथा 11.74 लाख रुपये थी।

(ग) 1971-72 के दौरान खर्च किए जाने वाली अनुमानित राशि 19,41,409 रुपये है तथा वर्ष के दौरान प्राप्त होने वाली "लाइसेंस फीस" की प्रत्याशित राशि 12.50 लाख रुपये है।

कश्मीर में भारतीय सेना के एक मेजर की हत्या

848. श्री हुकम चन्द कछवाय : क्या रक्षा मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या मई, 1971 के पहले पखवाड़े में कुछ अज्ञात व्यक्तियों ने कश्मीर में भारतीय सेना के एक मेजर की हत्या कर दी और उसका शव डल भील से बरामद किया गया था ;

(ख) क्या सरकार ने उक्त हत्या की उच्चस्तरीय जांच कराई है ; और

(ग) यदि हाँ, तो उसके क्या परिणाम निकले हैं और मृत व्यक्ति के परिवार को क्या सहायता दी गई है ?

रक्षा मंत्री (श्री जगजीवन राम) : (क) भारतीय सेना के एक मेजर का शव 4 मई,

1971 को डल भील में पाया गया। मृत्यु का कारण अभी निश्चित रूप से मालूम नहीं हो सका है।

(ख) और (ग). कोर्ट आफ इन्क्वायरी द्वारा जांच चल रही है। अभी औफिसर्स वेनीवोलेंट फंड से मृत ओफिसर की विधवा पत्नी को 1,500,00 रुपये का प्राथमिक अनुदान 7 मई 1971 को दिया गया। उन्हें 4,500,00 रुपये सहायता के रूप में अगले 18 महीनों की अवधि में और भी दिए जायेंगे। इसके सिवाय विधवा पत्नी को पारिवारिक पेंशन देने का प्रश्न विचाराधीन है।

Unauthorised Jhuggis and Jhompris in New Delhi

850. SHRI PROBODH CHANDRA : Will the MINISTER OF WORKS AND HOUSING (NIRMAN AUR AWAS MANTRI) be pleased to state :

(a) whether Government are aware of the fact that during the last few months, hundreds of unauthorised Jhuggis and Jhompris have come up in important localities of New Delhi, and some of the Jhuggis are built on private plots of land also ; and

(b) the steps Government propose to take to solve this problem ?

THE MINISTER OF STATE IN THE MINISTRY OF WORKS AND HOUSING (NIRMAN AUR AWAS MANTRALAYA MEN RAJYA MANTRI) (SHRI I. K. GUJRAL) : (a) Yes, Sir. A number of Jhuggis have come up on public lands during the last few months. Government have no information about squatting on private lands.

(b) Government are examining how best this problem can be solved.

Acute Water Problem in Big Cities

851. SHRI S. R. DAMANI : Will the MINISTER OF HEALTH AND FAMILY

PLANNING (SWASTHYA AUR PARIWAR NIYOJAN MANTRI) be pleased to state :

(a) whether Government are aware that that in all the big cities and towns, water problem has become acute due to doubling or trebling of their population during the last decade ;

(b) whether any proposals or schemes have been received from the State Governments ;

(c) the names of the States, and the amounts required by them ; and

(d) the decisions taken on them ?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY PLANNING (SWASTHYA AUR PARIWAR NIYOJAN MANTRALAYA MEN UP-MANTRI) (SHRI A. K. KISKU) : (a) Yes The problem of water supply has generally been accentuated in most of the big cities due to increase in population.

(b) to (d). The responsibility for drawing up the water supply schemes, allocation of funds and implementation thereof rests solely with the State Governments. The State Governments are being given Central assistance on block loan and block grant basis for all development schemes including urban water supply schemes without reference to any particular scheme. During the Fourth Plan, an allocation of Rs. 277 crores has been made under urban water supply and sanitation sector under the National Water Supply and Sanitation Programme. However, schemes of certain specified categories are required to be approved by the Government of India which is given after examining the technical and other aspects.

Assistance to Private Medical Colleges

852. SHRI S. R. DAMANI : Will the Minister of HEALTH AND FAMILY PLANNING (SWASTHYA AUR PARIWAR NIYOJAN MANTRI) be pleased to state :

(a) whether Government have formulated any policy and earmarked funds for

giving assistance to private Medical Colleges ; and

(b) if so, the criteria for giving assistance either by way of grants or loans ?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY PLANNING (SWASTHYA AUR PARIWAR NIYOJAN MANTRALAYA MEN UP-MANTRI) (SHRI A.K. KISU) : (a) There is a scheme in the Fourth Five Year Plan, with a total Plan allocation of Rs. 50.00 lakhs for the grant of assistance to private Medical Colleges in the country.

(b) Rules for the grant of financial assistance to Private Medical Colleges are being finalised.

Family Planning Scheme in Kollar District, Mysore

853. SHRI G.Y. KRISHNAN : Will the MINISTER OF HEALTH AND FAMILY PLANNING (SWASTHYA AUR PARIWAR NIYOJAN MANTRI) be pleased to state :

(a) whether the performance of the Family Planning Scheme has been very poor in the Kollar District of Mysore ; and

(b) whether Government were in a position to use song and drama programmes and other mass communication media to greater effect to induce in the rural population to take to Family Planning ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY PLANNING (SWASTHYA AUR PARIWAR NIYOJAN MANTRALAYA MEN RAJYA MANTRI) (SHRI D.P. CHATTOPADHYAYA) : (a) A statement of progress of Sterilisation and I. U. C. D. during the past 4 years is laid on the Table of the House. [Placed in Library. See No. LT-1260/71].

(b) The Government of India is already utilising the traditional media of song and drama for promoting the family planning programme, specially in the rural areas.

Six Song and Drama Units in the regions and one Unit at the Headquarters of the

Song and Drama Division of the Ministry of Information and Broadcasting organise programmes on Family Planning through the local parties registered with Song and Drama Division. Four Programme troupes are working directly under the Song and Drama Division which also arrange various kinds of performances.

Funds have also been allocated to the State Government for sponsoring local troupes for promoting the programme.

Supply of Drinking Water to Coalfield Areas in Raniganj, West Bengal

854. SHRI MUHAMMAD ISMAIL : Will the Minister of HEALTH AND FAMILY PLANNING (SWASTHYA AUR PARIWAR NIYOJAN MANTRI) be pleased to state :

(a) whether Government have agreed to finance the entire cost for implementing the scheme for the supply of drinking water to the coalfield areas in Raniganj, West Bengal ;

(b) if so, the approximate of cost ; and

(c) the time by which it will be undertaken ?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY PLANNING (SWASTHYA AUR PARIWAR NIYOJAN MANTRALAYA MEN UP-MANTRI) (SHRI A. K. KISKU) : (a) and (b). The Raniganj Coalfield Area Water Supply Scheme was prepared by the Government of West Bengal in three parts. The total cost of the entire Scheme is estimated at Rs. 7.70 crores. The Government of India approved the First and Second Parts of the Scheme in March, 1966 estimated to cost Rs. 3.5 and Rs. 3.28 crores respectively. The financing pattern of the First Part has been decided as under :—

(i) Loan to be given by the Government of India as cost of the Urban

Component. Rs. 0.56 crores

(ii) Contribution from the Coalmen Labour Welfare Organisation. Rs. 1.00 crores

(iii) Subsidy from the Govt. of India for the rural component. Rs. 0.99 crores

(iv) State Government's share. Rs. 0.99 crores

Total : Rs. 3.54 crores

(c) The First Part of the Scheme has already been in execution for the last four years and is reported to be rearing completion.

राजस्थान में पेट्रोलियम की खोज

855. श्री पन्नालाल बाहूपाल : क्या पेट्रोलियम और रसायन मंत्री यह बताने की कृपा करेंगे कि : (क) राजस्थान के विभिन्न क्षेत्रों में, विशेषकर जैसलमेर जिले में, गत कुछ वर्षों से की जा रही पेट्रोलियम की खोज के सम्बन्ध में कितनी प्रगति हुई है ; और

(ख) वर्ष 1968 से 1970 तक उपयुक्त खोज करवाने में लगे उन के विभाग में कुल कितना व्यय हुआ है और उसके क्या परिणाम निकले हैं ?

पेट्रोलियम और रसायन मंत्री (श्री पी. सी. सेठी) : (क) भूगर्भविज्ञान विभाग की सामान्य विचारों के आधार पर, राजस्थान में तेल/गैस की संभावनाएं जैसलमेर जिले के उत्तर-पश्चिमी भाग, जालौर जिले के संचोर क्षेत्र और बीकानेर जिले के सीमांत क्षेत्र तक सीमित प्रतीत होती हैं। इन क्षेत्रों में सर्वेक्षण किये गये हैं और अब भी सर्वेक्षण कार्य जारी है।

खारीतर, बाखरी टिब्बा, विवकारन ने तथा शमारबाली तालाई संरचनाओं में 6 कुएं खोदे गये। मनेहूरा टिब्बा, संरचना में 6 घोर कुएं खोदे गये थे। बीकानेर जिले में पूगल नामक स्थान पर एक संरचनात्मक कुआँ खोदा गया था। इन कुओं में किसी व्यापारिक महत्व के तेल अथवा प्राकृतिक गैस की विद्यमानता का कोई संकेत नहीं मिला है।

(ख) गत तीन वर्षों में जेसलमेर जिले के उत्तर-पश्चिमी भाग में तेल तथा प्राकृतिक गैस आयोग द्वारा किया गया कुल व्यय निम्न प्रकार है :—

वर्ष	लाख रुपयों में
1968-69	24.67
1969-70	31.24
1970-71	23.74 (मूल्य- हास एवं मुक्या- लय के ऊपरी व्यय सम्मिलित नहीं हैं)

उपरोक्त गत तीन वर्षों में 1157 लाइन किलोमीटर भूकम्पीय सर्वेक्षण किये गए थे और 4677 स्थानों पर गुरुत्व एवं चुम्बकी माप किये गये थे। इस अवधि में, बाखरी टिब्बा संरचना में एक कुआँ खोदा गया था जो शुष्क पाया गया और मनेहूरा टिब्बा संरचना पर 5 कुएं खोदे गये थे जिनमें से दो गैस युक्त पाये गये और तीन शुष्क पाये गये।

Visit of General Westmoreland

856. SHRI B. N. REDDY : Will the MINISTER OF EXTERNAL AFFAIRS (VIDESH MANTRI) be pleased to state :

(a) the reasons for receiving General Westmoreland as a State Guest in February, 1971 ; and

(b) whether the invitation extended to General Westmoreland by the Indian Chief of the Army Staff goes against Government's policy of condemning war crimes in Vietnam ?

THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (VIDESH MANTRALAYA MEN UP-MANTRI) (SHRI SURENDRA PAL SINGH) : (a) This is a case of normal return of hospitality as the Chief of the Army Staff had visited USA in April, 1970, at the invitation of General Westmoreland, Chief of Staff of the US Army.

(b) Does not arise.

Service Conditions of Teachers and Employees of Sainik Schools

857. SHRI RAMAVATAR SHASTRI : Will the MINISTER OF DEFENCE (RAKSHA MANTRI) be pleased to state :

(a) whether Government have laid down service conditions for teachers and employees working in the Sainik Schools ;

(b) if so, the details thereof ;

(c) whether Government propose to make some necessary changes in the service conditions ; and

(d) if so, when ?

THE MINISTER OF DEFENCE (RAKSHA MANTRI) (SHRI JAGJIWAN RAM) : (a) No, Sir. The service conditions for teachers and employees in Sainik Schools are laid down by the Sainik Schools Society.

(b) A statement is laid on the Table of the House. [Placed in Library. See No. LT-261/71]

(c) and (d). Service conditions of Sainik School employees are reviewed by the Society from time to time and changes are made as and when necessary.

सरकारी आवासों में रह रहे झूतपूर्व संसद सदस्य

858. श्री रामावतार शास्त्री :
श्री कमल मिश्र मधुकर :

क्या निर्माण और आवास मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार ने गत चुनावों में पराजित चौथी लोक-सभा के संसद सदस्यों को 31 मार्च, 1971 तक सरकारी आवास में रहने की अनुमति दी थी;

(ख) यदि हां, तो क्या उनमें से कुछ संसद सदस्यों ने अभी तक अपने प्लेटों को खाली नहीं किया है ;

(ग) उन सदस्यों सम्बन्धी ब्योरा क्या है और वे किन पार्टियों से सम्बद्ध हैं ;

(घ) इन व्यक्तियों से किस दर पर किराया वसूल किया जाता है ; और

(ङ) उन्हें अभी भी सरकारी फ्लेटों में रहने देने का क्या कारण है ?

निर्माण और आवास मंत्रालय में राज्य मंत्री (श्री आई० के० गुजराल) : (क) जी, हां ।

(ख) जी, हां ।

(ग) चतुर्थ लोक-सभा के उन सदस्यों का जिन्होंने उप-गृहों सहित अपने निवास-स्थानों को खाली नहीं किया है, का ब्योरा उनकी सम्बद्ध पार्टी सहित विवरण 'क' में दिया गया है । जो सभा पटल पर रख दिया गया है । [प्रन्थालय रक्ष में दिया गया । देखिये संख्या LT-262 71] जिन 44 सदस्यों ने अपने मुख्य निवास स्थान खाली कर दिए हैं किन्तु इससे संलग्न सर्वेक्ट क्वाटर् तथा मोटर गैराजों

जैसे एककों को खाली नहीं किया है, का विवरण 'ख' में दिया है । जो सभा पटल पर रख दिया गया है । [प्रन्थालय में रखा गया । देखिये संख्या LT-262/71]

(घ) 31 मार्च, 1971 के बाद अधिक देर रहने के सभी मामलों में, किराये की मार्केट दरों पर क्षतिपूर्ति देय है । श्री ए. एन. मुल्ला (यू. आई. पी. जी.) तथा कुशक बकुला (कांग्रेस-एन.) को 31 मई, 1971 तथा 6 जून, 1971 तक, क्रमशः किराये की मार्केट दर पर भ्रदायगी पर तथा मूल नियम 45-ए के अन्तर्गत, परन्तु बिना 25 प्रतिशत छूट के, किराये पर निवास-स्थानों को रखने की अनुमति दी गई है ।

(ङ) केरल इन्क्वारी कमीशन के सचिव के निवेदन पर, श्री ए. एन. मुल्ला को वास को 31 मई, 1971 तक मार्केट दर पर किराये पर रखने की अनुमति दी गई है । श्री मुल्ला उक्त कमीशन के अध्यक्ष हैं ।

श्री कुशल बकुला (कांग्रेस-एन.) के मामले में, लद्दाख संसदीय निर्वाचन क्षेत्र में, जहां से वह चुनाव लड़ रहे हैं, देर से चुनाव होने के कारण, उन्हें उनके निवास स्थान को, मूल नियम 45-ए के अधीन परन्तु बिना 25 प्रतिशत की छूट के "लाइसेन्स फीस" की भ्रदायगी पर 6 जून, 1971 तक रखने की अनुमति दी गई है ।

31 मार्च, 1971 के बाद अन्य किसी भी सदस्य को वास को रखने की आज्ञा नहीं दी गई है तथा उनसे वास को तुरन्त खाली करने को कहा गया है ।

दिल्ली में अनधिकृत बस्तियाँ

859. श्री अटल बिहारी वाजपेयी : क्या निर्माण और आवास मंत्री यह बताने की कृपा करेंगे कि :

(क) दिल्ली की किन-किन अनधिकृत बस्तियों को अभी भी मंजूरी दी जानी है ; और

(ख) उन्हें कब तक मंजूरी दे दिये जाने की सम्भावना है ?

निर्माण और आवास मंत्रालय में राज्य मंत्री (श्री आई. के. गुजराल) : (क) (1) शकूर बस्ती में सन्त नगर ; (2) खुरेजी खास में अर्जुन नगर ; (3) पटपड़ गंज रोड पर शास्त्री नगर ; (4) लक्ष्मी मार्किट वेस्ट ; (5) खुरेजी खास में अनारकली साऊथ ; (6) खुरेजी खास में चन्द्रू पार्क ; (7) खुरेजी खास में न्यू गोविन्द पुरा ; (8) खुरेजी खास में शाम नगर ; (9) चौहान बांगर जफ़्फ़राबाद ।

(ख) भाग (क) में उल्लिखित अनधिकृत कालोनियों के नियमितीकरण के प्लान लगभग छः मास की अवधि में अनुमोदित हो जाने की आशा है ।

Decline in IUCD Cases

860. SHRI B.K. DASCHOWDHURY : Will the MINISTER OF HEALTH AND FAMILY PLANNING (SWASTHYA AUR PARIWAR NIYOJAN MANTRI) be pleased to state :

(a) whether there is progressive decline in the insertion of IUCD cases ; and

(b) the remedial steps Government propose to take to make the device popular ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY PLANNING (SWASTHYA AUR PARIWAR NIYOJAN MANTRALAYA MEN

RAJYA MANTRI) (SHRI D. P. CHATTO-PADHYAYA) : (a) There was a decline in the number of IUCD acceptors from 1966-67 to 1969-70. The trend of decline has been arrested during 1970-71 as indicated by the following figures :—

1970-71 (upto February)	4,07,741
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1969-70 (corresponding period)	3,98,978
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(b) The following steps have been taken to popularise IUCD :—

(1) Training of personnel assigned to IUCD work has been improved standardised.

(2) Acceptors are given all necessary information in advance ; also, a medical check-up for proper selection of cases is insisted on.

(3) Follow-up services and expeditious attention to post-insertion cases are provided.

(4) Meetings of Gynaecologists, programme planners and executors at State level were held to exchange views and to take corrective measures.

(5) There is continuing research on new devices, drugs for the control of complications and field research for evaluation of the programme.

Construction of Road connecting Jhilmil Tahirpur Colony with Jamuna Bridge, Delhi

861. SHRI B. K. DASCHOWDHURY : Will the MINISTER OF WORKS AND HOUSING (NIRMAN AUR AWAS MANTRI) be pleased to state :

(a) whether any road would be constructed to connect the Delhi Development Authority Residential Colony of Jhilmil Tahirpur across the Jamuna with the bridge over Jamuna at Indraprastha Estate ;

(b) If so, the approximate length of the road from Jhilmil Tahirpur colony to the bridge ; and

(c) when the road is likely to be completed ?

THE MINISTER OF STATE IN THE MINISTRY OF WORKS AND HOUSING (NIRMAN AUR AWAS MANTRALAYA MEN RAJYA MANTRI) (SHRI I. K. GUJRAL) : (a) Yes, Sir.

(b) 7.3 k.m. approximately.

(c) Work from the Bridge to the Marginal Bund is completed. Work in the remaining portions where land had been made available is in progress. Some portions of the land in the alignment of the road are yet to be acquired and as such no definite date of completion can be stated at this stage.

Allotment of Type IV Quarters in Delhi

862. SHRI B.K. DAS CHOWDHURY: Will the MINISTER OF WORKS AND HOUSING (NIRMAN AUR AWAS MANTRI) be pleased to state :

(a) whether Government called for fresh applications in 1970 from Central Government employees in Delhi for allotment of various types of quarters to them ;

(b) the number of applications received for allotment of type IV quarters upto priority date of 31st December, 1948 ; and

(c) the number of type IV quarters that would be available for allotment by the end of the years 1971-72 and 1972-73 ?

THE MINISTER OF STATE IN THE MINISTRY OF WORKS AND HOUSING (NIRMAN AUR AWAS MANTRALAYA MEN RAJYA MANTRI) (SHRI I. K. GUJRAL) : (a) Yes, Sir.

(b) 2,463 applications upto priority date of 31st December, 1948 were received from Government employees working in eligible offices and entitled to type IV accommodation.

(c) Out of 1,028 type IV quarters under construction in the general pool in Delhi, 256 quarters have already been completed and allotted to the eligible employees, 456 more quarters are expected to be completed during the year 1971-72 and the remaining 316 quarters are likely to become available during the year 1972-73.

Mithapur Fertilizer Project

863. SHRI P. K. DEO : Will the MINISTER OF PETROLEUM AND CHEMICALS (PETROLEUM AUR RASAYAN MANTRI) be pleased to state :

(a) whether Government have taken any final decision on the Mithapur Fertilizer Project ; and

(b) if so, the salient features thereof ?

THE MINISTER OF PETROLEUM AND CHEMICALS (PETROLEUM AUR RASAYAN MANTRI) (SHRI P. C. SETHI) : (a) One of the conditions in the letter of intent issued to M/s. Tata Chemicals was that the company should obtain clearance under the MRTP Act. Government have now cleared the project under the MRTP Act. Final decision on the project will be taken after the company submits details as required in the letter of intent.

(b) In view of (a) above, the question does not arise.

Helicopters for Indian Navy

864. SHRI P.K. DEO : Will the MINISTER OF DEFENCE (RAKSHA MANTRI) be pleased to state :

(a) whether Government have decided to acquire helicopters for the Indian Navy ; and

(b) if so, the financial implications thereof ?

THE MINISTER OF DEFENCE (RAKSHA MANTRI) (SHRI JAGJIWAN RAM) : (a) Yes, Sir.

(b) It would not be in the public interest to disclose the information.

Unemployed Emergency Commissioned Officers

865. SHRI P.K. DEO : Will the MINISTER OF DEFENCE (RAKSHA MANTRI) be pleased to state :

(a) the number of released Emergency Commissioned Officers who are without employment since more than nine months of their release ;

(b) how many of them are Graduates and Post-Graduates ; and

(c) how many of them were Graduates or Post-Graduates and at the same time less than 24 years of age at the time of joining the army ?

THE MINISTER OF DEFENCE (RAKSHA MANTRI (SHRI JAGJIVAN RAM) : (a) 1688.

(b) 126 are Post-Graduates and 588 are graduates.

(c) 234.

सैनिक स्कूल, नैनीताल

866. श्री नरेन्द्र सिंह बिष्ट : क्या रक्षा मंत्री यह बताने की कृपा करेंगे कि :

(क) सैनिक स्कूल, गोरखाल (नैनीताल) : में पढ़ने वाले विद्यार्थियों की संख्या कितनी है ;

(ख) इन विद्यार्थियों में से उत्तर प्रदेश और उत्तर खंड क्षेत्र के विद्यार्थियों की प्रलग-प्रलग संख्या क्या है ;

क्या इस स्कूल में प्रदेश के लिए वहां के स्थानीय विद्यार्थियों, विशेषकर उत्तर खंड से सैनिकों के बच्चों को प्राथमिकता दी जाती है अथवा क्या उनके लिए आरक्षण किया जाता है ; और

(घ) यदि नहीं, तो क्या सरकार इस क्षेत्र के और विशेष कर सैनिकों के बच्चों के प्रवेश के लिए कुछ स्थान आरक्षित करने का विचार कर रही है ?

रक्षा मंत्री (श्री जगजीवन राम) : (क) 317।

(ख) स्कूल में 59 विद्यार्थी उत्तर खंड के और 185 उत्तर प्रदेश के अन्य जिलों के हैं तथा 73 भारत के अन्य भागों के हैं।

(ग) तथा (घ). सैनिक स्कूलों में प्रवेश प्रत्येक वर्ष फरवरी / मार्च में ली जाने वाली एक प्रतियोगिता परीक्षा के आधार पर होता है। इस में किसी विशेष वर्ग के बच्चों अथवा किसी विशिष्ट क्षेत्र से आने वाले बच्चों के लिए स्थान आरक्षित करने की कोई विशेष पद्धति नहीं है। सैनिकों कासिकों के जो बच्चे सैनिक स्कूलों में प्रवेश के लिए अर्हता प्राप्त कर लेते हैं, उन्हें रक्षा मंत्रालय छात्रवृत्तियां देती है यदि वे ऐसी छात्रवृत्तियां के लिए निर्धारित भत्तों की पूरा करते हैं।

Central Government Employees without Accommodation

867. SHRI M.M. JOSEPH : Will the MINISTER OF WORKS AND HOUSING (NIRMAN AUR AWAS MANTRI) be pleased to state ;

(a) whether there are some employees in the Central Government having more than 20 years of service who are still without any Government accommodation ;

(b) if so, the number of such employees, Statewise categorywise, and particularly in the Union Territory of Delhi ; and

(c) the steps taken by Government to provide the accommodation to such employees at the earliest ?

THE MINISTER OF STATE IN THE MINISTRY OF WORKS AND HOUSING (NIRMAN AUR AWAS MANTRALAYA MEN RAJYA MANTRI) SHRI I. K. GUJRAL) : (a) Applications for allotment of accommodation in the 'general pool' during a particular year are invited on a restricted basis keeping in view the likely vacancies which may occur during that particular year and the number of new residential units which may be added. In the case of employees entitled to type IV and below, the date of priority is determined from the date such employees continuously hold a post under the Central Government, State Government etc., whereas in case of employees entitled to type V and above, the date of priority is taken from the date such employees continuously draw emoluments in respect of a particular type. In the case of the employees entitled to type V and above no statistical data in regard to the length of service rendered by them is available in the Directorate of Estates. There are certain

employees entitled to type IV and below who have put in more than 20 years of service and are still without any Government accommodation.

(b) The 'general pool' accommodation at present is available at Bombay, Calcutta, Delhi, Madras, Chandigarh, Faridabad, Nagpur and Simla. A statement indicating the number of employees who have put in more than 20 years of service and have not been allotted any Government accommodation is attached.

(c) According to the physical targets laid down for construction of 'general pool' accommodation at different places during the Fourth Five Year Plan, it is proposed to construct 8,31 units at Delhi, 1,706 units at Bombay, 933 units at Madras, 408 units at Nagpur, 1304 units at Calcutta and 200 units at Chandigarh. Besides, there is also a proposal to construct 144 units in type III to V at Bangalore, where at present no 'general pool' accommodation is available.

Statement

The number of Officers having put in more than 20 years of service and still without 'GENERAL POOL' Accommodation at various places.

Type	Bombay (Maha- rashtra)	Calcutta (West Bengal)	Chandi- garh (U. T.)	Farida- bad (Haryana)	Madras (T. Nadu)	Nagpur (M. P.)	Simla (H. P.)	Delhi (U. T.)
I	484	12	63	Nil	—	3	6	9
II	38	40	40	Nil	—	Nil	46	Nil
III	171	71	175	Nil	Nil	Nil	61	352
IV	134	101	114	Nil	—	Nil	46	1052
V*								
VI*								
VII*								

*In type V to VII, the date of priority is determined from the date the officers continue to draw emoluments in respect of a particular type and in their case the date of joining service is not available in the Directorate of Estates and as such the number of such officers as have put in more than 20 years of service and are without any Government accommodation is not available.

Tax Exemption to Indians in Ceylon

868. SHRI M.M. JOSEPH : Will the MINISTER OF EXTERNAL AFFAIRS (VIDESH MANTRI) be pleased to state :

(a) whether any tax exemption was given by the Ceylonese Government to the Indians residing in Ceylon; and

(b) if so, the details thereof ?

THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (VIDESH MANTRALAYA MEN UP-MANTRI) (SHRI SURENDRA PAL SINGH) : (a) and (b). Yes, Sir. The Ceylon Government has enacted a law by which foreign nationals including Indian citizens are liable to an annual Temporary Residence Tax of Rs. 500/- per annum. Under a recent notification, Indian citizens residing in Ceylon under terms of the 1954 and 1964 Indo-Ceylon Agreements, will be exempted from the payment of this tax. Persons of Indian origin who are stateless do not attract the provisions of this legislation.

Improved facilities in Hospital

869. SHRI M.M. JOSEPH : Will the MINISTER OF HEALTH AND FAMILY PLANNING (SWASTHYA AUR PARIVAR NIYOJAN MANTRI) be pleased to state :

(a) whether any Association of the Specialist officers of C.G.H.S. had been formed ;

(b) whether they have urged in a meeting to Government to accelerate the pace of improved facilities in various hospitals ; and

(c) the steps taken by Government for providing their facilities.

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY PLANNING (SWASTHYA AUR PARIVAR NIYOJAN MANTRALAYA MEN UP-MANTRI) (SHRI A.K. KISKU) : (a) Some specialists met on the 18th April, 1971 and formed an 'Association of Specialist Officers of the Central Health Service'.

(b) A statement containing a list of suggestions made by them is attached.

(c) The suggestions which have been received very recently will be examined in consultation with other Ministries and concerned authorities.

Suggestions made by the Association of Specialists Officers of the Central Health Service

1. A separate placement of Fracture service in the O.P.D. with additional staff and facilities of plaster room and X-ray for the Central Institute of Orthopaedics.

2. Additional staff for the Central Institute of Orthopaedics.

3. Appointment of one dozen guides who can accompany patients in the Safdarjang Hospital.

4. Increased facilities for blood donations, X-ray and Laboratory equipment and manpower in the Safdarjang Hospital.

5. To provide manpower and equipment for 32 Recovery Room-beds in Operation theatre at the Safdarjang Hospital.

6. Increase in the Nursing staff of the Safdarjang Hospital.

7. Budget allocation should be flexible.

8. Conversion of Employees State Insurance Hospital with 300 beds into a Convalescent Home.

9. Waiving of procedure of recruitment through Employment Exchange in respect of class III and employees.

10. Doctors in G.D.O. Grade qualified in Specialised fields should be inducted in the Safdarjang Hospital immediately to man the posts following vacancies arising due to Bangla Desh needs.

Long Term Proposals.

1. Establishment of a Metropolitan Hospital Board.

2. Establishment of Hospital Management Committee.

3. Establishment of Liaison with district and Taluk Hospitals in the States adjoining Delhi, which can carry out the treatment suggested by the City Hospitals.

4. Establishment of better co ordination among the medical, Public Health and Family Planning programme agencies in the country.

Lay off in Fertilizer Plant at Panki

871. SHRI S. A. MURUGANATHAM : Will the MINISTER OF PETROLEUM AND CHEMICALS (PETROLEUM AUR RASAYAN MANTRI) be pleased to state :

(a) whether the Indian Explosives Limited, a subsidiary of Indian Chemical Industry has closed down its fertilizer plant at Panki by declaring a lay-off on the 14th March, 1971 ;

(b) whether it has been alleged that the lay-off was declared to create artificial scarcity in urea fertilizers and enable the ICI to dump its over products in the market and earn huge profits ;

(c) whether Government made any investigation into the allegation ;

(d) if so, the findings thereof ; and

(e) the action taken by Government thereon ?

THE MINISTER OF PETROLEUM AND CHEMICALS (PETROLEUM AUR RASAYAN MANTRI) (SHRI P. C. SETHI) :

(a) The fertilizers factory of M/s. Indian Explosive Ltd. at Panki, Kanpur, remained closed down from 14th March, 1971 to 4th May, 1971, on account of labour troubles and was reopened thereafter.

(b) No such allegation has come to the notice of this Mantralaya.

(c) to (e). Do not arise.

New friends cooperative House Building Society, New Delhi

872. SHRI S. N. SINHA : Will the MINISTER OF WORKS AND HOUSING (NIRMAN AUR AWAS MANTRI) be pleased to state :

(a) the total area of land purchased by the New Friends Cooperative House Building Society, New Delhi ; and

(b) how much of this land was acquired by Government and how much is left with the Society as free-hold land ?

THE MINISTER OF WORKS & HOUSING (NIRMAN AUR AWAS MANTRI) (SHRI UMA SHANKAR DIKSHIT) : (a) 834 Bighas and 04 Biswas.

(b) 626 Bighas and 16 $\frac{1}{2}$ Biswas of land had been acquired by the end of 1962. Acquisition proceedings regarding the remaining land are in progress. It is not proposed to leave any land with the Society on free-hold basis.

Army man arrested among Naxalites

873. SHRI M. KATHAMUTHU : Will the MINISTER OF DEFENCE (RAKSHA MANTRI) be pleased to state :

(a) whether an army man was arrested recently among the Naxalites near a village in Birbhum District, West Bengal ; and

(b) if so, the details thereof ?

THE MINISTER OF DEFENCE (RAKSHA MANTRI) (SHRI JAGJIVAN RAM) : (a) and (b). Government have no such information.

Support to Freedom Fighters of Angola and Mozambique

874. SHRI M. K. KRISHNAN : Will the MINISTER OF EXTERNAL AFFAIRS (VIDESH MANTRI) be pleased to state :

(a) the steps Government have taken to help the freedom fighters of Angola and

Mozambique in their fight against Portuguese colonialism ; and

(b) whether Government propose to render only moral support ?

THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (VIDESH MANTRALAYA MEN UP-MANTRI (SHRI SURENDRA PAL SINGH) : (a) and (b). As the House has been informed on several occasions, the Government of India have rendered, and shall continue to render, to the extent possible, material assistance to the liberation movements in Africa. The assistance rendered has included supplies of medicines, blankets cloth, stationary for school children, as also scholarships to enable students to pursue training and higher studies in India.

Annual Conference of Psychiatric Society

875. SHRI N. K. SANGHI : Will the MINISTER OF HEALTH AND FAMILY PLANNING (SWASTHYA AUR PARIVAR NIYOJAN MANTRI) be pleased to state :

(a) whether the Indian Psychiatric Society in its 23rd annual conference held in January, this year strongly condemned the legislation and appealed for its removal, under which patients mentally ill should obtain certificates from Magistrates before being admitted to mental hospitals ; and

(b) if so, Government's reaction thereto ?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY PLANNING (SWASTHYA AUR PARIVAR NIYOJAN MANTRALAYA MEN UP-MANTRI) (SHRI A. K. KISHU) : (a) Yes.

(b) A proposal to replace the existing Indian Lunacy Act of 1912 by the Mental Health Act on the lines of modern psychiatric thinking is under consideration.

Legislation and Organisational set up to prevent Food Adulteration

876. SHRI N. K. SANGHI : Will the MINISTER OF HEALTH AND

FAMILY PLANNING (SWASTHYA AUR PARIVAR NIYOJAN MANTRI) be pleased to state :

(a) whether the present legislation and set-up are found inadequate for prevention of food adulteration which is being practised by unscrupulous merchants, especially in the urban areas ;

(b) whether there is any proposal to bring in effective legislation and set-up adequate machinery to enforce the same ; and

(c) the number of inspectorate staff and laboratories for analysis of food articles and whether Government are thinking of increasing them ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY PLANNING (SWASTHYA AUR PARIVAR NIYOJAN MANTRALAYA MEN RAJYA MANTRI) (SHRI D. P. CHATTOPADHYAY) : (a) and (b). The provisions of the Prevention of Food Adulteration Act, which have already been made more stringent, are found adequate for prevention of food adulteration. There is no proposal to make any major changes in the Act at present. The existing set-up for the implementation of food laws, however, require further strengthening. In this connection, the following steps are being taken :—

(1) A Central Unit for Prevention of Food Adulteration has been recently set up to check the menace of food adulteration in co-operation with the State Health Authorities. The Unit will be mainly concerned with the functions prescribed in Rule 9 of the Prevention of Food Adulteration Rules in respect of inter-State offences and will help in giving technical guidance to the State Governments.

(2) The various State/Union Territory Governments have formulated their own proposals, in the State sector of the 4th Five Year Plan, for strengthening the existing set-

up for implementation of food laws.

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

Non-Availability of Medicines in Government Hospitals in Delhi

877. SHRI R. S. PANDEY : Will the MINISTER OF HEALTH AND FAMILY PLANNING (SWASTHYA AUR PARIWAR NIYOJAN MANTRI) be pleased to state :

(a) whether frequent reports are received about the non-availability of essential medicines in the Government hospitals/dispensaries in Delhi ;

(b) whether reports are also being received by Government that the medicines which are being supplied in these hospitals/dispensaries are sub-standard ; and

(c) if so, what steps are being taken by Government to ensure that medicines of good standard are supplied to these hospitals in adequate quantity ?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY PLANNING (SWASTHYA AUR PARIWAR NIYOJAN MANTRALAYA MEN UP-MANTRI) (SHRI A.K. KISKU): (a) No.

(b) Medicines of standard quality are made available through the Government hospitals/dispensaries. No complaints have been received about the quality of medicines supplied.

(c) Does not arise.

Facilities to Societies to help in Propaganda for Family Planning and Birth Control

878. SHRI S. N. MISRA : Will the MINISTER OF HEALTH AND FAMILY PLANNING (SWASTHYA AUR PARIWAR NIYOJAN MANTRI) be pleased to state :

(a) the facilities being offered to the Societies or Associations who are prepared

to help in the Plan and Propaganda for Family Planning and Birth Control.

(b) whether any allocation has been made for this purpose ; and

(c) if so, to whom such assistance has been given in the last Financial Year ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY PLANNING (SWASTHYA AUR PARIWAR NIYOJAN MANTRALAYA MEN RAJYA MANTRI) (SHRI D. P. CHATTOPADHYAYA) : (a) Government recognise the important role which these bodies can and do play in the implementation of the national family planning programme. It is Government's policy to consider these voluntary organisations (which are usually registered societies) as partners in this national programme and extend to them all possible help for carrying on their work.

Accordingly voluntary bodies are given 100% grant-in-aid by the State Governments to whom the authority for giving such grants has been delegated, for running family planning service centres and for training of personnel. Family Planning motivational material, audiovisual aids and literature are also supplied on request. Grants are also sanctioned for special types of activities, e.g., holding of family planning seminars and conferences to discuss specific problems. Grants are also given to a few voluntary organisations for running sterility treatment centres.

(b) Yes.

(c) Full details regarding the assistance given in 1970-71 by the States/Union Territories to voluntary organisations under the delegated powers are not available. However, during that year, the Government of India sanctioned to the various voluntary Organisations engaged in the training of the Auxiliary Nurse Midwives grant-in-aid totalling Rs. 30 lakhs approximately. Grant-in-aid of Rs. 67,000 was also sanctioned to the Indian Medical Association, New Delhi for conducting family planning orientation training courses for medical personnel.

**Dealership of Indane Petroleum Gas
in Uttar Pradesh**

879. SHRI S. N. MISRA : Will the MINISTER OF PETROLEUM AND CHEMICALS (PETROLEUM AUR RASAYAN MANTRI) be pleased to state :

(a) whether further dealership of Indane Petroleum Gas is not being given to the State of Uttar Pradesh ;

(b) if so, the reasons therefor ; and

(c) whether there are any fixed principles on the basis of which new dealership is created for the indane Gas ; and

(d) if so, the details thereof ?

THE MINISTER OF PETROLEUM AND CHEMICALS (PETROLEUM AUR RASAYAN MANTRI) (SHRI P. C. SETHI):

(a) and (b) Indane gas is presently being marketed through the distributors in Kanpur, Lucknow, Allahabad, Varanasi, Agra, Gorakhpur, Meerut, Dehradun, Mussorie, Hardwar (Bileel Township), Rishikesh (IDPL Township), and Ghaziabad. During the current year, IOC has plans to further extend its marketing to Roorkee, Saharanpur, Muzaffarnagar and Aligarh.

(c) and (d). The principles are adopted are the availability of the product from the economical source of supply, the availability of cylinders for distributing the same, the market potential of the cities where it is proposed to introduce the same, the quantum of unsatisfied demand in the cities, where the product is already on sale, the availability of other competing fuels, etc.

**International Conventions of Red Cross
Society and World Health
Organisation**

880. DR. MELKOTE : Will the (MINISTER OF HEALTH AND FAMILY PLANNING (SWASTHYA AUR PARIVAR NIYOJAN MANTRI) be pleased to state :

(a) whether his Mantralaya had sent delegations to attend International Conven-

tions of the Red Cross Society and World Health Organisation ;

(b) if so, how many Members of Parliament have been associated with these Conferences for the last three years ; and

(c) whether Government contemplate to include Members of Parliament also in the current year ?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY PLANNING (SWASTHYA AUR PARIVAR NIYOJAN MANTRALAYA MEN UP-MANTRI) (SHRI A. K. KISKU) : (a) and (b). Indian delegates to the International Conventions of the Red Cross Society are sponsored by the Indian Red Cross Society which is an autonomous organisation. The previous Health Minister attended the XXI International Conference of the Red Cross at Istanbul in September, 1969 as the Leader of the Indian Red Cross delegation in his capacity as the Society's Chairman.

In so far as the World Health Assembly meetings are concerned, no Member of Parliament was included in the Indian delegation during the years 1969, 1970 and 1971, except that the Minister of State for Health, Family Planning and Works, Housing and Urban Development led the Indian delegation in 1970 and the Deputy Minister for Health and Family Planning in 1971.

(c) No such proposal is under consideration.

Sino-Indian Relations

881. SHRI G. VISWANATHAN : Will the MINISTER OF EXTERNAL AFFAIRS (VIDESH MANTRI) be pleased to state :

(a) whether China has indicated to ease her relations with India ; and

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

THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (VIDESH MANTRALAYA MEN UP-MANTRI) (SHRI SURENDRA PAL

SINGH) : (a) China has not made any concrete proposal to this effect so far.

(b) Government have already said that their doors are open for a peaceful settlement in consonance with our national interest and honour.

संसद् सदस्यों को 'सर्विस चांज' का वापस दिया जाना

882. श्री विभूति मिश्र : क्या निर्माण और आवास मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या संसद् सदस्यों के निवास स्थानों के लिये नियुक्त माली नियमित रूप से काम करने के लिये निर्धारित दिनों को नहीं आते हैं क्योंकि अधिकारी उनको अन्य स्थानों पर भेज देते हैं ;

(ख) क्या फूल और सब्जियों के बीज तथा खाद उनको नियमित रूप से सप्लाई नहीं की जाती है ; और

(ग) यदि हां, तो क्या सरकार का विचार इस मामले की जांच तथा जिन मामलों में अनियमिततायें मिलें उनमें संसद् सदस्यों को वह धनराशि वापस दिलाने का है जो उनसे इस लिये ली गई है ?

निर्माण और आवास मंत्रालय में राज्य मंत्री (श्री आइ. के. गुजराल) : (क) ऐसे कोई मामले सरकार के ध्यान में नहीं आये हैं।

(ख) खाद जब कभी अपेक्षित होती है सप्लाई की जाती है। फूलों और सब्जियों के बीज उन संसद् सदस्यों को सप्लाई किये जाते हैं जो फूलों और सब्जियों की ब्यारियों की देख रेख के लिए अदायगी करते हैं।

(ग) प्रश्न ही नहीं उठता।

Utilisation of Rostam Crude

883. SHRI CHINTAMANI PANIGRAHI : Will the MINISTER OF PETROLEUM AND CHEMICALS (PETROLEUM AUR RASAYAN MANTRI) be pleased to state :

(a) whether any steps have been taken to utilise Rostam crude in India or in any other country ; and

(b) if not, how this is being used by now ?

THE MINISTER OF PETROLEUM AND CHEMICALS (PETROLEUM AUR RASAYAN MANTRI) (SHRI P. C. SETHI) : (a) and (b). Sale of Rostam Crude has been made within the country and abroad, from 1969 till now. Three cargoes totalling 30,369 tons were sold to Cochin Refinery on an experimental basis ; similarly one cargo of about 70,000 tons was sold to a Spanish refinery.

Since then, a two-year sale contract has been entered into with M/s Total International, as a result of which a quantity of about 1.25 million tons is likely to be lifted by the latter for sale. For the sale of remaining quantities, M/s Hydrocarbon India Private Ltd. are making further efforts in the foreign markets.

Agreement between Pakistan Army and Mizo Rebels Re. Chittagong Hills

884. SHRIMATI JYOTSNA CHANDA : Will the MINISTER OF EXTERNAL AFFAIRS (VIDESH MANTRI) be pleased to state :

(a) whether an agreement has been made between the Pakistan army and the Mizo rebels that the Chittagong Hill Tracts will be given to the Mizo rebels ;

(b) if so, whether Government feels that Pakistani army is banking on the Mizo hostiles to spearhead for a grand offensive against India within the Mizo Hills and part of Tripura and at the same time utilizing the espionage links of the Mizo inside Tripura and Assam ; and

(c) whether Government have any proposal to counteract this bid ?

THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (VIDESH MANTRALAYA MEN UP-MANTRI) (SHRI SURENDRA PAL SINGH) : (a) Government are not aware of any such agreement.

(b) and (c). Government are aware of the encouragement and assistance which the Government of Pakistan has always given to Mizo hostiles and suitable measures have been taken to ensure the security of the country.

Misquoting of Speeches of Chief Minister of Tamil Nadu by Radio Pakistan

885. SHRI MURASOLI MARAN : Will the MINISTER OF EXTERNAL AFFAIRS (VIDESH MANTRI) be pleased to state :

(a) whether Government are aware that Pakistan Radio is misquoting the speeches of the Chief Minister of Tamil Nadu ;

(b) whether any protest note was sent in this regard to the Pakistan Government ; and

(c) if not, the reasons therefor ?

THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (VIDESH MANTRALAYA MEN UP-MANTI) (SHRI SURENDRA PAL SINGH) : (a) Yes, Sir.

(b) No, Sir.

(c) Radio Pakistan indulge in such frequent and malicious distortion of Indian news that no purpose is served in taking notice of all its trivialities ; in Government's view, these may be treated with the contempt they deserve. Of course, where India's vital interests are at stake, Government will not hesitate to take suitable action.

Replacement of Over-Head Tanks in Lodi Colony, New Delhi

886. SHRIMATI MUKUL BANERJEE : Will the MINISTER OF WORKS AND HOUSING (NIRMAN AUR AWAS MANTRI) be pleased to state :

(a) whether overhead tanks of certain Government quarters (converted Chummeries in particular) in Lodi Colony, New Delhi have outlived their span and need replacement ;

(b) whether the water connections of such over-head-tanks were disconnected ; and

(c) whether it is now more than three years that these tanks have not been replaced with the result that the lavatories are being used as dry lavatories ?

THE MINISTER OF STATE IN THE MINISTRY OF WORKS AND HOUSING (NIRMAN AUR AWAS MANTRALAYA MEN RAJYA MANTRI) (SHRI I. K. GUJRAL) : (a) No, Sir. These are replaced as and when their condition warrants replacement.

(b) Water connections are disconnected only temporarily at the time of replacement.

(c) Does not arise.

Collaboration of Mizo Rebels with Pakistani Army Invading Bangla Dosh

887. DR. RANEN SEN : Will the MINISTER OF DEFENCE (RAKSHA MANTRI) be pleased to state :

(a) whether Mizo rebels from India have joined the Pakistan's invading army to crush the freedom movement of Bangla Dosh and are operating at the border of India ; and

(b) if so, what action the Indian military or security force are taking to chase and crush them ?

THE MINISTER OF DEFENCE (RAKSHA MANTRI) (SHRI JAGJIVAN RAM) : (a) and (b). Some of the Mizos who had joined the training camps organised by Pakistan in East Bengal are reported to have been employed by West Pakistan Army in their drive to suppress the freedom forces in East Bengal. The Security Forces have taken necessary steps to ensure that these Mizo groups do not intrude into Indian territory for indulging in violent activity.

Setting up of Temporary Health Centre at the Evacuees Camp in Eastern India

888. SHRI P. R. DAS MUNSI : Will the **MINISTER OF HEALTH AND FAMILY PLANNING (SWASTHYA AUR PARIWAR NIYOJAN MANTRI)** be pleased to state :

(a) whether Government propose to set up a temporary Health Centre at the evacuees camp in Eastern India ;

(b) whether Government are aware of situation that in these days the people from remote corners of villages cannot be benefited by the medical facilities of town and city Centre ;

(c) whether there is any scheme to provide them medical facilities at least once in a week through mobile health and medicine Centre ; and

(d) whether Government are aware that the rate of Government purchased medicine in the local shop run by the health centre authority is exorbitant, and the steps taken by the Government to check them ?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY PLANNING (SWASTHYA AUR PARIWAR NIYOJAN MANTRALAYA MEN UP-MANTRI) (SHRI A. K. KISKU) : (a) In the Evacuees Camps the medical facilities are being organised by the respective State Governments.

(b) Yes.

(c) It is proposed to establish mobile training-cum-service hospitals attached to

each of the medical colleges. 21 such hospitals have already been sanctioned (5 by the Department of Health and 16 by the Ministry of Education under the C. R. Das Centenary Celebrations).

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

Housing Plan in Presidency Towns and Their Suburbs

889. SHRI P. R. DAS MUNSI : will the **MINISTER OF HOUSING (NIRMAN AUR AWAS MANTRI)** be pleased to state :

(a) whether Government propose to arrange any more housing plan in the presidency towns of India or their suburbs during this years;

(b) whether the housing facility would be considered in case of permanent non-Government employees of middle rank in the city or suburbs; and

(c) whether the housing facility would be considered for the retired Government or non-Government employees of the middle rank ?

THE MINISTER OF STATE IN THE MINISTRY OF WORKS AND HOUSING (NIRMAN AUR AWAS MANTRALAYA MEN RAJYA MANTRI) (SHRI I. K. GUJRAL) : (a) to (c). The following social housing schemes which were introduced by this Ministry during the first and second five year plans for relieving the housing shortage in the urban areas, continue to be in operation during the fourth five year plan, and are being implemented through the Governments :

1. Integrated subsidised housing scheme for industrial workers and economically weaker sections of the community.
2. Low Income group housing scheme.
3. Middle Income group housing scheme.
4. Rental housing scheme for state Government Employees.

5. Slum Clearance/Improvement scheme.

6. Land acquisition and development scheme.

These schemes are also applicable to the categories mentioned in (b) and (c) of the question. However all these schemes are included in the state sector of the plan and central assistance for all state sector programmes (including housing and urban Development) is being made available in the form of block loans and block grants, without being tied to any particular scheme or head of development. Consequently, State Governments are free to allocate whatever funds they consider appropriate for the implementation of any programme under the above schemes in any area (including presidency towns) and to employ employees of any rank on the basis of their own priorities and requirements.

सन् 2000 तक भारत की जन संख्या में वृद्धि

890. श्री मूलचन्द डागा : क्या स्वास्थ्य और परिवार नियोजन मंत्री यह बताने की कृपा करेंगे कि यदि जन्म-दर घटाने के लिए उपयुक्त कदम नहीं उठाये गये तो क्या सन् 2000 में भारत की जनसंख्या 89 करोड़ हो जायेगी ?

स्वास्थ्य और परिवार नियोजन मन्त्रालय में राज्य मंत्री (श्री डी. पी. चट्टोपाध्याय) : 1971 की जनगणना के अनुसार भारत की ग्रन्थायी जनसंख्या 54.7 करोड़ है और 1961-71 अवधि की वार्षिक वृद्धि की कथित ज्यामिती दर 2.2 प्रतिशत है। यदि वृद्धि की यह दर 1971 के बाद भी बनी रही तो भारत की जनसंख्या 2000 ईसवी से पूर्व यानी 1994 में ही 89 करोड़ तक हो सकती है।

Availability of oil Resources in Kutch Region

891. SHRI BRIJ RAJ SINGH-KOTAH : will the MINISTER OF PETROLEUM

AND CHEMICALS (PETROLEUM AUR RASAYAN MANTRI) be pleased to state :

(a) whether the oil and Natural Gas commission has discovered large oil resources in the kutch region; and

(b) if so, the names of the countries assisting in exploration of oil and the details regarding time and potentialities ?

THE MINISTER OF PETROLEUM AND CHEMICALS (PETROLEUM AUR RASAYAN MANTRI) (SHRI P. C. SETHI): (a) No, interesting structures for possible oil and gas accumulations have been located in kutch region.

(b) Does not arise.

Non-Availability of Drugs in Open Market

892. SHRI BRIJ RAJ SINGH-KOTAH : Will the MINISTER OF PETROLEUM AND CHEMICALS (PETROLEUM AUR RASAYAN MANTRI) be pleased to state :

(a) whether a number of drugs have gone underground and are not readily available in the open market in the country since the prices have been controlled by Government; and

(b) if so, the steps taken by government to see that every drug required by the customer is made readily available at controlled rate ?

THE MINISTER OF PETROLEUM AND CHEMICALS (PETROLEUM AUR RASAYAN MANTRI) (SHRI P. C. SETHI): (a) Government have no such information.

(b) As a preventive measure, periodical reports are called for from the field officers of the drug controller's organisation in order to assess the availability of drugs to consumers at the controlled Prices. whenever shortages of any particular formulations are reported in specified regions, manufacturers are instructed to maintain supplies. Steps have also been taken to ensure that regular and adequate supplies of raw materials and intermediates are available to drugs manufacturing units for the purpose of sustaining production to meet the demand.

Achievement of Nuclear Armament by China

893. SHRI R. R. SINGH DEO : Will the MINISTER OF EXTERNAL AFFAIRS (VIDESH MANTRI) be pleased to state :

(a) whether nuclear armament achievement by the communist China have further aggravated tension in this part of the sub-continent; and

(b) if so, the reaction of government in this regard ?

THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (VIDESH MANTRALAYA MEN UP-MANTRI) (SHRI SURENDRA PAL SINGH): (a) and (b). There has been no significant development in China's nuclear posture. The impact of China's nuclear capacity is constantly under Government's review.

पश्चिमी राजस्थान को उत्तर भारत, पश्चिम भारत तथा दक्षिण भारत से जोड़ने वाली सड़कें

894. श्री पन्नालाल बाख्पाल : क्या रक्षा मंत्री यह बताने की कृपा करेंगे कि :

(क) पश्चिमी राजस्थान को उत्तर भारत, पश्चिम भारत तथा दक्षिण भारत से जोड़ने वाली उन सड़कों का निर्माण जो रक्षा की दृष्टि से महत्वपूर्ण है, करने का कोई प्रस्ताव है ; और ?

(ख) यदि हाँ तो उन सड़कों के नाम क्या हैं ?

रक्षा मंत्री (श्री जगजीवन राम) : (क) और (ख) : रक्षा आवश्यकताओं का ध्यान रखते हुए पश्चिम राजस्थान को भीतरी प्रदेश से जोड़ने के लिए अनेक सड़कों का निर्माण तथा सुधार किया गया है। यह तो एक सदा जारी रहने वाला कार्यक्रम है जिसके लिए सीमा पार के प्रगतियों का निर्धारण और उन्हें पूरा करने के लिए की जाने वाली व्यवस्था के प्रकाश में

आवश्यकताओं का समय समय पर पुनरीक्षण किया जाता है। इन सड़कों के व्योरे बताना लोकहित में नहीं होगा।

12.01 hrs.

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE

FIRING ON WORKERS OF ISHAPUR RIFLE FACTORY

SHRI S. M. BANERJEE (Kanpur) : Sir, I call the attention of the Minister of Defence (Raksha Mantri) to the following matter of urgent public importance and request that he may make a statement thereon :

'The reported firing on the workers of Ishapur Rifle Factory on 22.5.71 resulting in death of some employees.'

THE MINISTER OF STATE (DEFENCE PRODUCTION) IN THE MINISTRY OF DEFENCE (RAKSHA MANTRALAYA (RAKSHA UTPADAN) MEN RAJYA MANTRI) (SHRI VIDYA CHARAN SHUKLA) : Mr. Speaker, Sir, on Saturday, the 22nd May 1971 at about 7.15 A.M. an industrial employee of of the Rifle Factory, Ishapore, Shri Bikramjit Banerjee, who was travelling in a public bus to the Factory for work was dragged out of the bus at an intermediary bus stop by a gang of miscreants and fatally stabbed.

His fellow workers travelling in the same bus brought this tragic news to the Factory and the Factory management also immediately informed the Naopara Police Station nearby to investigate into this incident.

The news of this outrage rapidly spread amongst the workers in the Factory and at about 8.30 A.M. hundreds of workers entered the Office of the Officer-in-Charge

of the Factory and demanded to know the whereabouts of Shri Banerjee. The Officer-in-Charge informed them that the Police were investigating and he expected to hear from the Police shortly.

This did not satisfy the workers and they demanded that the Officer-in-charge should go with them in a procession to the Naopara Police Station. Persistent persuasion of the Officer-in-Charge against this course of action did not succeed. Meanwhile, nearly four thousand workers had stopped work in the various production shops and broke out of the Factory in a large procession in a disregard of the regulations of security search. Many officers of the Factory including the Officer-in-charge were forced out of their offices to join this procession.

At about 10.10 A.M. the processionists surrounded the Police Station, became unruly, threw brickbats on the Police, and tried to overrun the Station. Prohibitory order under Section 144 Cr. P. C. was already in force in this area and after due warning lathi-charge was ordered by the Police to disperse the crowd.

Seven persons were arrested by the Police and two bombs were recovered.

Later, at about 11.30 A.M. about 1,000 persons reassembled and obstructed traffic by placing barricades on the Barrackpore Trunk Road. The local Police authorities rushed in a contingent of the Central Reserve Police Force by way of reinforcement. At this stage the crowd started pelting stones/bombs on the CRP personnel and the local Police vehicles, resulting in injuries to two CRP constables. As the situation was getting out of control, the officer-in-charge, Naopara Police Station ordered firing. The CRPF fired three rounds, which resulted in the death of one person and injuries to three others. Five more persons sustained minor injuries.

On Monday, the 24th May 1971 a 'bundh' was organised in the Barrackpore, Baranagar area stretching over a distance of 12 miles, as a result of which hardly any workers were able to attend the factories.

In consequence all the four Factories, viz. : Rifle Factory Ishapore, Metal and Steel Factory Ishapore, Gun and Shell Factory Cossipore and the Ordnance Factory, Dum Dum, remained idle. Although a large number of workers turned up on the 25th May, very little work is done. This has seriously affected production of vital Defence Stores.

Subsequent to these incidents, the officers of the DGOF's Organisation called on the Chief Secretary, West Bengal. As a result of this discussion, intensive Police patrolling had been introduced and additional Police pickets have been posted in this area. I have also taken up the matter with the Chief Minister and the Chief Minister requesting them to strengthen the security arrangements in this area.

SHRI S. M. BANERJEE : This is not the only incident where one of the employees—this time Shri Bikramjit Banerjee—was dragged out of a public bus and stabbed to death but there are so many incidents where workers of the Rifle Factory, Ishapore, and Metal and Steel Factory; Ishapore, who are engaged in this production of very vital items pertaining to defence, as explained by the hon. Minister in his statement, were stabbed to death. This state of affairs is going on for a very long time. As President of the All India Defence Employees' Federation I personally have been taken up the matter and have written to the Chief Minister and Home Minister of West Bengal as also to the Union Home Minister and Defence Minister in this regard. I have also forwarded the telegrams issued by the various unions pertaining to these four ordnance factories mentioned by the hon. Minister.

Now, I would like to know whether this particular report that he has received is the report of the police authorities of West Bengal or of some independent agency, like some officers of the DGOF's organisation or of a Central agency deputed to investigate into the whole incident and to see whether this firing was necessary and whether the employee, who has been killed as a result of the firing, was an employee who had nothing to do with the whole thing and who perhaps wanted to go but could not go.

I would also like to know from the hon. Minister as to what concrete steps were taken by the factory authorities that particular area—there are Defence Security Corps people working in the factory for security purposes—to safeguard the interests of the employees against such antisocial elements because, as he has already mentioned in his statement, he was dragged out of a bus by gang of miscreants and fatally stabbed. He has not mentioned anything political about it ; it cannot be given a political colour as such.

I would also like to know whether, since many workers are involved in it and there was a strike by nearly 12,000 employees of Cossipore, Ishapore and Dum Dum, he has taken up the matter with the Chief Minister of West Bengal and has asked him to have a judicial inquiry into this so that the guilty persons may be brought to book. It is a sad affair which is going on in that particular area which is hampering defence production.

I may mention here that the Rifle Factory, Ishapore, is manufacturing the most sophisticated arms now and is producing them very well. This has affected production and production is bound to be affected more if these employees are likely to be killed. Therefore, naturally, I would like to know whether he has asked for a judicial inquiry by the State Government ; if not whether any senior officer will be send either by the Defence Minister or by the Minister to investigate into whole affair. Due compensation should be paid to the families of those who have been killed.

SHRI VIDYA CHARAN SHUKLA : We have received the report about this incident from a senior officer of the Directorate General of Ordnance Factories whose headquarters is in Calcutta itself. We have also checked up the situation from the West Bengal Government because, as the hon. House knows, law and order matter outside the factory premises rest entirely with the West Bengal Government. After ascertaining the facts from them I have made this statement here in this House.

As far as the desirability or undesirability, the necessity or otherwise of firing

is concerned, that had to be decided on the spot by the people who were in charge of maintaining law and order in the area. As the hon. Member very rightly stated the situation in this area for some time past has been very unsatisfactory and several murders of defence workers, unfortunately have taken place there. We have been taking up this matter from time to time with the West Bengal authorities. Now, as I have stated in my main statement, I have taken it up at the highest level in the West Bengal Government and I hope, they will make the necessary arrangements in this area surrounding the factory so that the life and property of defence workers can be properly safeguarded.

As far as the question of security inside the factory is concerned, there too, we are taking additional steps to strengthen our security arrangements. Our security arrangements do exist there. But we feel that we should further strengthen our security arrangements inside the factory also.

We hope, as a result of the steps that have been taken, the situation will improve and the defence stores which are vitally necessary and the production of which has suffered as a consequence of these incidents will again pick up. I can assure the House that we are seized of the seriousness of the matter. Whenever it is necessary for any senior officer from here to go and talk with the West Bengal Government or it is necessary for me to go, we will definitely take necessary steps to see that all possible action is taken to prevent recurrence of such incidents there.

SHRI S. M. BANERJEE : What about the judicial inquiry and the payment of compensation ?

SHRI VIDYA CHARAN SHUKLA : Generally, whatever steps are necessary to prevent recurrence of such things, we take up with the West Bengal Government and discuss matters with them. As far as the matter of compensation is concerned, we are looking into it.

SHRI TRIDIB CHAUDHURI (Barrham-pore) : Sir, so far as this matter is concerned, it is good that the Government

here has awakened to the seriousness of the situation there and has taken certain steps to prevent recurrence of such incidents.

I am not so much enamoured of judicial inquiries so far as West Bengal is concerned. You will remember that in pursuance of an assurance given by the Government here, when the State was under the President's Rule, a judicial inquiry was ordered and the judge himself, the ex-judge, was stabbed. Since then, no judge has come forward to head any judicial inquiry. So before we ask for such a judicial inquiry in West Bengal, we should also take steps to protect the lives of the judges. Already, one High Court judge has been killed in Calcutta. That is the situation of law and order in West Bengal. But we are precluded constitutionally to go into that matter just now.

What comes to my mind is this. Why did not the Factory Manager or the officer in-charge who was on the spot, when such a serious thing happened, immediately get into touch with the DGOF or his superior officers? He simply tried to put off the workers by saying that they have sent the First Hand Information Report to the Naopara police station. It comes to my mind that he should have immediately got into contact with the DGOF and his other superior officers in-charge of the Defence Department and taken necessary steps to see that the situation did not get out of hand. But the situation got out of hand and, ultimately, the tragedy occurred and one poor defence worker was killed. Why was this thing not done by the officer in-charge on the spot. Was there any kind of political prejudice or any kind of prejudice or any bias that prevented him from doing that. If there was no bias, he should have taken necessary steps. He took the things just as a matter of course. After all, when the Defence establishments were affected and the serious situation developed, why could he not use some judgment and some tact before hand?

SHRI VIDYA CHARAN SHUKLA : I stated in my statement that he did not immediately as soon as the matter came to his notice. He immediately got in touch with the law and order authorities and I

suppose he also got in touch with the Office of the Director General, Ordnance Factories. A senior officer took up the matter as I have stated in my main statement, with the then Chief Secretary of West Bengal about this situation.

SHRI TRIDIB CHAUDHURI : That was done later. When the thing occurred, when the workers in a body went to him, he put them off by saying: I have sent this to Naopara police station.

SHRI VIDYA CHARAN SHUKLA : I don't think his presumption is correct. He did not want to put off workers; he was anxious and very much concerned with the matter and he was very much disturbed. He did something to see that remedial action was taken. Unfortunately the situation developed in such a way that it got out of the hands of the workers as well as the management.

SHRI JYOTIRMOY BOSU : (Diamond Harbour) : On the 18th May, in the Defence Production unit, the metal and steel division by name, Gyanchand Das was killed. On 19th May there was a pen-down, sit-down strike in protest against this. Vikramjit Banerjee was murdered. And then what happened? The CRP officer took certain action. The officer in charge of the Naopara police station fired at them, criminally lathi-charged. As a result 4 persons died and 15 persons are there in Barrackpore military hospital undergoing treatment. Those who are injured includes Deputy General Manager and General in charge of security. But nothing has been done. I went to ask one question, from the hon. Defence Minister.

When the United Front Ministry was in regime, when an incident took place in Cossipore under similar circumstances, the Government took very energetic steps and made a confrontation, but so far, in this case, we have heard nothing. The hon. Minister, Shri Jagjivan Ram was in Calcutta, personally, on the 23rd May. Why is it that he observed absolute silence and said nothing at all? That is my question number one. I want to have a clear and categorical statement from the hon. Minister. Our hon. Minister was there immediately afterwards, but why is it that he

observed complete silence? Also I want to know this from the Government. What steps are they going to take against those butchers who have shot and killed these innocent workers and officer in charge in Naopera police station. What compensation in respect of damages are you going to give to those who have been killed indiscriminately by this unwanted firing?

THE MINISTER OF DEFENCE (RAKSHA MANTRI) (SHRI JAGJIWAN RAM): He has gone farther from what happened on the previous occasion. This was raised by the hon. Member Shri Tridib Chaudhuri. On that occasion the incident took place within the factory premises. This time what happened was this. This arose not in the factory itself, but outside. Naturally, it is entirely a question of the West Bengal Government.

He has mentioned something about my silence.

Have I to make statement about that?

SHRI JYOTIRMOY BOSU: You took no steps.

SHRI JAGJIWAN RAM: I took notice of it.

SHRI JYOTIRMOY BOSU: What steps did you take?

SHRI JAGJIWAN RAM: They have been enumerated.

SHRI JYOTIRMOY BOSU: Very unconvincing, if you ask me.

SHRI JAGJIWAN RAM: West Bengal Government has entirely to deal with the question of law and order. For, this took place not in the factory precincts but in the jurisdiction of the entire police station of Naopera; and that is one police station which has been very much disturbed. Law and order is observed more in breach there than in observance...

SHRI JYOTIRMOY BOSU: His party has been creating it. They have been

engaging Naxalites and anti-social elements and they have been murdering people...

SHRI JAGJIWAN RAM: I have not made any mention of his party. So, why should he be so much disturbed?

SHRI JYOTIRMOY BOSU: His party is doing it. The Congress is making use of the official machinery for this purpose.

SHRI JAGJIWAN RAM: Now, it is clear where the shoe pinches. I was saying that the whole law and order situation in that police station was being observed more in breach than in observance.

SHRI JYOTIRMOY BOSU: That is the creation of his party.

SHRI JAGJIWAN RAM: I wish the West Bengal Government takes very stringent measures...

SHRI JYOTIRMOY BOSU: It is his Government.

SHRI JAGJIWAN RAM: It may be my Government or his Government; but he cannot think of a Government of his party, because when they come in there will be more law and order problems.

SHRI JYOTIRMOY BOSU: Because we do not take to horse-trading as his party does.

SHRI JAGJIWAN RAM: I hope that the West Bengal Government will take measures to deal with the elements which are responsible for the breach of law and order in that police station, and as has been stated in the original answer, the matter has been taken up with the Chief Minister and Deputy Chief Minister of the West Bengal Government, and let us hope that they will take the necessary measures to enforce law and order in that station.

SHRI JYOTIRMOY BOSU: His reply is misleading and evasive.

12. 25 hrs.

RE: PATALIPUTRA MEDICAL COLLEGE

श्री भोलेन्द्र झा (जयनगर) : अध्यक्ष महोदय, मैं आप के जरिए एक बहुत ही आवश्यक और महत्वपूर्ण विषय की ओर सरकार का ध्यान दिलाना चाहता हूँ और आप से प्रार्थना करता हूँ कि आप मंत्री महोदय को आदेश दें कि वह इस के ऊपर ध्यान दें।

पाटलिपुत्र मेडिकल कालेज के नाम से एक संस्था पटना में चालू की गई थी जिस में 15 हजार रुपया प्रति छात्र ले कर 500 से अधिक छात्रों को भर्ती किया गया था। उस में लंका, मलेशिया सिंगापुर और नेपाल के भी छात्र हैं और अपने देश के बम्बई, पंजाब, दिल्ली, मध्य प्रदेश और उत्तर प्रदेश लगभग सभी राज्यों के छात्र हैं। उस में लाखों रुपये की गड़बड़ी का सवाल है। कालेज बन्द हो गया है। सो के लगभग छात्र दिल्ली के भटक रहे हैं। उस में कुछ ऐसे लोग शामिल हैं जिन को बिहार की अभी की जो सरकार है वह संरक्षण दे रही है। सो मैं आप के जरिए मंत्री महोदय से आग्रह करना कि जहाँ विदेश और अपने देश के भी इतने छात्रों का मामला है और 15 हजार रुपया प्रति छात्र उन से लिया गया है, चुनाव के नाम पर लिखित पत्र दे कर लिया गया है सो क्या भारत सरकार सो भी आई के जरिए इस बात की जांच कराएगी क्यों कि यह एक ही राज्य का विषय नहीं रह गया है और जिन विद्यार्थियों का जीवन बर्बाद होने जा रहा है उस के बारे में सरकार से आप ध्यान बिलाएँ।

SHRI JYOTIRMOY BOSU (Diamond Harbour) : I had given a notice on the same subject.

SHRI S. M. BANERJEE (Kampur) : I rise on a point of order on this. My point

of order is this. You have allowed Shri Bhogendra Jha to raise a particular matter. It is most unfortunate that the Minister concerned who should be present is not present here.

MR. SPEAKER: He has no notice of it...

SHRI S. M. BANERJEE : If the Minister concerned is not here, at least the Minister of Parliamentary Affairs should be here...

AN HON. MEMBER : He is sitting there.

SHRI S. M. BANERJEE : At least he should take note of it. After all, we have given notice, and we have sent a memorandum to the Prime Minister, and somebody at least should take note of it.

MR. SPEAKER : May I tell the hon. Member...

SHRI S. M. BANERJEE : You are kind to us, sir, but the same kindness should be shown to us by the Ministers also.

MR. SPEAKER : अभी यहां आने से पहले तो नोटिस दिया है।

Does he expect the Minister also to be aware of this?

SHRI S. M. BANERJEE : The Minister is not more important than you, Sir...

MR. SPEAKER : The Minister of Parliamentary Affairs is here and he will convey it to the Minister concerned.

12. 26 hrs.

RE: BANGLA DESH REFUGEES

SHRI JYOTIRMOY BOSU (Diamond Harbour) : I had given two notices; one is about the Pataliputra Medical College and they have raised about Rs. 90 lakhs....

MR. SPEAKER : That matter has already been raised.

SHRI JYOTIRMOY BOSU : I just want to support that.

SHRI S. M. BANERJEE (Kanpur) : We also want to raise that matter.

SHRI JYOTIRMOY BOSU : I have received a very disturbing telegram from a gentleman by name Shri S. K. Acharya, who was Advocate-General in Calcutta that in certain refugee reception camps in Meghalaya, and Assam, and especially in Meghalaya at the places Bagmara and Rangra, the evacuees are not allowed to come into India, and they are being restricted there, causing serious difficulty and hardship to those who have tried to come. Amongst the lot who wanted to come in but who have been prevented from coming are freedom fighters and former Ministers of the East Pakistan Government. Does this not do discredit to the Government and bring mud on our face? Government should immediately issue a directive to the officials at the border not to stop these evacuees from coming into the country.

श्री अटल बिहारी वाजपेयी (खालियर) : अध्यक्ष महोदय, मैं एक प्रोप्राइटी का सवाल उठाना चाहता हूँ। पुनर्वास मंत्री श्री खाडिलकर ने एक प्रेस कॉन्फरेंस बुला कर सरकारी नीति के बारे में घोषणा की कि जो शरणार्थी आ रहे हैं उन्हें सीमा पर नहीं रखा जायगा बल्कि सीमा से निकाल कर माना कैम्प में रखा जायगा।

MR. SPEAKER : It is not a question of propriety. It is not a question of policy either.

SHRI TRIDIB CHAUDHURY (Berhampore) : It is a question of policy. Government announced the policy that they are not going to move the refugees from the border areas in spite of all difficulties because they do not want to create the impression that these refugees are being received for rehabilitation purposes; they are being received here only on humanitarian considerations. Now if 50,000 refugees are suddenly shifted to Mana, it means a change in policy has taken place, and if the Minister could not make a statement here his deputy is here and he could

have done so. I understand the Minister has gone to Geneva, but his deputy could have come before Parliament and made the announcement.

श्री अटल बिहारी वाजपेयी : अध्यक्ष महोदय, आप को इस सदन की सर्वादाश्यों की रक्षा करनी है। अगर सरकार की नीति में परिवर्तन होता है तो वह सदन के सामने नहीं आना चाहिए। मैं गुण दोष में नहीं जाना चाहता लेकिन अगर पुनर्वास मंत्रालय को शरणार्थियों को हटाना है तो सदन में आ कर इस की घोषणा की जा सकती थी, इस के लिए प्रेस कॉन्फरेंस बुलाने की क्या जरूरत थी और दूसरे, रिहैबिलिटेशन का मामला इतना बड़ा है कि इस के लिए एक अलग मिनिस्टर चाहिए, मिनिस्टर आफ लेबर ऐंड रिहैबिलिटेशन यह साथ साथ अपनी जिम्मेदारियों का पालन नहीं कर सकते।

MR. SPEAKER : I saw Shri Khadiikar on TV. He is not here now.

SHRI ATAL BIHARI VAJPAYEE : But Government is here.

MR. SPEAKER : If members want information, I can ask the Minister.

THE MINISTER OF PARLIAMENTARY AFFAIRS, AND SHIPPING AND TRANSPORT (SANSADIYA KARYA TATHA NAUWAHAN AUR PARIWAHAN MANTRI) (SHRI RAJ BAHADUR) : May I say with your permission that the Government do recognise that if any change in policy is contemplated, we must first come to the house to announce it while the house is in session. This is a sort of borderline case. The camps are overfull, the influx is continuing.

SHRI ATAL BIHARI VAJPAYEE : He is going into the merits.

SHRI RAJ BAHADUR : No. When the camps are full and the refugee influx shows no sign of stopping or abating we must make some arrangements for them.

[Shri Raj Bahadur]

It is a borderline case. It was an administrative matter when action was taken to accommodate these refugees elsewhere. But we take note of the feelings of the house.

SHRI SHYAMNANDAN MISHRA : (BEGUSARAI) : That means the basic policy remains.

SHRI RAJ BAHADUR : Of course. We have to make some on the spot arrangements. We cannot leave the refugees unaccommodated on the road. We have to shelter them somewhere else.

SHRI SEZHIYAN (KUMBAKONAM) : He could have as well come to the house and said it here instead of going to the Press.

SHRI ATAL BIHARI VAJPAYEE : You give us your ruling.

MR. SPEAKER : Instead of meeting the press, something should have been mentioned here. I have not given my ruling as such. But I would advise Ministers that when Parliament is sitting, decisions on these major questions should first be announced here.

SHRI N. K. SHARMA (Dausa) : It is a sort of *obiter dictum*.

MR. SPEAKER : If they come and speak here, it becomes automatically a 'press conference'. That is what all of us do sometimes.

SHRI R. V. BADE (Khargone) : I belong to Madhya Pradesh where the Mana camp is situated in Dandakaranya. The policy with regard to the refugees was to keep them near the border.

Is it not a question of policy?

श्री रामदेव सिंह (महाराजगंज) : अध्यक्ष महोदय,.....

अध्यक्ष महोदय : मैं ने आप को समझाया था, फिर भी आप खड़े हो गये.....

SHRI SHYAMNANDAN MISHRA : There is a very serious allegation by the

Chief Minister of Bihar. He has accused the Prime Minister of activity to topple his Government, and also that her Private Secretary Mr. Kapur is employing questionable methods there to purchase the loyalty of the Assembly Members. It is a very serious allegation.

श्री अटल बिहारी वाजपेयी : सवाल यह है कि श्री यशपाल कपूर सेन्ट्रल गवर्नमेंट के एम्प्लॉई हैं या नहीं ?

अध्यक्ष महोदय : नहीं हैं ।

श्री अटल बिहारी वाजपेयी : वह क्या हैं, उन को तस्वाह कोन देता है ?

श्री रामदेव सिंह : वह प्रधान मंत्री के प्राइवेट सेक्रेटरी हैं और खजाने से तस्वाह लेते हैं । पांच दिन से वह पटना में बंटे हुए हैं और गड़बड़ कर रहे हैं.....

SHRI RAJ BAHADUR : May I say that he is not a Central Government employee?

SHRI SHYAMNANDAN MISHRA : We have got a federal get-up, and when a serious allegation is made by the chief Minister of a state, it cannot be brushed aside.

12. 30 hrs.

PAPERS LAID ON THE TABLE

NAVY (PENSION) SECOND AMENDMENT REGULATION, ETC.

THE MINISTER OF DEFENCE (RAKSHA MANTRI) (SHRI JAGJIVAN RAM) : I beg to lay on the table a copy each of the following notifications (Hindi and English versions) under section 165 of the Navy Act, 1957:—

- (1) The Navy (Pension) Second Amendment Regulation, 1970, published in Notification S. R. O. 437 in Gazette of India dated the 21st

November, 1970. [Placed in library. See No. LT-257/71.]

- (2) The Navy (Pension) Third (Amendment) Regulations, 1970, published in Notification No. S. R. O. 461 in Gazette of India dated the 28th November, 1970. [Placed in library. See No. LT-257/71.]
- (3) The Navy (Discipline and Miscellaneous Provisions) First Amendment Regulations, 1971, published in Notification No. S. R. O. 65 in Gazette of India dated the 30th January, 1971. [Placed in library. See No. LT-257/71.]

SHRI SEZHIYAN (Kumbakonam) : The papers were published in the Gazette of India in November, 1970 and after that there have been two sessions. Why should there be so much delay in laying them?

SHRI JAGJIWAN RAM : I shall look into it.

NOTIFICATIONS UNDER DELHI DEVELOPMENT ACT.

THE MINISTER OF STATE IN THE MINISTRY OF WORKS AND HOUSING (NIRMAN AUR AWAS MANTRALAYA MEN RAJYA MANTRI) (SHRI I. K. GUJRAL) : I beg to lay on the Table :-

- (1) A copy each of the following Notifications (Hindi and English versions) under section 58 of the Delhi Development Act, 1957 :-

- (i) The Delhi Development Authority (Management and Disposal of Housing Estates) Regulations, 1968, published in Notification No. S. O. 1457 in Gazette of India dated the 27th April, 1968.

- (ii) The Delhi Development Authority (Management and Disposal of Housing Estates) Amendment Regulations, 1968, published in Notification

No. S. O. 1755 in Gazette of India dated the 10th May, 1969.

- (iii) A copy (Hindi and English versions) of the Delhi Development Authority Resolution No. 299 dated 24.12.1970 regarding omission of regulation No. 59 of the Delhi Development Authority (Management and Disposal of Housing Estates) Regulations, 1968.

- (2) A statement (Hindi and English versions) showing reasons for delay in laying the above documents. [Placed in Library. See No. LT-258/71.]

SHRI JYOTIRMOY BOSU (Diamond Harbour) : I want to raise a point about delay.

MR. SPEAKER : Did you give notice ?

SHRI JYOTIRMOY BOSU : Notice is not necessary. I will give in future, plenty of it.

MR. SPEAKER : Why do you want to raise it on every item ?

SHRI JYOTIRMOY BOSU : We are the checks and balances to see that the Government is kept on its toes.

SHRI I. K. GUJRAL : My hon. friend has not read the Order Paper. I have laid also a statement showing reasons for delay in laying the papers.

SHRI JYOTIRMOY BOSU : It is not convincing.

ANNUAL REPORTS OF THE GARDEN REACH WORKSHOPS LTD., CALCUTTA AND THE BHARAT EARTH MOVERS LTD., BANGALORE

THE MINISTER OF STATE (DEFENCE PRODUCTION) IN THE MINISTRY OF DEFENCE (RAKSHA MANTRALAYA (RAKSHA UTPADAN) MEN RAJYA

MANTRI (SHRI VIDYA CHARAN SHUKLA): I beg to lay on the Table a copy each of the following Reports (Hindi and English versions) under sub-section (1) of section 619A of the Companies Act, 1956 :-

- (1) Annual Report of the Garden Reach Workshops Limited, Calcutta for the year 1969-70 along with the Audited Accounts and the comments of the Comptroller and Auditor General thereon. [*Placed in Library. See No. LT-256/71.*]
- (2) Annual Report of the Bharat Earth Movers Limited, Bangalore, for the year 1969-70 along with the Audited Accounts and the comments of the Comptroller and Auditor General thereon. [*Placed in Library. See No. LT-255/71.*]

NOTIFICATION UNDER PASSPORTS ACT.

THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (VEDISH MANTRALAYA MEN UP-MANTRI) (SHRI SURENDRA PAL SINGH): I beg to lay on the Table a copy of notification No. G.S.R. 393 (Hindi and English versions) published in Gazette of India dated the 17th March, 1971 under sub-section (3) of section 24 of the Passports Act, 1967. [*Placed in Library. See No. LT-259/71.*]

12.34 hrs.

MESSAGE FROM RAJYA SABHA

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

"In accordance with the provisions of rule 111 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to enclose a copy of the Indian Telegraph (Amendment) Bill, 1971 which has been passed by the Rajya Sabha at its sitting held on the 26th May, 1971."

INDIAN TELEGRAPH (AMENDMENT) BILL

AS PASSED BY RAJYA SABHA

SECRETARY : Sir, I lay on the Table of the House the Indian Telegraph (Amendment) Bill, 1971, as passed by Rajya Sabha.

ELECTION TO COMMITTEE

CENTRAL ADVISORY COMMITTEE
FOR THE NATIONAL CADET CORPS.

THE MINISTER OF DEFENCE (RAKSHA MANTRI) (SHRI JAGJIVAN RAM) : I beg to move :

"That in pursuance of sub-section (1) of section 12 of the National Cadet Corps Act 1948, the members of this House do proceed to elect, in such manner as the Speaker may direct, two members from among themselves to serve as members of the Central Advisory Committee for the National Cadet Corps for a term of one year, subject to the other provisions of the said Act and the Rules made thereunder."

MR. SPEAKER : The question is :

"That in pursuance of sub-section (1) of section 12 of the National Cadet Corps Act 1948, the members of this House do proceed to elect, in such manner as the Speaker may direct, two members from among themselves to serve as members of the Central Advisory Committee for the National Cadet Corps for a term of one year, subject to the other provisions of the said Act and the Rules made thereunder."

The motion was adopted.

12.35 hrs.

RAILWAY BUDGET, 1971-72—GENERAL DISCUSSION (Contd.)

MR. SPEAKER : The House will now take up further discussion on the Railway Budget.

AN HON. MEMBER : How much time remains ?

MR. SPEAKER : Don't worry. We have still got four hours and 50 minutes.

If you do not want it, we can finish it today.

SHRI S. M. BANERJEE : (Kanpur) : The Minister will reply tomorrow ?

MR. SPEAKER : If you want to take the whole time, naturally it will have to be so. Now, Shri P. M. Mehta.

SHRI P. M. MEHTA (Bhavnagar) : Mr. Speaker, Sir, I do not want to take much time, and therefore, I shall confine myself to only one point now. This is regarding the non-supply of wagons for the transport of coal. This is creating a very serious situation especially in Bhavnagar, in my constituency in Gujarat State. There are two textile mill units there, and these mills, —The New Jehangir Vakail Mills and the Mahalakshmi Mills—are facing acute shortage of coal, and it is very likely that they want to close down their working. The New Jehangir Vakail Mills is closing down from the 4th June, owing to the non-supply of coal. This is the telegram I received from them yesterday, Sunday. With your permission, I would like to read it. It says :

"As per separate telegram addressed to Shri Hanumanthaiyaji and Shri Ganguliji we have coal stock to keep mill running up to fourth June against monthly allotment thirty seven wagons in May only twenty-two wagons despatched but we received only seven wagons remaining despatched wagons no trace. It appears railway intercepted and utilised these wagons somewhere which has made our position very precarious.

Western Railway also not supplying from dump. Request take up matter with proper authorities and arrange immediately supplies from any sources. Otherwise mill definitely closing fourth June rendering all workers unemployed. Regarding earlier reply to you by Chairman Railway Board, we are writing you separately as they have avoided giving you proper explanation. Thanks.

New Jehangir Vakail Mills."

Sir, If the coal wagons do not reach Bhavnagar in time, 2,500 workers in the New Jehangir Vakail Mills will be rendered unemployed. This will adversely affected nearly 15,000 persons in Bhavnagar and it will also adversely affected the general economy of the district and the state. Therefore, I would request the hon. Minister to kindly take up this matter today and issue an order to the concerned authorities so that the workers may not be rendered unemployed and the mills may get the coal in proper time.

With these words, I conclude my speech.

DR. V. K. R. VARADARAJA RAO (Bellary) : Sir, I do not propose to say anything about the problems regarding my constituency. But I would like to speak as an economist, if I may; and take the whole subject of railways in the context of planning India's economic development.

I find that there has been a steady downward trend in the investment in the railways which has begun after the end of the third Plan. During the first Plan period, the investment was Rs. 422 crores; in the second Plan, it was Rs. 1,044 crores; in the third Plan, it was Rs. 1,686 crores. Now, the investment proposed for the fourth Plan was Rs. 1,525 crores. Then, the other day I was horrified to hear from the Railway Minister that there has been a further cut by Rs. 250 crores, with the result that the investment in the railway in the fourth Plan would be Rs. 1,275 crores against Rs. 1,686 crores in the third Plan. When one sees during this period the rise in prices that has taken place both in terms

[Dr. V.K.R. Varadaraja Rao]

of wages and construction material one can see that practically there has been a very, very sharp decline in the investment on the railways.

This decline is also linked up with the question of traffic estimates. I find that the fourth Plan document has given a broad estimate of 280 to 290 millions of originating traffic in 1973-74. I could not, therefore, understand how the Railway Minister in his speech referred to the Railway Board's projections as being 265 million tonnes. As a matter of fact, when the Planning Commission made their projections they made it on the basis of the increased targets of industrial development, port development, etc. and they drew up a figure of 280 to 290 millions tonnes. The Railway Board estimated 265 million tonnes. I want to know how the Planning Commission went above the estimate of the Railway Board. Now, the Minister in his speech—I hope he is as unhappy as I am about it—says that the freight target has been further reduced to 241 million tonnes. I do not know the relation of this estimate of 241 million tonnes to the enormous economic development we expect in the fourth plan. We are going to have a big break-through and the Finance Minister has given a very optimistic picture. We have come back with a huge majority. The country expects a lot. Port traffic is going to increase from 55 to 77 million tonnes. There are going to be more steel plants and more of industrial development. Agricultural production is going to increase at the rate of 5 per cent. Export production is going to increase at the rate of 7 per cent per year. How do these various targets of our plan fit in with this drastic reduction that the Minister announced in the traffic projections and plan outlay namely, a cut of Rs. 250 crores? I hope I will not be called uncharitable, but I wonder if this cut has anything to do with another Rs. 250 crores which Government wants for some other thing, for which, they do not want to get extra money and therefore, they have sprung upon the railways and taken away Rs. 250 crores. I am not saying it is so, but I am just wondering whether it is a possible explanation. I hope when the Railway Minister replies he would explain

to the House the logic of the freight estimate, the logic of the plan outlay and the relation of the investment of various targets set out in the plan of economic development.

The second topic I would like to take up is the financial position of the railways. I want to draw the attention of the House to the steady deterioration which is taking place in the proportion of working expenses to gross traffic receipts. From an all-time low of 74.4 per cent in 1963-64, the proportion of working expenses to gross traffic receipts has now reached 84.8 per cent. Not only that. Since 1965, the net surplus, i.e. the net revenue minus the dividend which the railways have to pay to general revenues, has been falling steadily. The net surplus has not been a net surplus but a deficit though the Railway Minister calls it a net surplus and then puts a minus mark. I do not blame him for that because that is the tradition of the Railway Minister. The net surplus has become a net deficit, beginning from 1965-66 when it was Rs. 18.3 crores. After 1965-66 there was no real net surplus and the deficit during the current year is Rs. 33.1 crores. This is something to which the House has to pay serious attention and I shall presently make a suggestion about it.

A major reason for this fall has been the big rise in the ratio of working expense. There is one thing to which I would like to draw attention because I did spend some time on it. Now I have more time at my disposal, I have gone through all the explanatory memorandum and all the notes. I find that this figure of 84.8 per cent, which is the overall average, really conceals a big differences in the position of the working expenses ratio in the different railway systems. I find, for example, that there are four railways in this country, namely Eastern, North Eastern, North East Frontier and Southern Railways—I have got all the figures but I do not have the time to give them—these four railways together account for a total capital at charge of nearly one-third of the total railway capital; they account for more than Rs. 1,034 crores. On these four railways the ratio of working expenses to traffic receipts is 100 per cent. It is highly important that the Railway

Minister should ask the Railway Board and he should ask his railway officials to give to this House a proper explanation; it is no good palming out overall figures and putting these figures in the explanatory memorandum. This House would be very much interested to know from the Railway Minister, either during the course of the reply or at a later stage, what are the reasons for this difference in the ratio of working expenses. I find, for example, that in the Western Railway the percentage is 77.8, in South Eastern 70.9 while in the case of North East Frontier Railway it is 140.8 per cent. It seems to me that it is very important that this matter should be gone into in detail and explained.

From this increase in the working expenses we can obviously see the uneconomic character of the railway loans in financial terms. It is my feeling that the burden of the 1965 Railway Convention is hanging at the back of the Railway Ministry like the Old Man of the Sea. Now the Railway Ministry is not able to get rid of it. When this Convention started the railways were in a good position and so the Convention said: 5.5 per cent of the capital at charge at the end of 1964 and 6 per cent on further additions to the railway capital should be fixed as dividend that must be paid by the Indian Railways as contribution to the general revenues. That was on the assumption that the railways would keep on making surplus. In fact, the House would be interested to know that the railways have not been getting enough revenue to meet this dividend and government have to lend money to the railways, Rs. 80 crores during the last three years, in order to get the dividend. What kind of accounting or financial procedure this is, I fail to understand. Government have already lent railways Rs. 63.2 crores for the development fund. It seems to me that the railways obviously need for a fresh look and a downward revision is imperative in regard to the obligation laid on the railways for contribution to the general revenues.

We must also remember that in no country in the world is the railways making profits. The time has gone when the railways were regarded as a profit-making industry. Now railways are an essential and important instrument and tool of economic development. The development of the

steel industry, the development of coal, the development of our exports, the tremendous increase in bulk trade, the container traffic, all these require that the railways should be used as an instrument of economic development and not treated as a money earning agency. I am sorry for the Railway Minister; I do not blame him for the kind of rise in freights that he has come before the House with. We have already seen in this morning's papers that the Chairman of the Hindustan Steel company has said that on account of the rise in freight he is going to raise the price of steel. There is going to be a rise in prices.

Railways freight is not the best way of bringing about an increase in revenue. We want our exports to go up; we want our prices to remain at least stable if not go down and we want to economic development. It seems to me, therefore, that this whole subject needs to be gone into thoroughly and I would like to suggest for the consideration of the Railway minister and this House that the time has come when we should have a parliamentary committee to go into the subject of Indian Railways in their entirety—what is the role of Indian Railways in economic development, what should be their investment, what should be their contribution to the revenues, what is their relationship to all the other Plan targets. A proper railway policy; not an isolated commercial venture policy but a proper railway policy, from the point of view of economic development needs to be enunciated and I would beg of this House to consider this suggestion for a parliamentary committee to be appointed to go into this whole subject and make its report to this House.

One last word and I have done. I would like to commend, if I may, the programme which the Railway Minister has placed before the House for instant employment. I do not know if he used that phrase when he made his speech, but when I read his speech the headline was "Instant Employment." I was immediately reminded of instant coffee, instant tea, instant *idlis* instant *dosais*. I think now these are the days of instant solutions and the Railway Minister has given a solution for instant employment. But I must say, his solution is a good solution.

[Dr. V.K.R. Varadaraja Rao]

We all know—I knew as Minister of Transport—what tremendous obstacle level crossings from in road transport and how they send up the cost of road transport and goods, apart from expenses and all that. Therefore, if 41,000 level crossing are taken up for over—or under-bridges, according to his estimate of 400 persons including engineers who will be employed for each level crossing for six to nine months—let us take the conservative figure of six months—that will give employment to 8.2 million persons. If you have a programme spread over a period of eight years for doing all these level crossings, you will be able to provide employment to 1 million people every year and this employment will be spread all over the country. Every district and every taluka has got level crossings. It gives employment both to the educated and to the uneducated people. I would like, therefore, very strongly to commend to the Finance Minister and to the Prime Minister, who have provided Rs. 75 crores in this year's Budget for employment and are proposing to provide Rs. 75 crores each year for employment programmes, that this is a very practical, economic and productive method of getting value for the money spent and, at the same time, of creating employment. I hope, therefore, that the instant solution suggested by the Railway Minister will be accepted by his colleagues, if not instantly, at least before this Budget is finally passed.

SHRI K. RAMAKRISHNA REDDY (Nalgonda): Mr. Speaker, Sir, I represent Nalgonda parliamentary constituency in Telangana region of Andhra Pradesh. Nalgonda is a very backward district. There are no adequate industrial communication facilities. Even to the district headquarters there is no Railway connection except only in one Bhongir taluka. For the past 50 years we have been asking for a railway line at least to connect with the district headquarters. At last in the year 1968, the Railway Board ordered survey from Nadikude to Secunderabad, which connects Nagarjunasagar Project and Nalgonda District headquarters. The Southern Railway authorities have surveyed and they have sent the report in September 1970. In spite of it the Railway Board or the

Government have not taken any action in this regard. There are no technical hurdles in this line. I request the hon. Railway Minister to pay his attention to it and see that this line is sanctioned. It is the cheapest line. It covers 150 kilometres and costs only Rs. 12½ crores. The return will be 12.42 per cent.

Not only this, by this mighty Nagarjunasagar Project after completion, more than 36 lakh acres of land will be irrigated. The potentiality in this area will be increased and more than 12 lakh tonnes of foodgrains and 50,000 tonnes of sugar will be available annually. If you calculate the approximate value of all this, it will be more than Rs. 100 crores. For getting the markets for all these foodgrains and sugar, it is but necessary that the above mentioned railway line should be opened.

As mentioned above, in Nalgonda district except in Bhongir taluk, there is no railway link. Near Bhongir there is a Raigi Railway station which is near to the Yadgir temple which is considered the second famous temple in the southern area. Thousands of pilgrims will be going there. At first, the railway gate was on the Kazipet side. It was then changed towards Secunderabad side. On road to Yadgir temple there is a tank which is on a high level. The adjacent lands are on the other side which are on lower level. The farmers are not in a position to manure the fields. It is but necessary that the old gate should be re-opened so that the problem of the village people there is solved.

Hyderabad and Secunderabad are twin cities covering 100 square miles. There is a broad-gauge line, Nampali to Secunderabad and metre-gauge line from Fallaknuma to Secunderabad. This area needs more suburban circuit trains to fulfil the needs of the people of the twin cities of Hyderabad and Secunderabad. This is also a big city like Bombay, Madras. I hope the hon. Minister will do the needful in this connection.

In Hyderabad city, the Santnagar is an industrial area. There is no over-bridge on the Railway gate due to which, for hours together, thousands of people have to wait

there. Unless and until an over-bridge is built in the Santnagar industrial area, there will be hardship to the people of that area, I would request the hon. Minister to pay attention to this also.

Nizamabad and Ramagundam are the industrial areas. Nizamabad is the district headquarter and very large quantities of sugar are produced there and in Ramagundam, there is a thermal station and an important centre for coal production. These are both industrial areas. There is no rail link available between these two places. There should be a rail link to connect these two places so that the distance between these two is shortened.

Moreover, when the Nizam's Railways merged with the Indian Union Railways, there was a surplus fund of Rs. 6 crores at the disposal of the Nizam's Railways. An assurance was given that this surplus money available would be utilised for the purpose of new lines in that area only. I am now suggesting to the hon. Railway Minister that they can utilise this fund also in addition to other funds for opening of the new lines in this area. This will facilitate the Railway authorities in starting the works at the earliest. The whole of Telengana is backward area. So, an immediate attention is needed there.

Lastly, there is the Dakshin Express which runs between Delhi and Hyderabad. It is said that it is exclusively for Hyderabad, but it is not so. It is a link railway line for the southern area. The bogey of Madras will be linked at Kazipet. I request that it should be electrified.

With these words, I hope, the hon. Railway Minister will pay special attention to the suggestions that I have made.

13 hrs.

MR. SPEAKER : The Congress benches have got a list of 50 members. May I know how much time the hon. Minister would like to take ?

THE MINISTER OF RAILWAYS (RAIL MANTRI) (SHRI HANUMANTHAIYA) : Hon. Members have made several suggestions. I require one hour.

MR. SPEAKER : Only 2 hour more, and the list given by the Minister of Parliamentary Affairs is rather unusual—it contains 50 Members from Congress benches. They have to be accommodated in 2 hours. They can only get 2 or 3 minutes each.

SHRI HANUMANTHAIYA : I may submit to the House that I am not merely Minister for my party but I have to take into confidence all the Members of the House and reply to the points that they have made.

MR. SPEAKER : You can take the whole time and make my work easier ! Mr. G. M. Stephen. You may just start and continue after lunch.

SHRI C. M. STEPHEN (Muvattupuzha) : Mr. Speaker, Sir.....

MR. SPEAKER : I am very sorry you will have only 5 minutes. You may continue after lunch. Don't go for lunch ; try to think of each and every thing. So, we adjourn for lunch to reassemble at 2 P.M.

13.03 hrs.

The Lok Sabha adjourned for Lunch till Fourteen of the Clock.

The Lok Sabha re-assembled at Four Minutes Past Fourteen of the Clock.

[MR. DEPUTY-SPEAKER in the Chair]

RAILWAY BUDGET, 1971-72—GENERAL DISCUSSION—Contd.

Mr. DEPUTY-SPEAKER : Shri C. M. Stephen may now continue his speech.

SHRI C. M. STEPHEN : I am not to continue, but I am just beginning my speech.

We have got a deficit budget before us. Deficit budget have become so much the order of the day that nobody will be surprised by the deficit character of a budget. But as far as this budget is concerned, I am really surprised over the

[Shri C.M. Stephen]

deficit character of it, not because of the bigness of the deficit but because of the very smallness of the deficit.

The question that arises before my mind is this. For a huge venture like the Indian railways with a capital investment of about Rs. 4000 crores and with a turnover of over Rs. 1000 crores per year, was it really impossible for the railways to present before us a budget which was balanced? Was it really impossible for the Railway Minister to cover this small deficit of Rs. 6 crores? When the interim budget was placed before us, there was a deficit of Rs. 33 crores or so. To my mind, sufficient has happened in the country to warrant an optimistic forecast and put forth an estimate of income which was higher than the interim estimate by certainly more than Rs. 33 crores. This Rs. 33 crores has been attempted to be covered by some increase in fares and freight, but even then Rs. 6 crores have been left uncovered.

The question is: is this deficit budget a matter of inevitability or a matter of railway budgetary policy? I refuse to believe the former. It is not like the general budget where you raise taxes and there is a limit. But for the railways, with nine zones, it would not have been impossible to raise their estimate of income by, say, a crore of rupees per zone. For each of the zones, it would certainly have been possible to do that.

The Minister has told us that after the interim budget was presented, he had discussions with the General Managers. I do not know whether he discussed this question with them. Was this dealt with only by the budgetary wing of the Railway Board or did it really figure in the discussions with the General Managers. Was it indicated to the GMs that their promised income could be raised by one or two crores. It could have been done, it should have been done.

I say this deficit is an absolutely unnecessary exercise in arithmetic. The purpose is clear from the observations made by the Minister in the course of his speech. He had a lot to say by way of the railways

having to bear the social burden, the burden of the staff expenditure, increase in salaries, the enhancement of working expenses and all that. All this is absolutely unnecessary and unavailing to dwell on because these burdens are inevitable; the railways will certainly have to carry these burdens. It will be a far cry for the railways to expect that they can cut down the expense with regard to staff salary. The handbook given to us shows that the staff expenses on the Indian railways is lower than the staff expenses which form part of the overall working expenses of other railways. Therefore, this wail is unavailing, and will not take us anywhere.

May I put another aspect before the Minister? In the explanatory note is given a comparative table which shows that during 1950-51 the investment was Rs. 827 crores and the gross receipts Rs. 263 crores; in 1971-72 the corresponding figures are Rs. 3,472 crores and Rs. 1,044 crores. Here one picture emerges. The percentage of gross income to capital at charge is in 1950-51 is 32; today it works out to 30 only. I am not concerned about the net income; I am concerned about the gross income. In 1960-61 the percentage was 34. If the same percentage that is, 32, could be maintained in 1970-71, the income has got to be Rs. 1,111 crores. It is not a far cry; it should have been possible to bring the figure up to what I have indicated.

If the figures are worked out, the complaint about working expenses is absolutely unavailing. In 1950-51, it was 79.99 per cent. Today they say it is 84 per cent on the basis of Rs. 1,044 crores. If the return were to be raised to the level of 32 per cent of the total investment namely, Rs. 1,111 crores, you will find that the working expenses keep in line with the 1950-51 level. That is to say, if the income is Rs. 1,111 crores, the working expenses will be just 79.8 per cent. It was 79.8 per cent before, it would be today 79.8 per cent. Therefore, the snag is not about the staff expenditure going up. The snag is that the railways are not able to utilise their capacity fully.

According to the calculations they have given, freight and passenger rates have gone up. With 1950-51 as 100 or the base, in

1970-71 the index figure was 166. Nevertheless, your income has come down from 32 to 30 per cent, and you are complaining that the working expenses are mere. That is putting the cart before the horse. The aim has got to be to increase the earnings to Rs. 1,111 crores.

The Railway Board have got their own formula. They calculate that the Southern Railway must give so much, the Western Railway must give so much and so on. The General Managers and Divisional Managers are not taken into confidence. That targets come to them from above. Let the Railway Board calculate but the General Managers must be called in and must be asked if they can raise so much revenue. Further, if they are taken into confidence, they will be committed to it, and they will go ahead with achieving the target.

What is necessary today is not only exploitation of the scope which is everywhere. That is not being done. But there are gold mines in this country which you are not tapping. If this is done intensively, this problem can be solved. Therefore, the balancing of the budget may not be attempted by the Minister by cutting down the number of posts of the staff, by not recruiting people when there are vacancies, by curtailing increase in salaries, which is absolutely not possible. No wage freeze is possible. You will not be able to cut down the staff. In 1966-67 the staff employed was 13.65 lakhs; in 1969-70 it was only 13.57; which means that you have reduced the staff strength in the course of these two years by 8,000. There is another point. While the passenger train operating costs have gone up 70 per cent and goods trains operating cost by 109 per cent, the increase in expenditure on staff has gone up by only 48 per cent. Therefore, the difficulty is not that the working expenses have increased because of the staff, the difficulty is that the capacity is not fully utilised. How is that to be done?

I do not know what is happening elsewhere, but I know what is happening in my State where the density of population is about 1,400 per square mile. It is an area where industrialisation is coming up and high-rated goods traffic is available.

A real gold mine is there, but it is not being tapped. The total length of railways there is 888 k. m. whereas, on the basis of population, it must be 2,250 k. m. or something like that. There is shortage of 1,500 k. m. That is to say, Kerala is completely a suburban area, if I may say so, there is no village system. The whole State intensely populated. If you can cover the State with a criss-cross of railway lines and tap the possibilities, you will be getting a real income from that area. Nothing is being done. One metre gauge line and a small stretch of broad gauge line is there. Even that is not utilised. Condemned wagons are coming; condemned bogies are coming; condemned engines are given. There is no workshop there. There is no store establishment there. There is no divisional headquarters there. Nothing at all. It is an appendage of something else. I am only giving an instance to show how it should be the endeavour of the railways to find out the areas where you can raise your income; that endeavour is not being made. Investment must be on that basis. That is not being attempted. I am instancing Kerala only for that purpose. The problem has got to be approached that way.

Kerala can certainly claim, the Railway Board will concede, the Southern Railway will concede that those lines are the most remunerative than all the others, and in the Southern Railway, with all the divisions put together, we are giving a greater income from that area than all the divisions. But it is not being expanded.

Then again, take another example: Avoidance of waste, there must be. But what is now being done? The entire south is being run on steam engine. Of courses there are certain diesel engines. What is the meaning of that? Coal must come from the north. About 2,500 tonnes of coal are to be consumed per day. 225 wagons have got to be moving to the south through the whole distance from the north. Coal costs Rs. 60 in the north; it costs Rs. 90 in the south. It has to travel down the whole area. The entire railway track is used for that purpose. Therefore, distribution takes place. The wagons which could have otherwise been utilised, are not being utilised. What I am saying is this. Supposing you dislase that area intensively. There are

[Shri C. M. Stephen]

some diesel engines now. Let that area be more intensively dieselised. There will be saving on the tracks; there will be saving on coal; there will be saving in the expenses, and there will be better hauling. As against the steam engine, with diesel, you can put 20 bogies, and you can haul more people and goods there with the use of diesel engines. More lines and more engines could be utilised there. That is the sort of calculation which has to be done; but that sort of calculation is not taking place with respect to that area.

One more point and I will finish. What is the policy of the railways with respect to catering to the needs of the travelling public? The Railways function in such a national framework that somebody else cannot fulfil, what I mean is, connecting long distances, city to city, can be done only by the railways. Transporting masses of people through short distances can be done by the buses; the cars can do that also. But transporting men and material over thousands of miles, say from Madras to Delhi, the buses cannot do that. It is only the Railways that can do that. These things should be properly scheduled.

In this matter of scheduling, may I point out one instance? From Trivandrum, a train come to Madras. The passengers in that train are coming to Delhi. The train comes to Madras say, in the evening, by 5 O'Clock. But by that time, one hour earlier, the train for Delhi would have left. That is the sort of scheduling that now exists. It is not by accident. The passengers get stuck up there; it causes great inconvenience to the whole lot of people; has nothing is provided for them, they take to something else. This is the sort of dislocation which takes place in the matter of scheduling.

Sir, I am finishing with one more observation. Even income may be raised, and it can be raised. If income can be raised, if proper re-scheduling takes place, if waste can be avoided in those places where the areas can be spotted out and exploitation takes place intensively in those areas, if the operation is chalked out by the Divisional Superintendents and the General Managers together who are to execute it, things can be improved. That way, there can certainly be a remedy. This situation can certainly be

remedied. The remedy is not in cutting down anything; the remedy is not in raising the income; the remedy lies in an intensive exploitation of the whole area. The remedy is in avoiding waste. The problem before us is not appalling. It is promising. Only the Minister must accept this policy, not to present a deficit budget, but to present a budget which is the reverse of it.

With these observations, I conclude.

श्री शिवकुमार शास्त्री (अलीगढ़) :

उपाध्यक्ष महोदय, एक बात तो मैं अविकांक्ष पहले वक्ताओं के स्वर में स्वर मिला कर मंत्री महोदय से यह कहना चाहता हूँ कि वह अपने विभाग की इन त्रुटियों की ओर अविलम्ब और अवश्य ध्यान दें ताकि उन के विभाग के प्रति यात्रियों में आस्था और विश्वास उत्पन्न हो। सब से पहली बात तो यह है कि अधिकांश गाड़ियाँ समय पर नहीं पहुँचती। उन में कभी यह शिकायत भी रहती है कि कहीं पर कुछ विद्यार्थी यात्रा करते हैं और कुछ लोग और भी अनुसरदायी इस प्रकार के होते हैं कि जो चैन खींच लेते हैं और गाड़ी खड़ी हो जाती है। इस प्रकार गाड़ियाँ लेट हो जाती हैं अब यह भरोसा नहीं रहा है कि कोई व्यक्ति एक विशेष कार्य से जा रहा है तो वह समय पर पहुँच ही जायेगा और अपने काम को कर सकेगा। मैं यह सुझाव देना चाहता हूँ कि चाहे आप को कुछ दिनों के लिए अतिरिक्त व्यय करना पड़े आप सादे कपड़ों में पुलिस के कुछ व्यक्ति इस प्रकार के रहिए कि जिस से ऐसी शरारत करने वालों को पकड़ा जाय और उन को दण्ड दिया जाय। कुछ दिन इस प्रकार का यत्न आप करेंगे तो इस में कुछ सुधार होगा।

दूसरी बात यह है कि लोग सफाई और दूसरी और चीजों के अपने दायित्व को नहीं निभाते। अधिकांश सीटें मेली रहती हैं। बास तोर से पोती कुर्ती पहनने वालों के लिए मुश्किल है। वैसे तो उस सड़ को फेंकनी जानी

है लेकिन खदर का कुर्ता तो दूर से ही उसे ग्रहण करता है और खास-तौर से जो इधर की साइड में बैठने वाले हैं वह तो खदर से हानि ही उठाते हैं, लाभ का प्रश्न ही नहीं उठता। इसलिए जहां से गाड़ी चले वहाँ से ठीक तरह की सफाई हो। जब से यह डीजल आयल के इंजन चले हैं गाड़ियों की रफतार तो बढ़ गई है लेकिन रफतार बढ़ने के साथ साथ धूल भी बढ़ गई है। इस के लिए स्विडिकियों की व्यवस्था इस तरह से कर दी जाए कि वह ठीक तरह से फिट हो और विलकुल ठीक बैठ जायें जिससे धूल न आए। इस के साथ साथ बड़े बड़े स्टेशनों पर सफाई का ऐसा प्रबन्ध रहना चाहिए कि धूल साफ हो जाय।

तीसरी बात बल्व और पंखों के विषय में है। बल्व अधिकांश गाड़ियों में नहीं हैं। पंखों में पंखड़ियां ही नहीं हैं। कूप जो है वह विलकुल ब्लैकहोल बन जाते हैं जिस में कि आदमी घुट कर के सरने लगता है। तो यह सारी की सारी चीजें हैं जिन की ओर ध्यान देना चाहिए। कभी कभी तो ऐसा प्रतीत होता है कि जैसे प्रबन्धक थक कर बैठ गए हैं, और लगता है जैसे यह विभाग ही समाप्त होने वाला है या इस का कोई पुरसां हाल नहीं है। इसलिए इस व्यवस्था की ओर ध्यान दिया जाय ताकि लोगों में भरोसा उत्पन्न हो। इस के साथ ही गर्मियों में स्टेशनों पर पानी की पर्याप्त व्यवस्था नहीं है। जभी गाड़ी रुड़ी होती है दौड़ कर के लोग नलकों पर जाते हैं और पचासों आदमी वहां इकट्ठा हो जाते हैं। तो इन दिनों में स्टेशनों पर और खास तौर से बड़े बड़े स्टेशनों पर पानी की पर्याप्त व्यवस्था रहनी चाहिए।

एक विशेष सुझाव और में देना चाहता हूं कि खाने की सामग्री जो स्टेशनों पर मिलती है उसे खाने कर के भी कोई आदमी स्वास्थ्य की दृष्टि से या कोई रोगी है तो वह अपने रोग की

दृष्टि से समुचित खाना प्राप्त नहीं कर सकता। इसलिए शुद्ध ची की ओर स्वास्थ्य की दृष्टि से शुद्ध खाने की चीजों को स्टेशनों पर बेचने का विश्वस्त आदमियों के द्वारा पहले प्रबन्ध किया जाय और अगर वह चालू हो सके तो चलाइए, नहीं तो प्रयोग तो अवश्य करना चाहिए।

दूसरी बात जिस की ओर मैं ध्यान दिलाना चाहता हूं वह है भ्रष्टाचार। खास तौर से रिजर्वेशन में टू टायर और ग्री टायर में यह गड़बड़ी बहुत चलती है। जगह होते हुए भी यह कह दिया जाता है कि अब सीटें पूरी हो गई हैं, इस में कोई जगह नहीं है और जब ट्रेन चलती है तो स्वयं जाकर के हम ने देखा है कि दसियों बर्थ खाली रहती है और उन को पैसे लेकर के दूसरे व्यक्तियों को दिया जाता है। कहा यह जाता है और कुछ समझ में भी आता है कि अगर केवल उसी व्यक्ति तक वह पैसा रहे तो शायद उसे हजम न होने दे पर उस पैसे का एक लम्बा क्रम है जो दूर तक जाता है। तो इस ओर भी तुरन्त ध्यान देना चाहिए और इस की छानबीन होनी चाहिए।

अब मैं अपने क्षेत्र की कुछ समस्याओं और आवश्यकताओं की ओर आपका ध्यान खींचना चाहता हूं। एक शटल गाड़ी हाथरस किले से हाथरस जंक्शन तक जाती है। उस के बाद अलीगढ़ तक बहुत थोड़ा सा फासला रह जाता है। पहले यह शटल अलीगढ़ तक आती थी। मेरा अनुरोध है कि इस का क्षेत्र पुनः अलीगढ़ तक कर दिया जाय ताकि लोगों को जो कच्चीरी के काम से आते हैं उस का उपयोग करने की सुविधा हो। इसलिए जैसा कि पहले होता था थोड़ा सा इस बारह मील का फासला तय कर के आगे उसे अलीगढ़ तक आना चाहिए। आज जो वह हाथरस जंक्शन पर ही रोक दी जाती है वह वहीं रोकनी जानी चाहिए। अलीगढ़ से

[श्री शिवकुमार शास्त्री]

कानपुर की तरफ का जो क्रासिंग है मैं पिछले चार वर्षों से लगातार उस जगह पर वहाँ एक ओवर ब्रिज बनाने के लिए कहता आ रहा हूँ क्योंकि वह इस तरह का खूनी क्रासिंग है कि दो चार घटनाएँ तो इस तरह की वहाँ प्रति वर्ष हो जाती हैं जिस में कि लोगों को अपने जीवन से हाथ धोना पड़ता है। युनिवर्सिटी के लिए आने वाले, टीकाराम गर्ल्स कालेज के लिए आने वाले और दूसरी संस्थाओं के लिए शहर से आने वाले जो भी लोग होते हैं वह उस को पार कर के आते हैं। प्रायः वहाँ शंटिंग होती रहती है। गाड़ियों के यातायात के समय फाटक बन्द हो जाता है तो पचासों रिक्शा वाले और तांगे वाले वहाँ इकट्ठा हो जाते हैं। जब किसी को बहुत जल्दी रहती है तो असावधानी से या जल्दी के कारण वह आने वाली ट्रेन को नहीं देख पाता और दुर्घटना हो जाती है। वर्ष में इस प्रकार से दो चार जीवन तो चल ही जाते हैं। इसलिए इस पर ओवर ब्रिज या अंडर-ब्रिज जैसा भी हो सके एक पुल आवश्यक होना चाहिए यह अलीगढ़ के लिए बहुत आवश्यक है।

तीसरी बात मैं यह कहना चाहता हूँ कि बरेली से जो अलीगढ़ को लाइन है उस पर एक रेलवे स्टेशन है गोधा, उस का प्लेटफार्म बहुत नीचा है। दूर दूर तक घोर कोई स्टेशन है नहीं, इसलिए लोग वहाँ चढ़ने के लिए आते हैं तो प्लेटफार्म नीचा होने के कारण रोगियों को, बूढ़ों को, दबड़ों को और बच्चों वाली स्त्रियों को चढ़ने में बहुत मुश्किल होती है। पिछले कई वर्षों से लगातार मैं इस प्लेटफार्म को ऊँचा करने के पत्र-व्यवहार कर रहा हूँ। डा० राम सुभग सिंह जी ने अपने समय में इस को ऊँचा करना माना भी था। लेकिन नंदा जी के समय में विभाग की ओर से यह युक्ति लिखकर आ गई कि उस स्टेशन पर टिकटों की

बिक्री इतनी नहीं है कि उस को ऊँचा किया जाय। यह बात मेरी समझ में नहीं आती है क्यों कि पास में ही और स्टेशन इस प्रकार के हैं कि जहाँ इस से भी कम टिकटों की बिक्री है लेकिन उनके प्लेटफार्म ऊँचे हैं। तो इस प्रकार से यह जो बातें मैंने सामने रखी हैं उन के ऊपर मंत्री महोदय ध्यान दें। इतना ही मुझे निवेदन करना है।

SHRI J. B. PATNAIK (Cuttack) : Mr. Deputy-Speaker, Sir, as the nation's largest commercial-cum-industrial undertaking the railways play a key-role in our developing economy, It is not enough, therefore, that the railway Minister tries largely to wipe out the big deficit.

It is true that a vast transport system in which so much public money is invested should not run at a loss and the hon. Railway Minister has done a good job in seeing to it that it does not, but what the country wants of a railway budget in the present context is as to how far it offers employment opportunities to our people and bring new areas under the pale of the nation's increasing commercial and industrial activities.

In this respect the Budget presents a drab and disappointing picture. First, the reduction of the Plan outlay for the year creates an adverse psychological effect on the public and, secondly, the hon. Minister shows the direction for vast possibilities of employment but has taken a very small step in this regard. He says that conversion of the smaller gauge system in to broad gauge system offers immense possibilities of employment, but what he provides for in the Budget is only Rs. 15 crores though this would entail a cost of Rs. 2000 crores. If this would be the pace of conversion, it would take 133 years to reach our desired goal offering very little possibilities of employment.

Then, the hon. Minister holds out great employment possibilities in construction of over-or under-bridges on 41,000 level crossings existing in our country. But, here again, he promises only Rs. 10 crores. That also becomes uncertain when he awaits the

proposals of State Governments in this regard.

SHRI HANUMANTHAIYA : It is not vetting from State Governments. According to rules, they have to bear 50 percent of the cost.

SHRI J. B. PATNAIK : If one looks to the record of the Railways for the last ten years, one finds that the employment possibilities it offers to the people is really very scanty. With a capital of Rs. 4 000 crores and an annual budget of Rs. 900 crores, the railway offer employment facilities to less than 3,000 people a year. This is not expected from the nation's largest undertaking.

Now I come to the more important aspect of the part that the railways out to to play in the removal of regional disparities and bringing in of new areas of development under its wings. I would confine myself to only one point, namely, opening of vast mineral bearing areas, particularly areas rich with iron ore, and connecting them with the nearest ports. In Cuttack, Sundergarh and Keonjhar districts of Orissa lies such a rich iron ore belt. An official mineral survey of the area arrives at the figure of 8,000 million tonnes of iron ore deposits. This vast deposit would not only feed several new steel plants in this area and out side but would also boost our country's export trade.

We have a big customer in Japan whose requirement would be 150 million tonnes of iron ore a year by 1973-74. We could reasonably meet 20 to 30 per cent of this requirement. Our iron ore production, so far as the figures for 1969 are available, is 29.2 million tonnes. So, if we want to boost up our foreign trade, we must double this figure.

An estimate made by a sub group of the Planning Commission in this regard said that with an investment of Rs. 235 crores for export of iron ore to Japan. India, could earn foreign exchange to the tune Rs. 555 crores. Thus, not only would we cover this investment of Rs. 235 crores but we would make a profit of Rs. 300 crores in this regard. This investment certainly includes opening of new railways lines.

This iron ore belt in Orissa should be connected with the nearest port of Paradip by two alternative lines—one Talcher-Bimlagarh line with extension to Loira valley and the other Jakhapura-Nayagarh Bansapani line. Any one of the two alternative lines would shorten the distance between Paradip and Rourkela by 350 kilometres, besides connecting Rourkela directly with the State capital. Now there is a circuitous which passes through two other states and extends over 750 kilometres between Rourkela and Paradip. I plead with all the emphasis at my command that the Railway Minister should give it the top priority it deserves. I am quite sure, with his capacity for sweet persuasiveness, which he has amply demonstrated to this House in his proposals for increase in passenger fares and freight rates, he would overcome all the bottlenecks and noes with which our bureaucracy is familiar and earn the gratitude of a State which is pleading for it for the last ten years. Sir, I have got a few submissions to make. There are two small-gauge rail lines Rupsa-Talbund and Nuapara-Gunapur lines. A traffic Survey Team of the Railways have recommended that Rupsa-Talbund line should be converted into a broad-gauge huge line and Nuapara-Gunapur line should immediately be rehabilitated so that trains could run with 50 Km. speed.

Then, Sir, the D. V. K. Railway which has been opened up since the last two years serving two States of Orissa and Andhra Pradesh does not entertain passenger traffic. Besides, a vast area in Koraput district remains neglected though it has a big factory and vast mineral belt.

With these words, I support the Railway Budget.

SHRI SANJEEVI RAO (Kakinada) : Mr. Deputy-Speaker, Sir, at the outset I want to congratulate our Railway Minister for presenting such a balanced Budget in spite of the heavy odds. No doubt, he is justified in increasing the fares. But the point is whether the common man can afford to cope up with the increased fares.

The hon. Minister has himself informed us that the railway finances have started

[Shri Sanjeevi Rao]

falling from 1964 onwards. So, we have to consider whether the traffic can withstand and bear the increased fares. I request the hon. Minister to think dispassionately and find ways and means of increasing the finances to cover up the deficit Budget by increasing the efficiency and not by increasing the fares.

To start with, he must take effective steps to check the ticketless travel. I am told that as much as Rs. 25 crores are being lost every year due to this reason. Apart from ticketless travel Rs. 12 crores are being spent on replacements and maintenance. The anti-social elements remove apparatus, instruments and fixtures. Above all, I want that he should improve the efficiency of the Railways. I do agree that the Railway authorities are having difficulty in running trains due to the removal of overhead lines in the Eastern sector and the disturbed conditions in the eastern part of the country. But I see no reason for not improving the performance of the Railways in the rest of the country. Having been equipped with electric and diesel locomotives, efficiency signalling equipment and micro-wave system for effective communications and computers for data-processing, the common man has every right to ask the Government: Why is the performance not improving? The common man expects and anticipates reasonable return on the heavy investment that the Government has made for the modernisation of railways. The fuller utilisation of locomotives as indicated by train-engine-hour ratio would improve operations. For example, electric and diesel locomotives are used for 10 to 13 hours and which can be increased to 16 to 18 hours. I feel that we are not effectively utilising either the locomotives or the wagons or even the track. For example, the Bailadaila-Walter Section is open for iron ore transport since two years back and yet they have not introduced either passenger or freight transport in this sector in spite of the repeated requests made by the State Government and the local people there. Not only are we losing revenue but we are also depriving the tribals who form 90 per cent of the population there of the facilities. Do you call it efficiency?

I congratulate the hon. Railway Minister for realising the importance of converting metre-gauge and narrow-gauge lines into broad-gauge. But I see that the Budget has not provided enough for it. We have to convert 27,000 Km. of metre-gauge and 8000 Km. of narrow-gauge lines. I also see not enough provision being made for the new lines in the budget.

No mention is made of Naidikudi-Secunderabad line. Also, I appeal to the hon. Minister to provide in the Budget for connecting Kakinada port to Pithapuram in South-Central Zone because by constructing 14 Km. line, Kakinada port can be brought to the main Calcutta-Madras line. This point is being brought out for the past 25 years. I hope, the pragmatic and practical Minister will consider it sympathetically, and allot funds for construction of this new line immediately. As regards the metropolitan schemes, I feel that we should not any more take up the surface transport. We should concentrate only on the under-ground system. I feel that we should take up the metro system in the Princep Ghat Dum Dum area of Calcutta City.

Out of interest in this subject, I studied the under-ground systems in London, Paris New York and Moscow. And, in my opinion, Moscow Metro is the best.

Since we have very friendly relations with the Soviet Union, I request the hon. Railway Minister to take the help and assistance from the Soviet Union. The Rail Minister should depute a senior engineer to study the details of the under-ground construction at Munich which they are constructing for the past 2 years in connection with the the World Olympics which is coming up next year, that is, in 1972.

Lastly to sum up, what is our conception of the function and role of the Railways in the society which we are thinking of and hoping to create in this country? There is a great deal of room for fresh orientation.

The Railway planning should not be any more isolated from a dynamic, integrated optimised long-range rational, national, transport policy.

The Railway Minister should, in consultation with the Transport Minister, draw

up a perspective plan, encompassing rail transport, road transport, inland transport and coastal shipping, in order to achieve high efficiency and to reduce the all-round wastages for the betterment of the common man.

***SHRI M. M. JOSEPH : (Peermade) :** Mr, Deputy Speaker, Sir, the Indian Railways is in the public sector. Not only that the Indian Railways should be considered as a monopoly organisation in the public sector. Even with these special features, it is really surprising to note that the Indian Railways are being run at a loss, not for one year alone but continuously for the last two or three years.

Four days after the presentation of the Railway Budget in this House the General Budget of this country was also presented by the Hon. Finance Minister. If you consider the Railway Budget in the light of the General Budget that has been presented you will have a suspicion whether two Ministers of the same Cabinet and two Ministers of the same Government are having some kind of a competition. Taking into consideration the loss suffered by the Railways in the transport of goods the Railways Ministers raised the freight rates for petrol and diesel oil. After four days, as if to beat the Railway Minister, the taxes on these materials have again been increased. The next result will be that next year the Railway Minister will be forced to present a deficit budget. Does this not amount to a competition between the two Ministries?

The Indian Railways are having the same set-up which they were having ten years before. The number of Class I Officers has increased and the number of Class IV Officers has been brought down. Will it in any way effect any economy. Unless and until the Government is able to reduce wasteful expenditure it will not be possible for the Minister to present a surplus Budget.

There are one or two things mentioned in the Railway Budget which we would like to welcome. The Railway Minister said: "The Railway Plan is only a flexible plan". He has mentioned that according to traffic needs new lines will be attempted to be taken

up. As my hon. Friend Shri Stephen said, this is a to be welcomed. The railway line from Cochin to Trivendrum is metre gauge at present and there is provision in the Budget to change it to broad gauge. I welcome this provision.

The hon. Minister in his budget speech stated that concessions are allowed to people going to hill stations. I would like to bring it to the notice of the Government that every year more than five lakh people are attracted to Sabari Mala in the Sahya Ghat. Even today these pilgrims go in buses and cars. If a Railway line is provided here it would be very beneficial. This area produces cardamom and pepper which are foreign exchange earners.

Sir, I have only one more point. Along with the construction of the Railway line from Punalur to Tiruvallah I suggest that a railway line from Eanakulam to Trivendrum should be constructed along the sea coast. I request the Centre to pay immediate attention to this.

****SHRI SUBODH HANSDA (Midnapore) :** Mr. Deputy Speaker, Sir, since I will speak in Bengal I require more time. When the Railway companies were nationalised by the Government, there was no deficit in the Railway Budget, but from 1963-69 onwards there have been deficit budgets. In 1968-69 there was a deficit of Rs. 7.86 crores; in 1969-70 it was 9.80 crores; in 1970-71 it was 23.88 crores and in 1971-72 it is 33.12 crores. Every day there is an increase in Railway expenditure but in proportion to that the income is less and the Government is not taking any remedial steps to prevent the loss in the railway income.

In this respect I would request the Railway Minister to say who is responsible for this loss. This mismanagement in the Railways is responsible for the present day loss. The freight rates that have been increased are unjustified, according to me. If the railway fare is increased for the convenience of the passengers, then, I have nothing to say but in proportion to the rise in fare, the passengers are not getting amenities from the railways. The Railway Minister has

* The original speech was delivered in Malayalam.

**The original speech was delivered in Bengali.

[Shri Subodh Hansda]

said that there have been a number of obstacles to the maintenance of railway service and those obstacles are responsible for the present day loss. The railway staff are sometimes beaten up by the people and trains are stopped mid-way. Who are responsible for this? I feel the railway authorities are responsible as they are not properly doing their duties. The passengers have sufficient grievances against the railway authorities and in order to demonstrate their grievances they sometimes stop the train movements. Therefore the grievances of the passengers should be solved by the railway authorities and if it done there won't be any obstruction to the train movement. The demonstrations by the people generally take place in the South-Eastern Railway. I know that Bombay Mail never comes in time. I also find that there are number of theft cases in the railways, but I would like to know whether these thefts occur in the running trains or when the trains remain at the stations. It is the primary duty of the railway protection force to protect the railway property, but on account of the large number of theft cases in the trains, I feel, that there must be collusion of some members of the railway staff with the railway protection force.

Lastly, I want to say something about the representation of Scheduled Castes and Scheduled Tribes in railway services. According to the Railway Board's report, the representation is very low. The reason given is that suitable qualified candidates are not available. When the General Managers are empowered with certain special powers to appoint under-qualified candidates and there is provision for giving them training to make them qualified. How many of them have used these special powers to recruit under-qualified candidates belonging to the Scheduled Castes and Scheduled Tribes?

I hope at least the Railway Minister will see it to that the Scheduled Castes and Scheduled Tribes are given due representation in the railway services.

SHRI HANUMANTHAIYA : I will do it.

MR. DEPUTY-SPEAKER : Shri Rajdeo Singh. He could take five minutes.

श्री राजदेव सिंह (बीनपुर) : मैं 5 मिनट के लिए नहीं बोल्गा। मुझे बोलने के लिए पूरा समय दिया जाय वरना मैं नहीं बोलना चाहता हूँ।

MR. DEPUTY-SPEAKER : Each party has a time allotted to it. I do not mind if one member of one party takes the whole time allotted to that party. But the fact is that I have received a very long list of speakers from his party. I have been requested to ration the time between them. That is the only thing I am doing.

श्री राम बन (लालगंज) : उपाध्यक्ष महोदय, यह बड़ा अन्याय है कि कुछ सेंसर्स को तो आप 20 मिनट और 30-30 मिनट का समय देते हैं और कुछ सदस्यों को केवल 5 मिनट का समय दिया जाता है। इसलिए मैं आप से निवेदन करूंगा कि अगर सदन की राय हो तो यह समय बढ़ाया जा सकता है।

अध्यक्ष महोदय, इस सम्बन्ध में एक व्यवस्था सम्बन्धी निवेदन यह है कि जो लिस्ट कांग्रेस पार्टी की ओर से आप को पहले दिव दी गई थी उसी लिस्ट को आप मानियेगा या जो रोज दी जायगी उस को मानियेगा? आप कौन सी लिस्ट को मानेंगे?

MR. DEPUTY-SPEAKER : Order please. What I go by is the list before me. The list before me is here, and I go by that list.

Now Shri S. P. Bhattacharya. Not more than five minutes.

*SHRI S. P. BHATTACHARYA (Uttar Pradesh) : Mr. Deputy-Speaker, Sir, from the Railway Budget it seems that the promises that were made during the election time have not been fulfilled by the Ruling Party. In this Budget we find that the same old system prevails.

*The original speech was delivered in Bengali.

Railways are the biggest public undertaking in our country and though that though this Budget something would be done to solve the unemployment problem. But in this Budget we find that there is no indication thereof. Therefore, I feel that the hon. Minister will announce that from now on the automation and other labour-saving devices will be abolished so long as there is unemployment in the country. After the solution of the unemployment problem, these schemes should be started, and if it is done, it will generate hope in the unemployed youth of our country.

An hon. Member had said that there have been a number of thefts from wagons around Calcutta and those thefts are occurring with the help of CPM Party, but this statement is totally incorrect. These wagon-breakers with the help of the Police also kill our party-men. On behalf of my party, I also strongly demand that these thefts should be stopped. Therefore, we shall be very glad if the Railway Minister takes stern measures against all the theft cases. That will save not only the railway property but also lives of our party-men.

Now I wish to raise certain important points. The Howrah-Amta and Howrah-Siakhala lines of Martin Railway should be taken over and administered by the Government. Because of the closure of these lines ten lakh people are affected. Those who come to Calcutta by Daily Passenger trains are unable to do so and the villagers are also unable to carry their goods from their villages to the towns. Therefore the interests of the daily passenger and the villagers are being affected very much. There are also many weavers who are facing great difficulties in bringing their goods to Howrah for want of these railway lines. Therefore I would request the railway Minister to restart these lines. Shri Nanda said that the 12,000 workers affected by the closure of the lines, will be provided with alternative jobs somewhere else, but if these lines are restarted they can be observed there itself, and that would be good both for the people and the country.

Now I would like to place a few more demands before the House. Shift-wise trains should be started for the Durgapur worker from Bardwan to Asansol. When

they are without job they cannot stay in Durgapur. But after getting employment again they will have to go to Durgapur. As there are no adequate number of quarters for the worker there, they are compelled to stay outside. We also want that a link railway should be constructed from Malda to Balurghat. It is a big town in West Dinajpur and if it is connected with Malda that will be beneficial to the people. We also want that there should be a railway line from Laxmikanthapur to Fraser-Ganj in Sealdah Division. In the Sunderbans are Fraserganj is the most backward place. There camps are being set-up by the Government and if railway lines are constructed there the condition of that place will improve.

The Miralguda railway scheme in Andhra Pradesh has been kept pending for the last ten years and that should be completed by the Government as soon as possible. In Tripura there is a railway line of 10 miles upto Dharmanagar. The engineer after making an inspection there, suggested that this line should be extended upto Agartala. This should be done immediately not only because it will benefit the people of Tripura but because it will meet the urgent situation that has developed in the border areas there. With these demands, I conclude my speech.

15 hrs.

श्री हरी सिंह (जुर्गा) : उपाध्यक्ष महोदय, यह इतना बड़ा महकमा और समय इतना कम दिया गया है, न कुछ कहते बनता है और न रहते बनता है।

यह जो बाटे का बजट पेश किया गया है उस में कुछ विशेषतायें भी हैं, जैसे 28 करोड़ रुपये के आर्डर बिदेसों से प्राप्त करना और 8 करोड़ कुछ रुपये को कार्यकुशलता बढ़ा कर पूरा करना। लेकिन इसके साथ साथ जो बड़े क्लस के मुसाफिर हैं उनका जो किराया बढ़ा दिया गया है वह उस बायदे के विपरीत है जो हम उनसे कर के आये हैं। आज के समय में बड़े क्लस का किराया बढ़ाना हमारे समाज-वादी सिद्धान्त के विपरीत है। बड़े क्लस मुसाफिर हम से बहुत कुछ उम्मीद करते थे, लेकिन

[श्री हरी सिंह]

हम ने उन की आशाओं पर कुठाराघात कर दिया। मैं तो स्पष्ट रूप से कहना चाहता हूँ कि इस बार जो चुनाव हुआ उस में हम ने समाजवाद की मंजिल पर चलने का निर्णय किया था। बेहतर होता कि हमारे रेलवे मंत्री महोदय इस बार थर्ड क्लास को समाप्त करके सिर्फ दो क्लास रखते: एक तो लक्जरी क्लास और दूसरा एकानमी क्लास। मेरा मंत्री महोदय ने आज भी अनुरोध है कि वह थर्ड क्लास को समाप्त कर दें।

मैं आप के दिल्ली क्षेत्र के करीब से आता हूँ। हमारे जिले से हजारों राज कर्मचारी रोज काम करने आते हैं, लेकिन बुलन्दशहर से दिल्ली तक आने के लिये उन को कोई सुविधा रेल की नहीं है। आप समझ सकते हैं कि उन को कितनी तकलीफ होती होगी। मेरा अनुरोध है कि दिल्ली और बुलन्दशहर के बीच एक एक सीधी रेल गाड़ी जरूर चलाई जाये। इसी बजट के समय रेलवे संघी को प्लैन कर के दिल्ली से बुलन्दशहर तक सीधी रेलगाड़ी चलानी चाहिये। मैं और श्री रामचन्द्र बिकल, जो कि इस सदन के माननीय सदस्य हैं, दोनों ही सीधी रेल गाड़ी चलवाने के लिये प्रयत्न करते रहे हैं। हम से रेल मंत्री महोदय से मेट भी की थी, इस बात को लेकर, लेकिन हमें लग रहा है कि यह आशा पूरी नहीं होनी है। दिल्ली, जो कि हमारी राजधानी है, वह एक इंटरनैशनल सिटी है, लेकिन मुझे बेव होता है कि इतने बड़े शहर में राजधानी के लिये केवल दो स्टेशन हैं। मैं नहीं समझ पाता कि इन दो स्टेशनों से ही कैसे दिल्ली का काम चलता होगा और रेलगाड़ियां और एंजिन कहाँ खड़े होते होंगे। मेरी आश है कि यहां पर एक तीसरा रेलवे स्टेशन भी बनाया जाये।

इस के साथ ही बम्बई की तरह से दिल्ली शहर में एलेक्ट्रिक ट्रेने चलनी चाहिये। मेरी

बहुत स्पष्ट मांग है कि दिल्ली के आस पास का जो 60 मील का एरिया है उस में बम्बई की तरह से एलेक्ट्रिक ट्रेन चलनी चाहिये।

खुर्जा जंक्शन से लखनऊ के लिये एक थर्ड क्लास का डिब्बा और एक फर्स्ट क्लास की बोगी लगती है। लेकिन उस के साथ 3 टायर या 2 टायर की कोई बोगी नहीं लगती है। मैं आप के माध्यम से मांग करना चाहता हूँ कि जहां फर्स्ट क्लास का डिब्बा लगाया जाता है वहां पर उसी लखनऊ जाने वाली बोगी के साथ साथ एक 3 टायर और 2 टायर की बोगी जरूर लगाई जानी चाहिये।

आप जानते हैं कि खुर्जा जंक्शन से लखनऊ के लिये एक बोगी लगाई जाती है। उस की हालत बहुत खस्ता है। फर्स्ट क्लास का पैसेन्जर भी उस में वगैर किवाड़ बन्द किये हुए सफर करने के लिये मजबूर होता है। उस की हालत यह है कि अगर उस में किवाड़ है तो पंखे का पता नहीं, और अगर पंखा है तो किवाड़ का पता नहीं। मैं असेम्बली का मेम्बर था और उस से मैं ने बहुत काफी सफर किया है। उस में मुझ को कभी भी कोई चीज साबुत नहीं मिली। सीटें भी उस की कटी फटी होती हैं। मैं रेलवे मंत्री महोदय से अनुरोध करना चाहता हूँ कि वह जरूर इस डब्बे की तरफ ध्यान दें और उस को सुधार ने का कष्ट करें।

अन्त में मैं एक बात और भी कहना चाहूंगा कि लखनऊ से जो ट्रेन दिल्ली आती है उस का स्टोपेज दादरी, बनकौर, चौला और सिकन्दरपुर पर भी होना चाहिये।

SHRI BISWANARAYAN SHASTRI (Lakhimpur): Sir, late running by five minutes is not considered as late in the Indian Railways and I am given only five minutes to speak. However, I shall speak out certain points.

The Indian Railways is like an old banyan tree with a big trunk and small

leaves. It does not provide any facilities to the passengers. What I mean to say is that the Indian Railways have superb Railway Board with big paraphernalia but serve the people less.

Railway is a public utility service. Of course, it is a commercial concern. So, the scale of Shylock should not be in the hands of the Railway Minister or the Railway Board; it should weigh when the demand comes from the public. Whenever any demand is submitted to the Ministry the usual reply is that there is no justification for doing this and that as if they are the dispenser of justice. I say that the public service should always be kept in view by the railways.

About the shortfall of Rs. 39.12 crores the Railway Minister has stated in his budget speech :

"At the end of the year the total indebtedness of the railways to the general budget would be about Rs. 133.6 crores."

How has this deficit arisen? The Railway Minister has increased the passenger fare and freight rates. But how much can be increase them? By increasing them alone he will not be able to meet this deficit. So, has he tried to plug the loopholes in the form of pilferage, theft, damage and loss? Every year the railways pay a huge amount as compensation to various parties for damage or loss and they arise mainly by wagon-breaking and pilferage and things of that nature. In this connection, I am sorry to say that the Railway Protection Force is not doing the duty as is expected of it.

There is another aspect. Whenever there is any agitation in any part of the country the attack is generally directed to railway wagons, equipment and railway lines. Though the primary responsibility for their protection lies with the State Government, the railways cannot sleep over it. In consultation with the State Government they should find out some ways and means to protect the railway property. Otherwise, even if the Railway Minister increases the passenger fares and freight rates by hundred per cent. He will not be

able to meet the increasing demand for payment as compensation.

There are some instances of attack on railway employees but I am sorry to say that there is counter-attack also. There is organised attack by the railway employees on passengers. Only two months ago there was an attack on passengers at Lumding of the NF Railways by the railway employees.

Coming to my State, though railways are the biggest employer in the country the representation from the State of Assam is very poor. I would request the Minister to see that the case of Assam does not go by default.

In this connection I would like to point out that there are different schools maintained by the railways with different media—Bengali, Hindi and such other media—but there is no Assamese medium school maintained or run by the railways. The Railway Minister would kindly look to this aspect also.

MR. DEPUTY-SPEAKER : The rest of the suggestions you can send to him.

SHRI BISWANARAYAN SHASTRI : There is only 100 kilometres of broad gauge line in Assam. Perhaps, this is the lowest figure in the country. Therefore, I request the Railway Minister to see that the broad-gauge line from Bongaigaon is extended to Gauhati and other places because this is the lifeline of Assam. After partition, the link of Assam with the rest of the country is snapped and the water route was closed after the Pakistani aggression in 1965. Therefore, whenever there is any strike in any of the railway stations in the Assam link the prices of commodities go up. As a matter of fact, there was a strike at Beraul railway station recently—as a result of this the price of foodgrains etc. has gone up in Assam.

MR. DEPUTY-SPEAKER : That point has been made again and again. Shri Goswami also has made that point. Kindly conclude.

SHRI BISWANARAYAN SHASTRI : Assam's development depends on the improvement of the railway system because

[Shri Biswanarayan Sbastri]

whenever any question of public or private sector industry is discussed, they point out the transport bottleneck. Therefore the railway system should be improved and Assam should be linked with the broad gauge line.

Regarding freight, it is a zigzag line that connects Assam with the rest of India. Therefore, I would submit that the Railway Board should consider in charging freight national distance from certain points of India to Assam. If they do that, Assam can prosper : otherwise, Assam will lag behind. I hope, the Railway Minister, who has taken up some ambitious schemes, particularly for the construction of verbridges and other things, will look into this matter and give special consideration to this strategic region in the easternmost part of India.

*SHRI J. M. GOWDER (Nilgiris) : Mr. Deputy-Speaker, Sir, we see the sorry spectacle that 24 years after attaining our Independence the Railways have not been able to provide even the minimum amenities to the travelling public of our country. The Government at the Centre should realise what sort of opinion the people of other countries would have about our Railway Administration.

Most of our people travel in trains hauled steam locomotives. I wish that the Railway Minister tells the House how long will the Railway Administration take to replace the steam locomotives by diesel engines. Every year the Railway Budget seeks to increase the railway fares. But, in our history, that day has not yet dawned when the railway fares have not been increased but reduced by our Railway Minister. There has not been proportionate increase in the amenities to the passengers with the increase in fares. In the recent past the railway fares have gone up by three, four times. But the amenities to be given to the third class passengers have not even been doubled. There has been no significant improvement in the amenities to railway passengers since the British days. In fact, there has been no change at all the

matter of amenities to the passengers. Apart from providing two-tier and three-tier coaches for third-class passengers, no other perceptible progress has been made in this regard.

Mr. Deputy-Speaker, I am of the opinion that the Railway Administration is incapable of increasing the amenities to third class passengers and they neither wish to do it. We have gone through the saga of Four Five Year Plans and yet very little has been achieved in this matter. What is the reason for this dismal state of affairs ? The plan provisions meant for this sector are generally diverted to other sectors. The plan proposals are not formulated on the basis of proper assessment of amenities that exist and that require to be augmented. The availability of raw materials and their movement do not seem to be the criterion for formulating plan programmes. Instead, the political pulls and pressures operate upon the Railway Administration and they also fall an easy prey to them. This has led to tardy planning and yawning gap of regional disparities. Equal truth has not been meted out to the peoples of different regions in our country.

The hon'ble Railway Minister hails from Mysore which is the neighbouring State of Tamil Nadu, to which I belong. So far no Railway Minister earned a good name. I am sure that the present Railway Minister will break this tradition and earn a good name by not submitting himself to political pressures and by meeting the just and genuine demands of the people living in different parts of our country. India is on the threshold of celebrating the Silver Jubilee of her Independence next year. You may celebrate the Silver Jubilee, but that celebration will not be because we have fulfilled the objective of providing minimum amenities to the travelling public of our country.

I do not say that diesel locomotive should be provided for hauling goods and passenger trains. What I would stress here is that at least for Express trains diesel locomotives must be provided. To give an example, take the case of Express Train which runs between Madras and Nilgiris—Nilgiri Express—and you find that though Nilgiris is a first class tourist Centre of the

*The original speech was delivered in Tamil.

South, no diesel locomotive is attached to this train. How can you attract more tourists if you don't provide diesel traction to such important tourist spots? You may do certain things because of political pressures and you may not attempt anything if there is no demand from the people or if that demand is not followed by political pressure. Wherever there is urgent requirement of dieselisation, more especially all the express trains, the Administration should not hesitate to provide diesel locomotives. There must be time-bound schedule for implementing this programme and the hon. Minister of Railways should inform this House of the proposals his Ministry has got in mind. There must be proper correlation between the increase in fares and the provision of amenities to the people.

Mr. Deputy-Speaker, Sir, I would like to state that from one central point you cannot administer effectively a large number of departments. As we saw in the Budget that was presented last week, the Centre has imposed taxes on items like readymade garments. All the powers are concentrated at the Centre, with the result that no Department functions well. I can understand the Railways and Postal Departments being under the Central Government. But, other ordinary departments must be handed over to the States for proper and effective administration. I am certain that the Centre will not be having effective control on all these departments for any length of time.

Sir, we manufacture bogies in our country. But there is this strange paradox, when our requirement of bogies is not being met in full, they are exported to various countries. I request to the hon. Minister to explain this conundrum.

All the Express trains originating from Kerala pass through Coimbatore to Madras. The hon. Minister knows that Coimbatore is a vast industrial complex and there is no express train starting from Coimbatore to Madras. This must be looked into and an express train must run between Coimbatore and Madras. We have common borders between Tamil Nadu and Mysore. There is a long standing demand for a rail

link between Coimbatore and Mysore via Saryamangalam and Cheamrajanagar. The previous Railway Ministers must not have realised the importance of this link. But, I am sure the present Railway Minister, who hails from Mysore, is aware of its importance and I hope that he will do the needful during his tenure. Similarly, from Mysore the track terminates at Nanjangode. There is a rail link upto Nilgiris. But, Gudalur, which is a central place between two States has no rail link either from Nanjangode or from Nilgiris or Calicut. I request the hon. Minister to extend the track from Nanjangode to Gudalur. There must be a new railway line between Salem and Tiruchi *via* Rasipuram and Namakkal. In Salem the steel plant is coming and in Tiruchi there is Heavy Boiler Plant. These two towns are fast developing industrial towns and there must be a rail link. Similarly, there must be rail link between Tiruppur and Palani *via* Darapuram, which is a backward area. In the trains running from Madras to Trivandrum, at least one First Class Bogie must be attached at Tiruchi.

MR. DEPUTY-SPEAKER : These are details which can be handed over to the hon. Minister in writing.

SHRI J. M. GOWDER : They would not send suitable replies to our requests. Overbridges must be constructed at the Cross-cut Road in Coimbatore and at Karamadi which is between Coimbatore and Mettupalayam. There is heavy congestion of traffic in these two places and I request the hon. Minister to consider this request favourably. Lastly, the Grand Trunk Express between Delhi and Madras takes an unduly long time of nearly 42 hours. The train stops at all unnecessary places, contributing to this long time. The Rajdhani Express between Delhi and Calcutta covers a distance of 1300 kilometers in 17 hours. If this could be achieved, I am sure that the G.T. Express between Delhi and Madras can be run in 24 hours. I request the hon. Minister to pay attention to this problem. The Pay Commission must be asked to submit a separate report expeditiously for the Railway employees because they are all greatly agitated.

With these words, I conclude.

BHRI KADAR (Bombay-Central-South) : A long subject is to be covered by a mini-speech. I will cutout all my preliminaries and preambles and come to the main subject proper.

The losses from 1966-67 onwards has been continuous. If you look to the figure given in the Railway Book you will find in respect of 1969-70 that all the items of rolling stock, passengers and so many other items are absolutely normal, except the profit. I do not know why after 1966 the profit has gone down so suddenly, and why continuous deficit budgets are presented to this House. Possibly, as the other public sectors are not presenting surplus budgets I think Railways might have thought it better to fall in line with them and present such deficit budgets before the House.

I would like the Railway Minister to institute a high-level enquiry as to why and where all this deficit has come about. I would like to point out certain economic measures which are necessary for reducing losses and augmenting the income of the Railways.

I am told that the railways are overstaffed. Some put it at 50 per cent but we may not agree with that. But one thing is certain that if the railways are overstaffed, then the deficit is bound to go up. The Railway Ministry should institute an inquiry as to the adequacy of the staff, keeping in mind the efficiency of working. I am sure that if such an enquiry is undertaken, it would be found that the railways are overstaffed.

The other day, my hon. friend Shri Chintamani Panigrahi pointed out how a sudden jump had taken place in recruitment in all the cadres of railway staff. We find that the level of staffing has been maintained up till now. That means that although the passenger traffic has gone up the goods traffic has gone up, the rolling-stock has gone up, the staff has not increased further, and this shows that after that big jump which came about suddenly, the deficit has started.

I would also like the hon. Minister to find out how much loss is incurred if a train is delayed by one hour. I am subject to correction when I say that a train delayed by one hour means a loss of about Rs. 5000. It may be Rs. 5000 or Rs. 100. But it has been invariable found that the Frontier Mail from Bombay reaches Palghar about 1½ hours earlier and from there, it slowly goes on and on, and we reach Bombay Central about five to ten minutes earlier and on some occasions a little later also. Whatever the actual quantum of loss may be, there are about 5200 trains running a day, and we can imagine easily how much total loss the railways would be incurring. I wish that the Railway Minister would give some attention to this aspect as that we may be saved from this loss, and this may lead to this betterment of our economy.

Then I come to the question of stores purchase. It is an open fact that corruption is on the increase. I would like to repeat with some adaptation what Ghalib has said about bewaqaofs in regard to corruption on the railways also :

गबनमेंट में घूस खाने वालों की कमी नहीं
मालिब,

एक हूकी हजार मिलते हैं ।

The stores purchase of the order of Rs. 865 million and now it has gone up to about Rs. 3300 million. If proper supervision is exercised and if proper care is taken, possibly there may be some saving and better results would emerge.

Then, I come to the Railway Board. Whatever the position or status of the Railway Board, from the report and papers submitted we find that it appears to be all supreme, except for supervision by the Minister and the Deputy Minister. I would like that the Railway Board should be judged from the productivity point of view. If on inquiry it is found that the Railway Board is useful from the productivity point of view then it must be kept; otherwise alternative arrangements should be made, because the zonal managers are there and the other paraphernalia are there, and we should not incur high expenses on this account.

Then, I would like to make one suggestion for consideration. If you travel in the third or first class bogies, during the hot season, you will find that the bogie is hotter than the atmosphere outside. There is a research department in the railways. We have not had any report about it, and therefore, we do not know what work they are doing. The hon. Minister should see that the Research Department should evolve a design for bogies which will be cooler inside than what the atmosphere is outside.

Then, I come to the youths and the railways. The youths are a national asset, and it will also help in national integration if the youth of our country are encouraged to go from one State to another with as much subsidy as we can give for railway travel.

I would suggest to the Minister that as far as the youth is concerned, their organisations should be put on the railway's list and should be given *ad hoc* concession for going to and from different States. Now if any concession is to be given, it is to be decided by the Railway Board; I suggest that the zonal managers be empowered to give this concession immediately if it is applied for so that we could encourage the visit by youth to different parts of the country, thus promoting and bringing about the emotional integration of the country much quicker, an objective for which the railways will also be doing their social and national duty.

SHRI AHMED AGA (Baramulla) : I am encouraged by one sentence in the speech of the Railway Minister and that is that the Railway Plan is a flexible one and as and when new works are needed, necessary resources will have to be found.

I do not want to go into the disquieting features of the railways. I would draw attention to only basic fact. It is that they have seen my region not even on the map. So far as they are concerned, my region is not on their map or in their calculations. Though they have reports with regard to railway line there which lie with them, they seem to have heard about my region as in a fairy tale. As one hears about heaven, they have also heard that there is heaven like this.

My whole point is that during the last 25 years, they have not been able to take the railways to Jammu. Jammu did have a railway connection in 1947. During the Maharaja's rule, there was a survey conducted which revealed that there were three routes which could be possible for a railway line *via* Jammu, not *via* Abbotabad, which would go up to Srinagar. But they have completely ignored it and given the stock reply whenever this question is raised by the people, that the railway can not be taken there. Does this mean that a hungry man is not supposed to ask for food? For the last four years, whenever I sought to speak the reply was : 'There is no railway there. Why do you want to speak?'

The whole point is that as early as 1902 there was a survey conducted by J. Adam and W. U. Weightman. I do not want to discuss the survey report of Adam and Weightman but so far as the report of Maj. Genl. Bourbell is concerned; he says that the railway could very easily be taken to Kashmir and the route he gave was this : Jammu to Riasi 50 miles; Siroli Galli tunnel 2 miles; then tunnel to Arnas 10 miles; Culabgarh tunnel 8 miles; then from tunnel to Srinagar 50 miles. This was said as early as 1902. Bourbell had said even at that time that it is possible to employ machinery and appliances to enable us to have a tunnel of 8 miles. Now we are living in an age when man has landed on the moon. If it is said in this day and age that it is impossible to construct an 8-mile tunnel, I simply refuse to believe it. I refuse to believe it if the Railway Board or the Ministry or the experts say it is impossible to bore such a tunnel, I am only saying that the economic development of the State depends on the railways. But the railway facilities are lacking there.

MR. DEPUTY-SPEAKER : Your time is up.

SHRI AHMED AGA : I am completing in one minute. I have not taken time at all. The time given is also not enough. The whole point is, at the moment 51 lakhs quintals of materials are being imported into the valley by motor vehicle and other kinds of transport. About 3.43 lakh litres of oil, and five lakh animals for eating purposes are also being carried. We

[Shri Ahmed Aga]

have, on the other hand, to export timber. That for is carried by surface. Power is not there; the power potential has not been developed. We can not have small scale industries without power potential being developed. Again, we have 8,000 sq. miles of forests. We have to extract timber from them. That timber has to be brought out again by those patrol-driven vehicles. Then fresh fruit and dry fruits including all other minor products add up to about 10 lakh quintals, and all these have to be brought down.

MR. DEPUTY-SPEAKER : Order, please. This case of a railway to Srinagar has been before this House and has been put effectively by many Members. It need not be repeated.

SHRI AHMED AGA : I only wanted to emphasise that aspect of the matter. I will not say any more. I thank you very much for having allowed me to say that I am hungry, in effectively though.

SHRI SURENDRA MOHANTY (Kendrapara) : Mr. Deputy-Speaker, Sir, the time at my disposal being very short, I do not wish to address the House on some of the disquieting aspects of this railway budget. But I will begin by saying that it is really heartening that the railway budget as presented this year recognises the responsibility of the railway—the biggest nationalised undertaking—in solving the unemployment problem to the best of its ability. In this context, I commend the Railway Ministry's decision for undertaking construction of over and underbridges in a big way. The Railway Minister stipulates that the construction of a bridge will provide employment to about 400 persons for a period of six to nine months. I am sure this will go some way in mitigating the unemployment problem which is bedevilling our national economy.

But the Railway Minister has linked this programme with the ability of the State Governments to contribute 50 per cent of the cost. Sir, I do not know what is the minister what is the procedure in this regard, but you will surely appreciate that such

States as are not able to generate enough internal resources for undertaking their own construction programmes will certainly go by default if they are not able to contribute 50 per cent of the costs. Therefore, I should plead that at least such States as are not able to generate resources for their own construction programmes should be shown some concession by the Railway Ministry. Otherwise, I fear their case will go by default; whereas the States which are able to generate their own resources will take advantage of this measure, the other States will find themselves in a disadvantage.

There is another aspect of the railway budget: which seeks to address itself to the problem of mitigating unemployment, by the conversion of small gauge systems into broad gauge. This is another of those instant employment programmes which seek to solve unemployment problem in a rather big way. The Indian Railways have drawn up a 15 year plan for converting 3,000 route KM into broad gauge. But I regret to mention that the Railway Minister has turned a blind eye on the Orissa Government's demand for conversion of Nuapanda-Gunupur and Rupsa-Talband branch lines into B.G.

15.40 hrs.

[SHRI K. N. TIWARI in the Chair]

It may be recalled that the Railway Minister had promised to conduct a detailed traffic survey based on the recommendation of the Uneconomic Branch Lines Committee of 1969 for the conversion of Rupsa-Talband N.G. line into B.G. The Railway Ministry owes us an answer why this project has been dropped and nothing has been mentioned in the works programme of the Railway Ministry for the year under review.

Similarly, the Committee on Uneconomic Branch Lines had recommended the rehabilitation of the track and rolling stock of the Nuapanda-Gunupur line, so that trains may run at the maximum speed of 50 KMPH, but the budget is silent on this. This brings me to the aspect of regional disparity about which so much has been said and heard in this House. I would invite the attention of the Minister to the

gross injustice meted out to States like Orissa in the Railway Budget. You will find from Works, Machinery and Rolling Stock Programme of the Railways for 1971-72 that the Railway Ministry is going to invest large sums of money in government commercial undertakings, road services. You will find that Bihar will get Rs. 35 lakhs, Punjab 5.25 lakhs, Mysore 23.70 lakhs, Maharashtra 50 lakhs, Andhra Pradesh 30 lakhs, M.P. 20 lakhs, Gujarat 30 lakhs, Rajasthan 2.50 lakhs, Kerala 50 lakhs, Tripura 5 lakhs, Assam 35 lakhs and Bengal 5 lakhs. I do not find the name of Orissa in this list of investment. I expect the minister to tell the House why the State of Orissa has gone by default and why the Railway Ministry has not invested a single paisa under this Head.

There is another aspect to which I would like to invite the attention of the Railway Minister. Barring Kerala, Orissa has the lowest length of railways in India. This accounts to a very large extent for the under-developed economy of the State. Compared to other States, opening of new lines in Orissa in the post-independence period is very inadequate. In that context, I would invite the attention of the Minister to the continued and pressing demand of the people and Government of Orissa for the construction of the Talcher-Bimlagarh line. We were told in 1970 that this projected railway would be extended further to Koirā Valley and then onwards to Bānspāni. We were told that survey over some portion had already been undertaken, so that this railway line would be constructed early. But I regret to find that in the present year's railway budget, not a single word has been mentioned about the Talcher-Bimlagarh line. This line is very important for Orissa's economy. It will connect Rourkela and the adjoining mineral ore areas with Paradip by the shortest possible route. The minister may kindly enlighten us why not a single word has been mentioned about this line, about which the Railway Ministry had promised that construction would be undertaken sooner than later.

Similarly, the Cuttak-Paradip railway link is another project which, I am glad, the Railway Ministry has undertaken, but

its progress is so slow that I have my grave misgivings whether it would be completed even by the end of 1972. This railway line is very important to keep the supply of mineral ore to Paradip at a sustained level. If there is delay in construction of the railway line it will not only hamper the development and growth of the Paradip port but will adversely affect the economy of Orissa. So, I would request the Railway Minister to see that the construction of the Cuttak-Paradip railway line is expedited and completed by the scheduled time.

There is another aspect about this rail link. Here the local people are not being afforded any opportunity in the matter of employment. The other day this matter was brought to the notice of the Railway Minister and he had promised to look into it. I am sure that he will see that in the construction works that go on in the state the local people find adequate opportunity to work.

श्री सी० डी० गौतम (बालाघाट) :

सभापति महोदय, सब से पहले मैं मंत्री महोदय से एक बात पूछना चाहता हूँ। श्री मंदा जी रेलवे मिनिस्टर साहब ने मुझे एक पत्र लिखा था, जिस में उन्होंने कहा था कि बालाघाट नगर में सरैया गांव के पास जो रेलवे कांसिग है, वहाँ पर एक ओवर-ब्रिज बनाया जाएगा। मुझे दुःख के साथ कहना पड़ता है कि अभी तक इस को कार्यान्वित नहीं किया गया है। मैं चाहता हूँ कि इस पर शीघ्र कार्यवाही की जाये।

दूसरे—बालाघाट जिला साउथ ईस्टर्न रेलवे में है। वहाँ एक तरफ तुमसर से तिरोड़ी तक लाइन है, और दूसरी तरफ बालाघाट से कटंगी तक है, परन्तु तिरोड़ी से कटंगी तक टुकड़ी लगभग सात, आठ मील का है, वहाँ पर कोई रेलवे लाइन नहीं है। वहाँ पर रेलवे लाइन बनाने की हमारी यह माँग बहुत पुरानी है, लेकिन अभी तक उस पर कोई ध्यान नहीं दिया गया गया है। अगर वह लाइन बना दी जाये तो इस क्षेत्र के लिए उस की उपयोगिता बहुत

[जी० सी० डी० गौतम]

ज्यादा होगी, क्योंकि उस क्षेत्र में मैंगनीज की बहुत सारी खाने हैं और वन्य उपज भी बहुत ज्यादा है।

बालाघाट, एक केन्द्रीय स्थान है। वहाँ गोंदिया से बालाघाट होते हुए जबलपुर तक नेरो-गेज लाइन चलती है। उस को ब्राड-गेज बनाने की हमारी बहुत पुगनी मांग है। उसी तरह से जबलपुर-नयनपुर-नागपुर तक नेरो-गेज लाइन चलती है। इस को भी ब्राड-गेज बनाने की मांग बहुत पुरानी है, इस पर ध्यान देना बहुत जरूरी है।

बालाघाट जिले में बांस के बहुत से व्यापारी हैं, जिन का बांस दिल्ली, हरियाणा और आगरे की तरफ जाता है, परन्तु वेगेन्स न मिलने से बहुत कठिनाई हो रही है। मैंने इस सम्बन्ध में खुद मिनिस्टर साहब से कहा था। वहाँ के व्यापारियों ने भी रेलवे बोर्ड के सामने अपनी दिक्कतें रखी थी और चेयरमैन, रेलवे बोर्ड ने, फरमाया था कि उन को कम से कम प्रतिदिन बीस वेगेन्स जरूर दी जाएंगी। परन्तु देखा यह गया है कि चेयरमैन साहब ने जो फरमाया था, उस पर भी कोई विशेष ध्यान नहीं दिया गया और उन को काफी संख्या में वेगेन्स नहीं मिल रही हैं। भारतीय खाद्य निगम द्वारा हमारे यहाँ से जो आवल भेजा जाता है, उन को भी काफी वेगेन्स नहीं मिलती है, जिस का नतीजा यह हुआ है कि जो धान, जैसे लुधियाने सरकार द्वारा निर्धारित दर पर 73 रुपये किबंटल बिकना चाहिए था, हमारे किसानों को 61-62-65 रुपये किबंटल पर बेचना पड़ा और इस तरह से उन को बहुत नुकसान उठाना पड़ा। वेगेन न मिलने से निगम ने भी धान खरीदने से इंकार कर दिया। मैं चाहता हूँ कि मंत्री महोदय, मेरे इन सुझावों पर विशेष ध्यान दें।

सभापति महोदय : मैं एक सुझाव देना चाहता हूँ। रेलवे लाइन के सम्बन्ध में तथा अन्य इम्प्रोवेंट बातों के सम्बन्ध में माननीय सदस्य रेल मंत्री जी को लिख कर भेज दें और रेल मंत्री महोदय उन सुझावों पर उतना ही ध्यान दें जितना कि यहाँ पर होने वाली स्पीचों पर देते हैं। इस से समय की बचत हो सकेगी।

SHRI B. V. NAIK (Kanara) : Mr. Chairmen, in the very initial stage I would like to welcome the increase that has been proposed in respect of the fare structure. The reason for this—I will try to elaborate—is that in the district where I come from, whether there is an increase in the fare or there is no increase in the fare, the consequence on the common man will be zero. It will be zero because we have hardly about 10 or 15 kilometres of railway line.

SHRI N. K. SHARMA (Dausa) : Sir, I would draw your attention to the absence of the Railway Minister in the House.

MR. CHAIRMAN : The other Minister is taking notes in his place. He has gone out for a short while.

SHRI N. K. SHARMA : The usual practice should be that either the Railway Minister or the Deputy Railway Minister should be here. After all, we are discussing the Railway Budget and in the absence of the Minister and the Deputy Minister it is no use Members speaking here. All this is futile. There is no Cabinet Minister. It is very strange.

MR. CHAIRMAN : Either the Deputy Minister or the Minister should be here. That is true.

श्री हुकम चन्द कच्छबाय (मुरेना) : भाप उनको बुलाइये ना।... (व्यवधान)...

राज्य मंत्री या उप मंत्री किसी को भी आप बुलाइये।... (व्यवधान)...

सभापति महोदय : वे स्टार्ट टाइम के लिए गए हैं और अभी जा रहे हैं। लेकिन

आपकी यह बात सही है कि यहां पर मिनिस्टर या डिप्टी मिनिस्टर किसी को रहना चाहिए।
... (अवधान) ... वे बाथरूम में गए हैं।

श्री हुकम चन्द कछवाय : क्या तीनों ही बाथरूम में गए हुए हैं। ... (अवधान) ...

SHRI N. K. SHARMA : There is a Deputy Railway Minister. He should be here. There is no reason why both should go out. Going to the bathroom can take only 10 minutes; they can not take half an hour. You are the custodian of this House while sitting here.

श्री हुकम चन्द कछवाय : तीन तीन मन्त्री हैं। ... (अवधान) ...

श्री कृष्ण चन्द्र पांडे (खलीलाबाद) : सभापति महोदय, जब सदन में कोई भी मन्त्री न हो तो हाउस की कार्यवाही कैसे चलेगी ? ... (अवधान) ...

श्री हुकम चन्द कछवाय : बिना मंत्री के हम यहां पर बोलने नहीं देंगे। ... (अवधान) ...

सभापति महोदय : देखिए आप ऐसी बात मत कहिए। यह गलत बात है।

श्री हुकम चन्द कछवाय : हम नहीं बोलने देंगे। ... (अवधान) ...

सभापति महोदय : क्या आपके कहने से ही यहां सब कुछ होगा ? जो आप कहते हैं कि बोलने नहीं देंगे, वह गलत बात है। मैंने कह दिया है और मिनिस्टर या डिप्टी मिनिस्टर अभी आ रहे हैं।

श्री हुकम चन्द कछवाय : तबतक कार्यवाही नहीं चलेगी। ... (अवधान) ...

सभापति महोदय : आप हाऊस के बाहर चले जाइये। ... (अवधान) ...

श्री हुकम चन्द कछवाय : मैं बाहर नहीं जाऊंगा, आप मन्त्री को बुलवाइये।
... (अवधान) ...

सभापति महोदय : आप या तो बैठ जाइये या बाहर चले जाइये और हाऊस को चलने दीजिए। मैंने कह दिया है कि मिनिस्टर या डिप्टी मिनिस्टर को यहां पर रहना चाहिए। आप मन्त्रीजनेबिल एटीट्यूड मत अवस्थित रहें।

एक माननीय सदस्य : मन्त्री जी आ गए हैं।

SHRI B. V. NAIK : After the diversion of temper, coming back to the hard facts of the case which I would like to make on behalf of the area which I represent... (Interruption)

SHRI K. LAKKAPPA (Tumkur) : Sir, the Minister should be present.

SHRI B. V. NAIK : If I may be permitted to continue with my speech, if we look to the railway map of this country as well as the history of railways in this country, we will find, historically, in 1843, the trains started moving out of Bombay and reached upto Thana. It stopped there. Thereafter, it went eastwards and not southwards. Geographically, we see from the Gulf of Cambay right upto Bombay, there is a rail connection. Thereafter, there is a sort of a railway desert right from Bombay upto Mangalore. And the whole of the coast of this country is sort of girdled with railway lines, of metre-gauge, narrow gauge and broad-gauge lines.

MR. CHAIRMAN : Just a minute. The Railway Minister should note that either he should be present or, in his absence, the Deputy Minister should be present here. (Interruption).

SHRI HANUMANTHAIYA : I want to make it clear. It is not a question of clapping. The General Discussion on the Railway Budget is going on in the Raja Sabha and the Deputy Minister is there. I am here. I just went out for two minutes

[Shri Hanumanthaya]

to answer the call of nature. I think, nobody should feel elated at the remark that the Ministers are absent. I think, we have to exercise a sense of restraint.

MR. CHAIRMAN : The position is now clear.

SHRI HANUMANTHAIYA : I obey your observation. But this must be noted that the Deputy Minister is in the Rajya Sabha as the General Discussion on the Railway Budget is going on there.

MR. CHAIRMAN : The Members of your party are also insisting...

SHRI HANUMANTHAIYA : Whether it is Members of my party or other parties, everyone has to realise what the situation is.

SHRI B.V. NAIK : I feel, the complaint ought to have been registered with to the Chair by myself.

Now, let me get back to the point which I was trying to make out. From Bombay upto Mangalore, there is what is called a railway desert. In the course of last 120 years, we have been able to build at various stages, in this country, about 60,000 Km. of railway line. On an average, it comes to about 500 Km. per year. But the Railway administration in their Report for 1969-70 mentions that only 125 Km. of railway line has been built. Just as one of my colleagues suggested that there should be a perspective integrated plan, I do not see any reason why we should not have a sort of a perspective plan here, in the course of the next 25 to 30 years, say, by the close of this century. I do not see why we cannot increase the railway line mileage from 60,000 Km. to 100,000 Km. by the dawn of 21st Century. I make this serious suggestion because it will be a question of finding employment also. What is good for the part is not true for the whole. I feel that with such a perspective plan, it should be possible to fill in the gaps first and, thereafter, try to improve upon it.

While much of the concern of my learned colleagues in this august House has

been towards how to improve, I find that the question of expansion of the railways, the question of extending the mileage of railways or the Kilometres of Railways has been given a back seat. The hon. Minister for Railways has publicly announced that it shall be his endeavour to convert all the metre-gauge and narrow-gauge lines into broad-gauge. I would suggest that the question of priority should be fixed in respect of the expansion of the railways before there is a conversion from metre-gauge into broad-gauge.

16 hrs.

I would like to make one more point. I see no reason why the pace of expansion of railway has been given a short of retrograde status. That means that in order to complete 40,000 Km., we will have to have an increase by about 1250 per cent in the construction of new railway lines. It will mean 1500 k.m. per annum. In that case, It is of foremost importance that these gaps in the Railways, particularly along the coast, which from the industrial point of view and strategic point of view are important, should be filled. This gap between Bombay and Mangalore must be filled. This is my request.

SHRI T. BALAKRISHNIAH (Tirupathi) : While supporting the Budget presented by the hon. Minister for Railways, I would like to say something about the local conditions particularly relating to my constituency namely, Tirupathi constituency. Most of the hon. Members know that Tirupathi is a hill-shrine...

AN HON MEMBER : The hon. Minister is a great devotee.

SHRI T. BALAKRISHNIAH ...the biggest hill-shrine and the most sacred pilgrim centre in the whole of India. Daily 20 to 30 thousand pilgrims from all over India are visiting Tirupathi. In that way the Railways get major income through these pilgrim visitors. But I am sorry to say that ample facilities have not been provided for these pilgrims visiting Tirupathi.

Now trains are run from Madras to Tirupathi bi-weekly. This is called

Tirupathi express. From Vijayawada to Tirupathi trains are run. That is called Triumalai Express. These are run twice a week. There is great need and demand to convert these trains into daily trains instead of bi-weekly.

I had occasion to travel from Madras to Tirupathi. I found that the whole train was over-crowded and I asked why this is so. They say, these trains are run only twice in a week—Friday and Saturday. Those two days are sacred days for Hindus and all the pilgrims who want to visit Tirupathi get into these trains. That is why the train is over-crowded. Those who have purchased first-class tickets do not find place in the first class compartments. That is the difficulty which we are experiencing. I therefore request the authorities to convert these bi-weekly trains into daily trains.

Between Bangalore and Tirupathi there is no broad gauge line. From Renigunta to Tirupathi there is broad gauge line. But there is no broad-gauge platform. I wish to bring to the notice of the Minister that many pilgrims, old and young travel; they are not able to alight from the trains properly; sometimes they have to jump from a higher level to a lower level to get into the platform from the broad gauge train. There is a lot of difficulty which is experienced by them on this account. I want that immediately the platform should be constructed...

SHRI HANUMANTHAIYA : It will be done.

SHRI T. BALAKRISHNIAH : In many places there are railway level crossing gates which are causing much of hardship to the public. The names of places where these level crossings are situated are : Puttur, Kalahasti, Nayudupet and Taduku. There are no gate's men. There gates are closed throughout the day. Unless intimation is given to the station master, these gates will not be opened. This is causing much hardship, and many people are complaining bitterly, and are suggesting that these gates should be kept open. I would, therefore, request that gatemen should be appointed at

all these places, because that will solve the problems of the public and it will also help some unemployed people to get employment.

SHRI HANUMANTHAIYA : Have over-bridges or under-bridges.

SHRI T. BALAKRISHNIAH : Then, in Chittoor and Tirupati, two overbridges are needed. Tirupati is a pilgrim centre where there is a heavy traffic, and Chittoor is the district headquarters with heavy traffic, and, therefore, overbridges at these two places are very essential.

There is also need for converting the Katpadi-Renigunta line into a broad gauge line. The hon. Minister knows very well that many pilgrims coming from Mysore State are going by private buses and tourist buses because of want of facilities or want of accommodation in the trains and because the trains that are running on that route are mostly express trains and generally they are trains from Bangalore to Madras and, therefore, they find it difficult to travel by train. If the Katpadi-Renigunta line is converted into a broad gauge line, then it will facilitate to have a direct train from Bangalore to Renigunta. That will go a long way to help the pilgrims also. That will also help the public in Chittoor district to have facilities for commerce and trade and for transporting their commercial goods like mangoes, tamarind etc. which are produced in that district to other places.

SHRI NANUBHAI N. PATEL (Bulsar): It is most unfortunate for the people of this country that every year there is an increment in passenger fares and freights in the railway budget.

Government are spending more and more money for laying new railway lines, for widening railway tracks, for electrification, for introducing new trains, more coaches, for providing passenger amenities etc., but due to lack of proper administration travelling public are not able to get proper benefit and all the burden falls upon the general public.

[Shri Nanubhai N. Patel]

When I heard the speech of the Railway Minister regarding theft of overhead wires, I was really shocked, because theft of overhead wires at high voltage is not an easy job. But this happens, according to me, because most of the railway staff including the RPF might be in collusion, because it is impossible otherwise to cut the over wires which are at such a high voltage.

This is also due to the negligence of the administration. If it not checked, I do not know where it will end.

The hon. Minister has stated that late running of trains is due to wire thefts, chain-pulling, political agitation and other things such as the inefficiency of the concerned railway employees. In my opinion, the railway employees alone are responsible for the late running of trains. Why should they give a chance for chain-pulling and for political people to launch agitations or demonstrations? If they take proper steps to prevent all this, then I shall do not think that such things can happen.

Now, I would like to place before the hon. Minister some important grievances of the travelling public who travel from Baroda to Dahanu on Western Railway. There is one train called 46 UP Baroda Passenger which runs between Baroda and Bombay Central, by which train most of the students, businessmen, office workers, and vegetable and milk sellers come from Broach side to Surat and from Surat to Bulsar. But I am sorry to say that this train never runs on time. This can be checked from the concerned authorities. It always runs two hours, three hours and sometimes four to five hours late. The Railway Users Association, Merchants' Chamber and other organisations brought this matter to the attention of the higher authorities but nothing has been done. They got tired of it and at least started satyagraha at Gothangaon station near Surat and Amalsad station near Bulsar, within this one month and detained all up and down trains. If their grievances had been heard and redressed, this could have been avoided.

To solve this difficulty, for the last four or five years I have been requesting the

Railway Minister in my budget speech to extend the Bulsar-Surat Shuttle up to Dahanu on Bulsar side and upto Broach on the Surat side. I know of the difficulties of the people of this area. So many associations are also approaching me to get this problem solved. But I am sorry to state that nobody cared for my suggestion and demand from the passengers of that area. Therefore, the people of this area are bound to resort to this type of agitation. Again I would request the hon. Minister to extend the Bulsar-Surat shuttle upto Broach and Dahanu.

There has been heavy overcrowding in the 22 UP Flying Rance. I am glad they attached two locomotives and 17 bogies by which the problem of overcrowding is a little bit solved. But these two locomotives take more time for watering as a result of which this train reaches late at destination on up and down direction.

The Western Railway authorities have requested the Railway Board to provide a diesel engine for this train but there is no response. Therefore, I would like to request the Minister to provide a diesel engine for this train.

There is one railway station named Vapi between Bulsar and Dahanu where recently one of the biggest industrial estates has come up. The Government has acquired nearly 3,000 acres of land for this purpose. At present, nearly 75 industries are already working, about 250 are under establishment and about 500 are on the waiting list. Besides Vapi itself is a big city. People from Dawan and Nagar Haveli make use of this station. Looking to all these aspects, there is a big demand for a two-minute stoppage of the 22 UP Flying Rance. The People from this area approached me and I arranged a meeting with the DS, DOS and DCS. I had shown them this area and request them to arrange for the stoppage before people resorted to agitation. I would like to repeat this request to the Minister now so that this stoppage is arranged as soon as possible.

I am sitting in this House from 1957. My nearest railway station is Dungi, between Bulsar and Billmore on the Western

Railway. Not a single fast or express train stops at this station. I have requested the Minister so many times during my budget speeches to let any express or mail train stop at this station. The passenger train comes after 8 to 10 hours. Therefore, I am compelled to go to Bulsar or Bilimora to catch the fast or express train, but nothing has been done upto now. Therefore, I would humbly request the Minister to have this stoppage arranged at this station.

Lastly, I would like to say something about overbridges. Looking to the expansion of the Bulsar city, I would suggest that an overbridge be thrown at Mogra Wadi Railway Culvert and another overbridge at Vapi Railway crossing. When there is heavy traffic, that gate remains closed sometimes for half an hour. As it is near the station, when the goods trains pass along, the railway crossing again remains closed. Therefore, I request the hon. Railway Minister to consider all these matters and take proper steps to solve this problem.

Lastly, I would like to request the hon. Railway Minister to consider one thing, namely, the amenities for the third class passengers which are lacking. In the third class waiting rooms, wherever they exist, there is no facility for water; there is no facility for bathroom; there is no facility of latrines. In Bulsar station, for example, there is a third class waiting room, but there is no facility for water and for bathroom. So, I request the hon. Railway Minister to provide all these facilities and help the travelling public.

When we are travelling, and when we see particularly the third class coaches, everywhere you will find that there is no sufficient water, no sufficient light, and no sufficient fans, and the coaches remain so dirty that it is impossible to travel by those coaches in the third class. Therefore, I request the hon. Minister to see to this and provide as many amenities as they can for the third class passengers.

SHRI D. N. TIWARY (Gopalganj) : Mr. Chairman, Sir, before I begin my speech, I want to make two requests to the Railway Minister. One is that after two years of effort, his predecessor in the Railway Ministry, Shri Nanda, introduced a

system to reply to the Members' points which had not in the House been replied to by the Railway Minister. That system should continue. All those points that we make here, if they are not replied to in the House, should be replied to through a letter after enquiry. But that enquiry should not be perfunctory. Last year we got replies and almost all the replies were perfunctory and they had not gone into the details. So, I would request the Railway Minister to take note of it.

SHRI HANUMANTHAIYA : I agree.

SHRI D.N. TIWARY : The second point which I wanted to make is this. Once, three or four years ago, the present Railway Minister had raised the question, at the party meeting, of late-running of trains. He was so vehement and had said that either the running of trains should be stopped or the timing should be increased, so that the people coming to the stations may know when the train is going to leave. At present, these days, late-running has become more chronic. The trains are sometimes late by 12 hours to 15 hours, and no information is given as to when the train is coming. That is one thing which is very inconvenient to the passengers. The authorities compute loss of man-hours; when there is a strike in some undertaking, people say, and the reports say that so many man-hours have been lost. How many man-hours are being lost by late-running of trains, nobody can say. It may work up to millions of hours. So, I request the Railway Minister, now that he is presiding over the destinies of the railways, to take note of this, and see that late-running of trains is stopped.

Sir, the railway is sick; there is no doubt if the railway is sick. It has lost its revenue; it is running into deficits. It is the largest public undertaking not only in India but in the whole world, and nowhere in the world does any undertaking employ so many men. More than 14 lakhs people are employed in the Indian railways, and the payment made to them runs to hundreds of crores of rupees. In that undertaking, if there is a loss, that is a very shameful thing for us. Why is there a loss? Because the railway has become sick both economically, physically and also in

[Shri D. N. Tiwary]

the matter of control. What are the sicknesses? Firstly, lack of control by the Railway Board and differential treatment of employees. They do not apply the circulars issued by the General Managers or the Board uniformly to all the employees. So, there is heart-burning. I made this point last year, but it was not replied to. Then, there is carelessness of the railway staff. They do not think that railways exist for the passengers. They think passengers exist for the railways. They should know that railway gets money from fares and freights. But the passengers are treated like beggars. If a complaint is made by a poor man, nobody cares. Even when people holding important positions in public life make complaints, the reply is very perfunctory. For instance, between Palezghat and Mahendru Ghat they run a steamer service. But the coal is loaded when it is time for the steamer to leave. It takes half an hour. The coal should have been loaded before the starting time. It causes great inconvenience to passengers who miss their connecting trains elsewhere. Fourthly, there is thoughtlessness in action. When one train is coming, the connecting train leaves, with the result that passengers have to wait for 4 or 5 hours. If the train was late by 1 hour or half an hour, I can understand. But when just one train is coming in, the other is leaving, causing so much inconvenience to the passengers, is beyond my comprehension.

Then comes the hazard in travelling by train. Every day there is some murder on this train and loot on that train. It has become hazardous to travel.

SHRI HANUMANTHAIYA : That is only in Bihar and Bengal.

SHRI D. N. TIWARY : If it is in Bihar, what action has been taken by the Railway Board? In that part of Bihar which is near Assam, there may be some Naxalite menace, but not in the whole of Bihar. It is done by the goondas and unsocial elements. Fifthly, in order to relieve the sickness you have to control the Railway Board; you have to change the method of work and you have to see that all employees are treated in the same way.

Sixthly, there is over-employment in the railways. If you go to any office you will find that the railway employees are not doing any work. There are just going hither and thither without doing any work and the wage bill increases.

Seventhly, pilferage and theft in the railways are increasing. Theft of coal from the railways is proverbial. Everywhere you will find theft of coal. Even the engine driver will throw out a bucket of coal and get one rupee. If you can check this theft it will save you crores of rupees and your coal bill will come down.

Coming to the divisions in the North-East Railways, Bihar is in a very unfortunate position. Everybody wants to take liberty with Bihar. The Railways in Bihar have been cut into three parts. Some railways come under UP and some under Assam and there is only one DS office in Bihar in Samastipur. If you take into account the mileage and load of work there should be more of DS offices in Bihar. We have been agitating for this for quite some time. I have met the Railway Minister several times and after arguing with him for hours and convincing him, we got nothing. Last year when I met him and represented the case he said that something would be done. I do not know what that "something" is. You can very well give a full-fledged DS office at Samastipur. You have got hundreds of quarters and offices lying vacant there. Now they are lent out to other departments for occupation. Their windows and doors are being taken away by the village people. At the same time, you are constructing office buildings and quarters at Samastipur. Why not divert some of the office staff from Banaras and Samastipur and have another office at Sonapur? Now at Sonapur you can get no information about the railway trains in that area. Now we are not able to get them because the lines are always out of order.

Now because of the present divisions there is surplus staff in some areas and they are thrown out or transferred for no fault of their own. All such difficulties could be avoided if there is a DS office at Sonapur. I would request the Railway Minister to look into the matter whether

Bihar requires another DS office. Assam has four DS offices, even though Assam is smaller than Bihar. I am not grudging those offices to Assam. But what sin has Bihar committed that you are not prepared to have even one more DS office at Sonapur? I hope the Minister will consider this genuine long-standing demand and see that justice is done to Bihar.

SHRI DHARNIDHAR DAS (Mangal-dai) : Mr. Chairman, the different aspects of the Railway Budget have been discussed. What has interested me more is the speech made by the Railway Minister highlighting the socialist objective to achieve which the railways must be run. He was, in his conclusion of the speech, laying emphasis on socialism. He has stated that the railways are the biggest public undertaking and, therefore, the best means of taking the country towards socialism. He has said that the success of socialism is inter-linked with the success of public undertakings. This is the fundamental aspect to which we have to give more attention. We have to see whether the railways have served the cause of socialism or have opposed it.

The Railway Minister was trying his utmost to see how to close the deficit gap of Rs. 33 crores but we are to see how to have improvement in the working of the railways. I think an economy drive is an urgent necessity. The Railway Board is a white elephant. It is indifferent to the people and to the workers. Therefore it has failed to get the co-operation of the working people in the railways.

When we talk of socialism, we have to see to the practical application of socialist principles in the day-to-day working of public undertakings. Much has been said about nationalisation. When this Government passes any measure of nationalisation, the people have given massive support to it. Now you have to show to the people that these nationalised undertakings are really serving the people and the cause of the working masses.

If we just look at the pay structure of the Railway Board employees, we find that 22 persons in the topmost position in the Railway Board get about Rs. 36,000 annually each whereas at the bottom more than 1,500 employees get just Rs. 2,300

annually each. This is a big gap. This has to be narrowed down to the smallest possible range; otherwise, there is no use talking of socialism if we do not reduce this inequality.

16.33 hrs.

[SHRI SEZHIYAN in the Chair]

SHRI HANUMANTHAIYA : What is the reasonable pay for the members of the Railway Board?

SHRI DHARINDHAR DAS : We have to apply socialist principles in fixing wages. A socialist pay structure has to be introduced. There should not be much difference between one class of employees and other class of employees—the topmost persons getting Rs. 36,000 annually each and persons at the bottom getting less than Rs. 3,000 annually each. This gap is actually causing all unrest and non-cooperation of the workers towards the authorities. So we have to remove this gap.

SHRI HANUMANTHAIYA : I agree. What are your ideas of the pay structure?

SHRI DHARINDHAR DAS : A socialist pay structure should be based on productivity and the contribution of the workers to the concern having regard to higher living standard. It should be need-based. There is a parasitic class in all public undertakings. If we go into the record of public undertakings, we find that this parasitic class is to the extent of 50 per cent of the total employees. They contribute less to the undertaking compared to the workers but get more as salaries and amenities than the latter.

I am just saying about the application of socialist principles. This is the largest public sector undertaking. So, it must show the way for all public undertakings in the application of socialist principles. From that point of view, it is important for us to know the gap of income or salary between different classes of employees and to reduce it.

Another thing is the regional disparity. A balanced infra-structure is most essential

[Shri Dharnidhar Das]

for the balanced development of our national economy on socialistic principle. The Railway system is to provide such an even intra-structural complex, but on the contrary it is creating great regional disparity which must be removed. In the Budget, we have provided for electrification of some railway tracks whereas there are some stations even now with kerosene oil lamp. I can mention the name of a station, Tongla in my own constituency. The people there are demanding for years for a foot-bridge and their demand has not been accepted by the Railway authorities. They do not pay heed to the just demands of the people. So, I call it a stiff-necked bureaucracy. They are not guided by any socialist principles. The Railway Board must be moulded by the hon. Railway Minister as the socialist cadre. Without socialist cadre in the Railways or in our public sector undertakings, the people have now come to see that there is no difference between the public sector and private sector. These Railways are the paradise of the capitalists, the contractors and all these people. This public sector should have developed a cooperative sector in the railway business, in the contract business and other things. These are the two sectors, the public sector and cooperative sector, quite indispensable for Socialism, to squeeze out the private sector in course of time. That we have not done.

Now coming to Assam, I come from the most backward region. It is not only for the interest of Assam but it is for the national interest that the development of that area must get top priority because that is the strategic area. Supposing the people of Assam are not able to strengthen defence, it is the look-out of the Central Government to strengthen defence and that cannot be done without having a more developed railway system there. This regional imbalance is a danger to the national integration. To stop that, we must have a balanced development of railways in all the regions and, particularly, in backward regions like Assam.

About the Divisional Headquarters at Rangia, his predecessor, Mr. Nanda, assured the people at Gauhati that the Divisional Headquarters would be located at Rangia

and that was to be inaugurated on 2nd October last year. Uprill now, nothing has happened and there is no chance of that work being completed.

The hon. Minister has said about the uniform conversion of meter-gauge and narrow-gauge lines into broad-gauge. There has been a persistent demand from the people of Assam for a long time for extending the broad gauge line from Bongaigon to Gauhati first and then to Tinsukhia. All these are simple demands. The reasonableness of such demands has been pointed to by the hon. Minister himself in his speech. All these demands have been placed before the Railway Minister by the people and the Government of Assam, already and they are still hanging in suspense. I request the Railway Minister to fulfil these long-pending demands of Assam. Thank you.

SHRI B. R. SHUKLA (Bahraich) : Before I express my views on the various aspects of the speech of the learned Railway Minister, I would like to congratulate him on bringing a realistic budget, taking note of the necessities of the situation.

As you know, Sir, the removal of regional imbalances and restricting of the monopolies is the declared objective of this Government. It is necessary that regional imbalances which are still in existence in the railway administration should also be removed in order to bring out social transformation in this country.

Since the time is very short, I will only put forth certain suggestions for implementation. NE railway has escaped unfortunately the shrewd attention of the Railway Minister in the long speech which he has delivered before the House.

North-Eastern Railway extends from Tripura region to Bareilly, and Agra in U. P. It runs closely parallel to the Himalayan Kingdom of Nepal and Bhutan. On either side of the Railway line there are two wings of Pakistan, namely, East Bengal which we are now prepared to call as Bangla Desh and on the west of it, there is West Pakistan. These two wings are surrounding this area and on the northern side we have got the constant menace from China.

Therefore it is necessary that this factor should be taken into consideration. This line has got military significance. Therefore, this line should be connected throughout from Assam and Tripura to Bareilly so that the movement of the military vehicles and military personnel should be facilitated.

This line extends up to Katarniaghat. Thereafter there is the intervention of two rivers, namely, Gagra and Kaudiyala. This railway line extends from Lakhimpur district to Bareilly in UP. There is a gap of 12 miles in between. There is a project called Sharda Canal Project under the Irrigation Department. A barrage is being constructed on this river and the guidelines are also being laid down for the taming of the river. The expenses of the construction of this barrage and guidelines are being borne by the Irrigation Department. The laying of the railway track on this distance of 10 or 12 miles would therefore not involve any large expenditure of the Railway Department. Therefore, it is my request that Lakhimpur district should be linked by extending this railway line from Katarniaghat over river Ghagra. This railway line should go to Bareilly and Agra and run throughout. This is of economic and commercial importance. The area through which this line passes is a vast area where there are timber and teakwood forests. From commercial point of view it is important. It will shorten the distance; it will also relieve the strain and congestion which is the headache of the Railway administration because of constant number of chain pullings and strikes. So I request that my suggestion may be considered and this line be constructed in time.

There are a number of railway stations in my district—half a dozen of them—where there are no waiting rooms even for the third class passengers to sit. On the one hand, the railways are providing facilities for air-conditioned coaches and they are trying to run electric trains and they are trying to dieselise the engines. But on the other hand, they are not providing even the bare minimum facilities for the stay of the railway passengers at the railway stations. So, my suggestion is that without undue delay, this matter should be attended to, so that whatever may be the importance

or size of the railway station the railway passengers must be provided everywhere, throughout the country, and especially in the district of Bahraich with proper facilities.

Then, I would like to point out that the district headquarter of Bahraich is situated on a branch line on the NE Railway. No mail or express trains pass through that route. There is one Jarwal Road station which is situated in this district, which is the only place on the main line. My suggestion is that all the trains including the mail and express trains should invariably stop at Jarwal Road station, which is the only station through which all these trains pass.

The next point which is not of regional importance is this. Concessions have been announced by the railways for tourists. My suggestion is that concessions should be given for patients who want to go to far off places for medical treatment such as the Cancer Institute of Bombay, the Sanatorium at Bhuwali or the Medical Institute at Delhi or to Vellore. These concessions should be extended to them on production of a certificate from a prescribed medical officer that their condition is such that they cannot travel as they have no sufficient means for travel. There should be some provision also for some concession to the person who is accompanying such patients.

A lot of things has been said about the corruption which is prevailing everywhere. It is unfortunate that the expansion of the public undertaking has its concomitant increase in corruption side by side. How are we to remove corruption? Let me give just one instance. Whenever there is any scarcity in any article or commodity, there is always blackmarketing and hoarding in that commodity. Similarly, the corruption in the railways is caused largely by the scarcity of seating accommodation or first class bogies or wagons. So, the solution is to increase the number of first class bogies, the number of wagons and the number of trains. If that is done, then it will be found that the corruption in the railways could be minimised to a very great extent.

16.48

श्री हुकम चन्द कछवाय (गुरेना): सभापति महोदय, रेलवे बजट पर हम प्रति वर्ष चर्चा करते हैं और करीब करीब सभी बोलने वाले मੈम्बर रेलवे बोर्ड की त्रुटियाँ सामने लाते हैं परन्तु रेलवे मंत्रालय ने कभी रेलवे बोर्ड के खिलाफ कोई कार्यवाही नहीं की है। ऐसा दिखाई पड़ता है। कई बार इस बात को यहां पर उठाया गया है कि रेलवे बोर्ड सफेद हाथी के समान हैं, राक्षस के समान है, उसको समाप्त करना चाहिए...

श्री एम. राम गोपाल रेड्डी (निजामाबाद): सभापती महोदय, वे 'राक्षस' कह रहे हैं। इस शब्द को वापिस लेना चाहिए।

श्री हुकम चन्द कछवाय : आपको राक्षस शब्द पर इतनी चिढ़ क्यों है ? वह आपको तो खाने वाला है नहीं। (व्यवधान)...

तो रेलवे बोर्ड के बारे में यहां पर कई बार कहा गया कि उसको समाप्त करना चाहिए, रेलवे बोर्ड ठीक तरह से काम नहीं करता है। वहां किस तरह से और कौन से काम होने चाहिए उन के बारे में जिस सही ढंग से ध्यान दिया जाना चाहिए वह ध्यान नहीं दिया जाता है।

जहां तक रेलवे बोर्ड आदि के वास्ते सैलून की व्यवस्था का सवाल है इन सैलूनों को बंद करने के बारे में यहां संसद में अनेक बार मांग की गई है। करीब 900 सैलूंस हैं जब कि दूसरी ओर हमारे देश में रेलगाड़ियों की संख्या बहुत कम है और इस कारण रेलों में अत्यधिक भीड़ नाच रही है। जहां मुसाफिरों को रेलों में इतनी असुविधा का सामना करना पड़ता हो, खोग रेलों की छतों पर सफर करने की बाध्य होते हो, वहां रेलवे बोर्ड के लिए सैलूस चलाना

एकदम अनुचित है और उन्हें समाप्त कर दिया जाना चाहिए जिससे कि यात्रियों को रेलों में बैठने के लिए कुछ सुविधा हो सके। कई बार इन सैलूनों की अनुपयुक्तता के बारे में रेलवे के मंत्री महोदयों ने स्वीकार भी किया है लेकिन यह मंत्री लोग रेलवे बोर्ड के मੈम्बरों से कुछ इतने दबे हुए और भयभीत से रहते हैं कि वे उन के खिलाफ कोई भी कार्यवाही नहीं करना चाहते हैं। मंत्री महोदय को यह भय लाये रहता है कि अगर उन्होंने रेलवे बोर्ड के मੈम्बरान के खिलाफ कुछ कार्यवाही की तो शायद मंत्री महोदय का पत्ता ही कट जायेगा और इसलिए वे उनके खिलाफ कुछ भी नहीं करते हैं।

यह रेलवेज का घाटे का बजट सामने आया है। उस का प्रमुख कारण यह है कि योजना आयोग ने योजना बना कर दी कि फंला फंला स्थान पर स्टील प्लांट्स लगने वाले हैं और यदि वहां पर नई रेलवे लाइंस रेलवे मंत्रालय बिछा देगा तो उस से काफी सहुलियत मिलेगी। लेकिन हुआ यह कि वह कारखाने खुले नहीं लाइनें अलवत्ता उन स्थानों पर डाल दी गईं। रेलवेज का काफी पैसा उन जगहों पर नई रेलवे लाइंस बिछाने में लग गया जबकि आज उस का कोई उपयोग नहीं हो रहा है। यह प्रमुख कारण है रेलवेज के घन्दर बाढा आने का।

दूसरा रेलवेज में घाटा आने का कारण यह कि रेलवेज द्वारा जो माल बोया जाता है उस में रेलवेज से जनता जो सुविधा की अपेक्षा रखती है वह सुविधा वह प्रदान नहीं कर पाती है। परिणामस्वरूप कोई भी व्यापारी अपना माल रेल से डोने के मामले में संकोच करता है। उसे एक डर सा बना रहता है कि इस जन माल समय पर रेल द्वारा सुरक्षित पहुंचेगा या नहीं पहुंचेगा। यह जो

एक बर व्यापारियों आदि के मत में बना हुआ है उस के कारण वह रेलों से अपना माल भेजने में संकोच करते हैं। रेल बंगस न मिलने के कारण हम देखते हैं कि काफी बड़ी तादाद से कोयला खदानों में पड़ा हुआ है। इस के अलावा ट्रक वाले जहाँ आप का माल एक दो दिन में पहुंचा देते हैं वहाँ रेलवेज से एक महीना लगता है। अब एक महीने की दुलाई और एक दिन की दुलाई में कितना भारी अन्तर है और इसी कारण हम देखते हैं कि रेलों से माल की दुलाई कम होती जा रही है। रेलवेज की दुलाई व्यवस्था में सुधार होना चाहिए।

रेलवेज के अन्दर घाटे का एक अन्य कारण यह है कि वहाँ बहुत काफी तादाद में चोरियां होती हैं। उन चोरियों के कारण हमें काफी पैसे का भुगतान करना होता है। व्यापारियों, उद्योगपतियों और दुकानदारों के मन में जो सदा यह भय बना रहता है कि उन का माल रेलवेज से ठीक प्रकार से नहीं जायेगा, वह टूटेगा, फूटेगा और चोरी जायेगा तो उसमें सुधार करना चाहिए। अगर रेलों की दुलाई के इंतजाम में माकूल सुधार किया गया तो मेरा ऐसा विश्वास है कि रेलवेज की गुड्स की लोडिंग से होने वाली इनकम को हम काफी बढ़ा सकेंगे।

यह सरकार समाजवाद का नारा लगा कर रेलों के किराये बढ़ाने का प्रस्ताव लाती है जिसका कि अन्तर यह होता है कि आदमियों पर और अधिक आर्थिक बोझ पड़ता है और फलस्वरूप गरीब आदमी और गरीब होगा। इसलिए मेरी समझ में उनका यह तथाकथित समाजवादी नारा जोकि वस्तुतः गरीबी को और अधिक बढ़ाने वाला साबित हो रहा है उस को समाप्त करना चाहिए।

आज रेलवे कर्मचारियों में असंतोष है। उनमें रेलवेज के अन्दर स्टेशनों पर जो आदि,

पीने की दुकानें खुली हुई हैं, रेलवे की टालियां हैं तो वहाँ पर कुछ लोगों की मोनोपली है। उदाहरण के तौर पर मैं कहना चाहता हूँ कि एक अपने वहाँ पार्लियामेंट के मੈम्बर थे। उनके नाम पर ग्रामला में एक भोजनालय चलता है। उसे वह स्वयं नहीं चलाते बल्कि दूसरों को दे देते हैं। अपने नाम लाइसेंस लेकर उससे वह 1000 रुपया महीना सूद का ले लेते हैं। रेलवेज में भ्रष्टाचार इस क्रूर व्याप्त है कि अगर किसी को रेलवेज पर चाय का ठेका लेना हो तो उसे लाख रुपये रिश्वत के लिए देने पड़ते हैं। जब चाय की छोटी सी दुकान के वास्ते लाख रुपये की रिश्वत देनी पड़ती हो तो आप बखूबी समझ सकते हैं कि सम्बन्धित घूस लेने वाले रेलवे के अफसरान की माली स्थिति कैसी होती होगी। इसी तरह से रेलवे की डाइनिंग कार के अन्दर कोई व्यक्ति यदि बरे की नौकरी करना चाहे, कच्ची जगह में काम करता है किसी के रथान पर यदि वह काम करता है तो सम्बन्धित रेलवे अधिकारी को बगैर 300 या 400 रुपये के दिये वह वहाँ पर नहीं जा सकता है। मेरा कहना है कि रेलवेज में जो इस तरह से भ्रष्टाचार फैला हुआ है वह वह समाप्त किया जाना चाहिए।

अब कुछ मैं अपने क्षेत्र की बाबत निवेदन करूंगा। मकसी गुना लाइन के निर्माण का काम पिछले 10 सालों से चल रहा है लेकिन अभी तक वहाँ पर रेलगाड़ी चलनी शुरू नहीं हुई है। मैं चाहता हूँ कि इस मकसी गुना लाइन की शिवपुरी से जोड़ दिया जाय। इस के अलावा एक छोटी लाइन जो शोपुर तक बाया जोरा सबलपद होते हुए जाती है। मैंने कभी उस गाड़ी में लाइट नहीं देखी, हम को कभी उस में पानी नहीं मिला। 100 मील का टुकड़ा वह 12 घंटे में पूरा करती है। अगर आदमी दौड़ कर जाय तो वह भी बारह घंटों में काफी दूर तक पहुंच सकता है। इस चीज की ग्राम की ठीक करना चाहिये।

[श्री हुकम चन्द कछवाय]

मंत्री महोदय ने यहां पर वक्तव्य दिया है कि वह छोटी लाइनों को बड़ी लाइन करने जा रहे हैं। हमारे यहां मोरेना का इलाका डाकू क्षेत्र है। वहां पर काफी डाकू पकड़े जाते हैं। वहां का स्टेशन मास्टर तक सुरक्षित नहीं है। वहां पर हर व्यक्ति चबराता है। जब भी आप छोटी लाइन को बड़ी लाइन में बदलने का काम प्रारम्भ करें तब सब से पहले आप यहां से ही उस को शुरू करें।

कुछ गाड़ियां ऐसी हैं जो वर्षों से ऐसी ही चली आ रही हैं। दिल्ली से होकर बम्बई जाने वाली पठानकोट एक्सप्रेस है, पंजाब मेल है, वह बीसों वर्षों से वंसी की वंसी चला आ रही है। सारे डब्बे पुराने के पुराने चले आ रहे हैं। उन में कोई भी नया डब्बा नहीं लगाया गया। इन गाड़ियों में नये डब्बे दिये जाने चाहियें। ट्रेनिक दिन पर दिन बढ़ता जा रहा है।

पिछले दिनों से मांग होती जा रही है कि पंजाब सेल को मोरेना जिले में रुकना चाहिये। लेकिन उस को रोकना नहीं जाता। वहां इस के लिये मांग तेज होती जा रही है। ऐसा वक्त भी आ सकता है जब लोग इस के लिये आन्दोलन करेंगे और पटरी पर सो जायेंगे। तब तो आप को रोकना ही पड़ेगा। ऐसी परिस्थिति पैदा न हो इस के लिये आप जल्दी से कोई प्रबन्ध करें।

टिकट बेकिंग स्टाफ के बारे में पिछले अनेक वर्षों से चर्चा चली आ रही है। जब श्री ओंकारलाल बेरवा बोल रहे थे, तब उन्होंने भी इस की चर्चा की थी। मैं मंत्री महोदय से निवेदन करना चाहता हूँ कि रेल गाड़ी में जो भी स्टाफ चलता है—उस में गाई भी चलता है, झाड़वर भी चलता है, ब्रेक मैन भी चलता है। इन तीनों को तो रनिंग स्टाफ में लेते हैं, लेकिन टिकट चेकर को उस में नहीं लिया जाता। इस की बड़ी भूमिका है। पहले श्री नन्दा ने भी कहा था कि वह इस पर विचार

करेंगे और इन लोगों को रनिंग स्टाफ में ले आयेंगे। इस प्रकार का जो भेदभाव किया जाता है वेस्टर्न रेलवे में, उस को समाप्त करना चाहिये। मेरी समझ में नहीं आता कि इस सुविधा से उन को क्यों वंचित किया जाता है। वेस्टर्न रेलवे में जिन गाड़ियों में यह लोग चलते हैं 3 डायर में, वहां से उन को हटा कर प्रटेंडेंट लगाये जा रहे हैं। यह चीज कल से चालू होने वाली है। इस को ले कर पूर्व और पश्चिम जोन में आन्दोलन चलने वाला है। मैं चाहता हूँ कि ऐसी परिस्थिति पैदा न हो। इस सरकार की कुछ ऐसी आदत पड़ गई है कि जब तक आन्दोलन न किया जाय, सत्याग्रह न किया जाये, भूख हड़ताल न की जाय, तोड़ फोड़ न की जाये, तब तक वह सुनती नहीं है। अगर सरकार की ऐसी इच्छा है कि इस क्षेत्र में आन्दोलन हो, तो वह हो कर रहेगा, परन्तु यह समस्या आप को हल करनी ही होगी।

इस के अलावा उन लोगों को जो बर्दी दी जाती है वह अलग अलग गाड़ियों में अलग अलग तरह की होती है। वह बोक में सिलाई जाती है। किसी का कोट कसा हुआ होता है और पेंट डीली सी होती है। जिस तरह से जोकर होता है उस तरह की बर्दी उन लोगों की दी जाती है। इस में सुधार होना चाहिये।

इसी के साथ साथ मैं एक बात और कहना चाहता हूँ। मध्य प्रदेश एक बहुत बड़ा आदिवासी एरिया है। उस में पिछले अनेक वर्षों से, चाहे वह निमाड़ का एरिया हो चाहे बस्तर का एरिया हो, भयबा छत्तीसगढ़ का एरिया हो, वहां रेलवे चालू करने की मांग चली आ रही है, लेकिन आवासन तो दे दिया जाता है मगर लाइन चालू नहीं की जाती। एक एक गाड़ी वहां से चलती है छोटी लाइन की जो

खण्डवा, मजेवर ही कर जाती है। उस को हैदराबाद से मिलाया जाये। काफी लोगों ने लिख कर दिया हुआ है। मैं चाहता हूँ कि आप विशेष कदम उठा कर इस समस्या को हल करें। जो भी प्रश्न उठाये गये हैं उन के उत्तर आप सदस्यों को दें, लेकिन अगर भाषण में ऐसा न कर सकें तो बाद में लिख कर ही दें जिस से हमें सन्तोष हो सके।

16.59 hrs.

MR. CHAIRMAN : Shafquat Jung—absent ; Shri Chaplendu Bhattacharyya—absent.

SHRI M. RAM GOPAL REDDY (Nizamabad) : Mr. Chairman, Sir, while I have been just listening to the speeches for the last two or three days, justice fails me to call our officers as bureaucrats and Rakshasas, and therefore, I want to bring to the notice of the House that they are our own with and kin ; they are educated in the same schools in which we were educated. They were educated in the same colleges as ourselves. Fortunately we are MPs and unfortunately they are officers. If possible, we should ban calling our officers as bureaucrats. This is the legacy of the British days still lingering.

17 hrs.

Railways have not suffered losses. In 1966-67 they paid Rs. 132 crores to the general revenues. They paid Rs. 141 crores in 1967-68, Rs. 150 crores in 1968-69, Rs. 155 crores in 1969-70 and Rs. 170 crores in 1970-71 to the general revenues. In the last four years, they have contributed Rs. 759 crores to the general revenues. Also, they have provided Rs. 100 crores for the depreciation and development fund. These are big contributions. If there are some loopholes here and there, that can be brought to the notice of the minister. There should not be wholesale condemnation. We should not call the Railway Board a white elephant. What is the crime they have committed ? There is a particular system evolved and they are there doing their work. The real loss is on account of

the attacks on the railways, destruction of property, etc. That can be controlled by us, Members of Parliament ; that should be our real contribution.

Moreover, today railways are facing keen competition from road transport. On account of panch val raj, every village is covered by roads and buses, tempos, cycle-rickshaws, etc. reach every nook and corner of the country. So, instead of going to the railway station, people use other conveyances which are available at their doorstep. In Nizamabad, I am the President of a cooperative sugar factory. We load 1000 bags of sugar per day to Bombay, Rajasthan, Madhya Pradesh, etc. But we do not book it by rail, because it has to be taken to Manmad and then transhipped to BG waggons. It takes time and meanwhile the price fluctuates. If we load it in a lorry, it reaches Bombay in 24 hours, Madhya Pradesh in two days and so on. Thus, most of the traffic nowadays is diverted to road transport and that is why railways lose. We cannot take railways to every village.

In Nizamabad, which is my constituency, there are two factories. It is a sugarcane growing area and every day we produce 5500 to 6000 bags of sugar. We burn the bagasse in our boilers, which is a national loss. We can make newsprint and paper out of bagasse, but if that is to be done, we want something to be put in our boilers instead of bagasse. We require coal. If coal is to be brought from Ramagundam to our factories, first it has to be brought to Hyderabad or Secunderabad in BG and then transhipped to MG. This difference comes to about 240 miles. If there is a direct line from Ramgundam to Nizamabad—somehow or other it is always being postponed—the bagas could be used for newsprint instead of being used in the boiler. For that coal has to be transported which requires a direct line and I hope the Railway Minister will consider that. At present the goods have to travel 240 miles to reach Nizamabad from Ramgundam. With the construction of this line the distance will be reduced to 100 miles.

DR. MELKOTE (Hyderabad) : The time at my disposal being short—only four minutes—I would like to make out and

[Dr. Melkote]

speaking only two or three important points. After independence quite a number of native States joined the Indian Union and of these States two States in particular had railways of their own, one was Mysore and the other being Hyderabad. I do not know what happened to Mysore railways, but so far as Hyderabad railways is concerned right from 1952, when I happened to be the Minister of Finance in the State, and subsequently as a Member of Parliament here—I am here for the fourth term now—every time I have been urging that when the Nizam's railways, as it was then called, was merged with the Indian railways there was a surplus of Rs. 6 crores and the Indian railways had promised that this would be utilized for the benefit of Hyderabad. It is nearly twenty years now and not a pie of that has been spent for the benefit of Hyderabad. One of the hon. Members from the Government benches has referred to a railway line from Ramgundam to Nizamabad in the Telengana region. That was one of the earlier suggestions. Another line was from Vizag to Ramgundam to Sholapur, which would cut short the distance. But nothing has been done so far.

Quite apart from this, on account of the development of the Nagarjunasagar Dam facilities for transport of the products under the dam by the railways is absolutely necessary. Gundur-Kasipet and Hyderabad-Nalgonda and Gundur are some of the lines which I would like to press because they have been pressed for by the State Government for the past several years. Yet these Rs. 6 crores have not been spent on Hyderabad.

Though the Telengana people have been continuously pressing for some facilities they have been meted out with injustice by both the present Andhra State Government as well as the Central Government. It is not merely the present State Government but the Central Government is equally responsible for the present position, including the railways. Would the Railway Minister please look into it, unearth these Rs. 6 crores and spend it on Hyderabad for the improvement of the railways?

Secondly, whenever merger takes place it always happens, because bureaucracy is the same everywhere, that the employees of the smaller region or unit is not given justice. Whether it is the employees of Mysore or Hyderabad, they do not get the necessary promotion or weightage of service in the Indian railways. Sometimes they are posted at out of the way remote places so that they may not create trouble, or people from outside are brought in, depriving the local people opportunity to get employment. For a variety of reasons, this has been the fate of the Telengana area all along. Would the Railway Minister please find out how many Telengana people have been employed in the railways during the last twenty years in the South Central Zone and see to it that this kind of injustice is rectified immediately? I do not think he will attend to this because the same trouble is taking place in Mysore also. Mysore people came and told me the same thing.

The third point that I would like to make out is that travel is increasing and the railway is one of the methods for cheap travel but the railways are becoming costlier and costlier and they are not able to meet the expenses. In all foreign countries they are opening a number of tourist hotels organised by the railways themselves. People from the north go to Madras or Rameswaram and find that they do not get the type of food that they want. Similarly, people from the south come out to the north, to Kashmir or Srinagar or any other place, and they do not get the type of food that they would desire. In Delhi itself there is not a single good South Indian hotel to cater to the needs of the southern people. The railways should open such hotels at tourist centres and other places. Will the railways do this and see that it does whatever is possible to help the travelling public? This is an important point which I would like the Minister to consider.

He has mentioned, quite correctly, that the amount of loss that he is incurring, particularly in the eastern zone, is very heavy. He has given the causes also. I do not want to go into them. Corruption, stealing, cheating—these are things which no nation should succumb to. I do not know what measures to adopt. He has been

thinking about. The public are aware of this and the public would like to support him. Would the Railway Minister take the public into confidence and see to what extent they can help him to overcome this kind of a difficulty because we the public are the losers ultimately? He has not spelt out what he is trying to do. I wish he had said this in the speech itself. At least in his reply let him mention it so that we can give whatever help we can in that direction and try to help him.

श्री मुल्की राज सेनी (देहरादून) :

अध्यक्ष महोदय, रेलवे बजट जो पेश किया गया है उस के बारे में सब से बड़ा ताज्जुब तो यही जान कर के होता है कि इतना बड़ा पब्लिक सेक्टर और वह नुकसान में जा रहा है। हालात इतने बिगड़ गए हैं कि नीचे से ऊपर तक कोई सुधार की बात सोचता ही नहीं। सुनने में आता है कि जब चर्चा चलती है क्यों कि पहले भी ऐसी आवाज उठी थी कि रेलवे के ऐडमिनिस्ट्रेशन को ठीक किया जाय, नन्दा जी ने भी कहा था लेकिन एस एम से लेकर नीचे तक और ऊपर के जितने भी कर्मचारी हैं यहाँ तक कि सिन्डिकेट की पोस्ट जो है उस का भी मोरेल बिल्कुल डाऊन हो गया है और इस कारण कोई सुधार नहीं हो पाता। वह चोरियाँ उन से मिल कर के होती हैं। सहारनपुर स्टेशन पर तो ऐसे ऐसे वाक्यात हुए हैं कि गैंग के गैंग वहाँ स्मलर्स के हैं। कई बार वहाँ एस प्रोब और इन्स्पेक्टर्स पीटे गए हैं। कई वाक्यात ऐसे हो चुके हैं। वहाँ पर एक महाहर गैंग जो बजीरा स्मलर्स का गैंग है वह इतना महाहर है कि उस का राज होता है स्टेशन के ऊपर और उस के गैंग के भावभी सवारियों पर हमला कर देते हैं, माताओं बहनों की इज्जत खराब कर देते हैं लेकिन कोई रोकने वाला नहीं है। इसी के रेलवे की कोई प्रापर्टी सेफ नहीं है। और बसों की छोड़ दीजिए अगर केवल चोरियों को ही ने किया जाय, केवल चोरियों की चोरी

आप देखें तो उस से इतना लास होता है कि जिस का कोई ठिकाना नहीं। कोई भी सरकारी कर्मचारी जो है वह परसनल यूज के लिए कोयला ले जाता है और उस के बाद कुछ दूसरे ऐसे एजेंट्स लगे हुए हैं जिन का रोजगार इसी पर चलता है। अगर कोयले की चोरी रोक दी जाय तो करोड़ों की बचत हो सकती है। इसी तरह से सहारनपुर में स्मलर्स के गैंग इस तरह के हैं कि सहारनपुर में भी और उस से आगे जा कर सरसावे में याई के अन्दर सामान उतार लिया जाता है और कोई रोकने वाला नहीं है। छोटे छोटे बस्व गाँवों बगैर निकाल लिए जाते हैं और बोगीज की जो हालत होती है उसे देख कर इस का अन्दाजा लगाया जा सकता है। यह चोरियाँ अगर इस तरह के होती हैं तो फिर कौन बिजनेस मैन होगा जो अपना सामान उस में लादेगा? इसलिए घाटे का जो सब से बड़ा कारण है वह रेलवे की इनएफिशियेंसी है और कोई प्रोटेक्शन नहीं है, कोई गारन्टी नहीं है तो बिजनेस मैन कैसे अपना सामान रेलवे से भेज सकता है? सहारनपुर से एक खास बात यह बताई जाती है कि वहाँ से आम लदता है। सहारनपुर बहुत बड़ा आम का सेंटर है। मुझे एक बहुत ही जिम्मेदार भूतपूर्व रेल उपमन्त्री ने भी एक दिन बताया कि उन का अपना तजुर्बा भी इसी तरह का है कि वहाँ से आम लदता है अगर आम का टोकरे वाला हक का पैसा नहीं देता, बोमी मांगने वाला हक का पैसा नहीं देता, रिक्का का नाम हक हो गया है, जब तक हक नहीं देता तब तक लदान नहीं होता। और आम जैसी चीजें उस के पीछे फँक दी जाती हैं, जिससे उस का नुकसान हो जाता है। इस बास्ते कोशिश यह की जाती है कि माल ट्रक के अगिरे रोड ट्रान्सपोर्ट से ले जाया जाए। अगर रोड ट्रान्सपोर्ट से ले जाना सम्भव न हो तब व्यापारी रेल द्वारा मजबूरन ले जाता है। ऐसी स्थिति में कोई आप फिर्तना ही फिट

[श्री मुल्की राम सैनी]

बड़ाइए उस से लाभ नहीं होगा, नुकसान ही होगा।

यानी गाड़ियों के सम्बन्ध में भी कहा जाता है कि उन में भी बड़ा नुकसान हो रहा है लेकिन आज यानी गाड़ियों की क्या हायत है? हम एम. एल. एज या एम. पीज को फस्ट क्लास का टिकट मिलता है, इसलिए हमें उन कष्टों से गुजरने का मौका नहीं मिलता, लेकिन आज हालत यह है कि थर्ड क्लास में बैठने वाले को जगह ही नहीं मिलती। जब इतनी सवारियां रेल से सफर करती हैं तो फिर घाटा क्यों होता है यह समझ में आने वाली बात नहीं है। यह ठीक है कि बिना टिकट यात्रा करने वालों की संख्या बहुत काफी है, इन में तीन किस्म के आदमी होते हैं। एक वे हैं जो मजदूरी में टिकट नहीं ले पाते और बिना टिकट लिये हुए यात्रा करनी पड़ती है। यदि वे पकड़े जाते हैं तो टिकट का पैसा दे देते हैं। दूसरे वे हैं जो टिकट भी नहीं खरीदते, पैसा भी नहीं देते और लड़ने पर आमादा हो जाते हैं। तीसरे वे लोग हैं जो हर गाड़ी में दस, बीस, पचास की संख्या से बिना टिकट चलते हैं, उन्हें बिना टिकट चलाया जाता है और कहा जाता है कि चलो हम तुम्हें स्टेशन से बाहर निकाल देंगे। टिकट बेकर मिले हुए होते हैं। रेलवे स्टाफ का हर आदमी सुबह से शाम तक अपनी जेब भरने में लगा रहता है और जब उस की जेब भरेगी तो फिर नुकसान किस का होगा—नुकसान रेलवे का होता है और वह वषरा सरकारी खजाने में नहीं जाता है। इसलिए जब तक हम इस इनएफीक्षियन्सी को दूर नहीं करेंगे तब तक सरकार चाहे जितना किराया बढ़ा दे, चाहे जितना फेट बढ़ा दें, लाभ नहीं होगा। इस तरीके से काम नहीं चल सकता। इसलिए सब से पहला काम है—इनएफीक्षियन्सी को दूर करना और प्रोटेक्शन का इन्तजाम करना। थर्ड

क्लास वालों के लिए अधिक से अधिक फैसेलिटीय दिये जाने की तरफ खास तौर से ध्यान दिया जाना चाहिए। बात बिल्कुल साफ है कि जितनी सीट्स बैठने की गाड़ी में होती हैं उतने टिकट दिये जाएं लोगों को उतनी सीट्स अवश्य मिलनी चाहिए। फस्ट क्लास में लिखा होता है बैठने के लिए छः सीटें और सोने के लिए चार, वहां इन से ज्यादा लोग नहीं जा सकते, लेकिन थर्ड क्लास में सीटें चालीस हैं जबकि 90 और 100 आदमी उस में भरे होते हैं। इस का इलाज एक ही है कि डिब्बे और बोगियों की संख्या बढ़ाई जाए लेकिन उस तरफ ध्यान न दे कर घाटे का बजट हमारे सामने आता है, जिस को देख कर पहले ही हम लोगों का हौसला टूट जाता है कि जनता को जा कर क्या कहेंगे। जिस कामन मैन के लिए आज हम दुहाई देते हैं जिस के साथ हम ने वायदे किये हैं, उस कामन मैन को अगर यही समाजवाद की शकल दिखाती है, तो शायद कुछ समय बाद वह इस लफ्ज से भी चिढ़ने लग जाएगा। जिस तरह से आज बहुत से शब्द बिगड़ गये हैं, जैसे कन्ट्रोल का नाम बिगड़ गया है—जहां कमी होती है वहां कन्ट्रोल लगाया जाता है—चक्रबन्दी का नाम बिगड़ गया है, उस को चक्करबन्दी कहने लगे हैं, उसी तरह से समाजवाद का नाम भी बिगड़ने लगा है। मैं आप के माध्यम से रेल मंत्री और सरकार से निवेदन करना चाहता हूँ कि यह छोटी मोटी बात नहीं है, जन साधारण के दिल में जो बंठा हुआ है जब तक उस भावना को दूर नहीं करेंगे तब तक अच्छे-बच्छे भाषणों से काम चलने वाला नहीं है। इनएफीक्षियन्सी को हटा कर एफीक्षियन्सी लाइए, घाटे का बजट अपने आप बंदल जाएगा, 1967 से चल रहा यह घाटा नफे में बदल जाएगा।

मैं बहुत आभारी हूँ कि आपने मुझे बोलने का समय दिया।

जी जगन्नाथ मिश्र (मधुबनी) : सभापति महोदय, अपने हंग का संतुलित बजट प्रस्तुत करने के लिए मैं रेलवे मंत्री हनुमंतैया जी को बधाई देता हूँ। बिरोधी दलों ने यह हवा बलाई थी कि इस बार के बजट में करों की भरमार होगी, परन्तु रेल बजट एवं ग्राम बजट से उन को पता चल गया होगा कि सरकार जन-मानस के प्रति कितनी जागरूक है।

यात्री भाड़े में नाममात्र की वृद्धि कर करीब पौने बारह करोड़ रुपये की अतिरिक्त ग्रामदानी का लक्ष्य रखा गया है। यह बड़ी ही बुद्धिमानी का काम है, इसे वृद्धि नहीं कहा जा सकता। दैनिक यात्रियों और ग्राम पास के नगरों में पढ़ने, रोजगार करने, मजदूरी कमाने या नौकरी करने के लिए जाने वाले लोगों को एक पैसा भी अधिक भाड़ा नहीं देना होगा। लम्बी यात्रा करने वालों को भी 29 रुपये के बदले 30 रुपये देने में कोई कठिनाई नहीं होगी। परन्तु मेरी समझ में उच्च श्रेणी का भाड़ा और बढ़ाया जाना चाहिए क्योंकि उन के संचालन पर रेलवे को ज्यादा खर्च करना पड़ता है। उच्च श्रेणी के यात्रियों से ही कम से कम 10 करोड़ रुपये प्राप्त करने का लक्ष्य रखा जाना चाहिए। यदि उस के कारण उच्च श्रेणी में यात्रियों की कमी होगी तो भी कोई नुकसान नहीं होगा, क्योंकि उस के संचालन पर ज्यादा खर्च आता है।

बजट में 7 करोड़ का घाटा दिखाया गया है और उसकी पूर्ति मितव्ययिता द्वारा किये जाने का संकल्प व्यक्त किया गया है। यह अच्छी बात है। परन्तु, घाटा क्यों हो ? उसकी पूर्ति की ज़रूरत आसिए। जबतक यह नहीं होगा, रेल विस्तार का काम अच्छी तरह नहीं होगा। रेल विस्तार के काम को तेजी से किया जाना चाहिए

ताकि किसान मजदूर के भलाबा सेना के बवानों की भी सेवा हो। अभी देश में रेल के विस्तार की पर्याप्त गुंजायश है। आशा है चौथी योजना के पुनरीक्षण के दौरान विस्तार की योजनाओं को बढ़ाया जाएगा।

श्रीमन्, चालू वित्तीय वर्ष में गत वर्ष की अपेक्षा 42 करोड़ रुपये अधिक की अधिप्राप्ति का लक्ष्य रखा गया है, जो अवश्य पूरा होगा ऐसी संभावना है।

बजट के अनुसार कुछ लाइनों घाटे की लाइनें हैं जिनपर प्रति वर्ष 8 करोड़ घाटा आता है। कल्याण राज्य को लोकहित में कुछ काम घाटे पर भी करना चाहिए परन्तु उसके सम्बन्ध में मैं यह सुझाव दूंगा कि अब से घाटे की लाइन नहीं चलाई जाये। परन्तु, यदि क्षेत्र की जनता या राज्य सरकार या कोई संस्था या कारखाना विशेष किसी क्षेत्र में ऐसी रेल की लाइन चाहे और ऐसा पाया जाये कि वहां की लाइन घाटे में जायेगी तो लाइन चाहने वालों से घाटे की पूर्ति की मांग की जाये। केन्द्रीय डाक-तार विभाग में यह प्रथा चालू है और उससे काफी लाभ हुआ है। स्वर्गीय श्री रफी अहमद क़िदवाई ने इस प्रकार की अनेक योजनाएँ लागू की थी "ग्रपना टेलीफोन" "ग्रपना बर" उसी प्रकार से "ग्रपनी रेल" की लाइन बिछाने चलाने की योजना चालू की जानी चाहिए। सभी सारे देश में रेल का जाल तीव्रता से बिछाया जा सकेगा।

रेल मंत्री के आंकड़ों के अनुसार उपभोक्ता वस्तुओं के परिवहन पर रेल प्रशासन को 52 करोड़ का घाटा होता है। लोकशाही को ऐसे घाटे के लिए तत्पर रहना चाहिए।

परन्तु रेल के संचालन व्यय में 60 प्रतिशत की वृद्धि का अनुमान जयावह है। सरकार के सभी विभागों को महंगी रोकने का कारगर

[श्री जगन्नाथ मिश्र]

प्रयास करना चाहिए ताकि विभिन्न उत्पादक इकाइयों में उत्पादन का खर्च बढ़ने न पाये।

रेलवे सम्बन्धी चौथी योजना का पुनरीक्षण यथाशीघ्र होना चाहिए और विभिन्न मर्कों पर प्रावधान की राशि जो घटा दी गई है उसे कम से कम पूर्ववत् किया जाना चाहिए। अगले वर्ष की योजना में 28 करोड़ की कटौती उपयुक्त नहीं है।

बिहार के खदान क्षेत्रों में हाहाकार मचा हुआ है। अनेक खानों में कोयले और कच्चे लोहे का भ्रम्बर लगा हुआ है। खदान मालिकों का कहना है कि रेलवे बैगन जुटा नहीं पाती जिसके कारण केवल बिहार और बंगाल में करीब 25 लाख टन कोयला पड़ा हुआ है। उसका नतीजा यह है कि खदान मालिकों ने खुदाई बन्द कर दी है, हजारों मजदूरों की छटनी कर दी है और जो काम करा भी रहे हैं वे पूरे हफ्ते का काम नहीं देते। करीब दो लाख मजदूरों के बेकार होने की खबर है। मालिकों ने मजदूरी देना भी बन्द कर दिया है। उनका कथन है कि पूंजी जाम हो गई है। माल खप नहीं रहा है। रेलवे मंत्रालय को इस पर तुरन्त ध्यान देना चाहिए।

विभिन्न राज्यों में कोयले की प्राप्ति के अभाव में कोयले का दाम तीन गुना चार गुना बढ़ गया है। राजधानी दिल्ली भी शिकार है। कोयले का आम जनता उपयोग करती है। इसलिए उस हर अविलम्ब ध्यान देना चाहिए।

बिहार में रेल विस्तार पर भी मैं कुछ निवेदन करना चाहता हूँ। बिहार और विशेषकर उत्तर बिहार में जिसका सामरिक दृष्टि से भावी महत्व है, रेल की लाइनें अत्यन्त अपर्याप्त हैं।

रेल में जोरी की घटनाओं और डेटिकट यात्रा करने वालों की बढ़ती हुई संख्या पर अनेक सदस्यों ने चिन्ता व्यक्त की है। इसी प्रकार राज्यों में कानून व्यवस्था के ह्रास पर भी चिन्ता व्यक्त की गई है। कानून व्यवस्था का प्रश्न रेल मंत्रालय के कार्या-क्षेत्र से बाहर का है, फिर भी उसे अपने सुरक्षा संगठन को मजबूत करना चाहिए।

डेटिकट यात्रा को दूर करने के लिए गैर-सरकारी संगठनों की मदद से प्रति दिन रेलों में अचानक टिकटों की जांच की जानी चाहिए तथा जिन गाड़ियों में 5 प्रतिशत से ज्यादा लोग डेटिकट पाये जायें उसके टी. टी. और गाड़ को भी कड़ी सजा देनी चाहिए। अक्सर यात्रियों को डेटिकट सफर करने के लिए गाड़ और टी. टी. प्रोत्साहित करते हैं। कुछ कम पैसे लेकर उनको पार करा देते हैं। उप-नगरीय रेलों में टिकट लेकर और टिकट कलक्टरों की संस्था बढ़ाई जानी चाहिए। बम्बई में प्रत्येक तीन चार मिनट पर गाड़ियां प्लेटफार्म पर आती हैं और प्रत्येक स्टेशन पर घंटे में हजारों यात्री पार होते हैं। एक या दो टिकट कलक्टर से यात्रियों का टिकट जमा करना पार नहीं लगता। बीस में दस गाड़ी भी वे जटैन्ड नहीं कर पाते।

दिल्ली में परिवहन की भारी समस्या है। जितनी जल्दी हो, यहाँ भूमिगत रेल अथवा वृत्त रेल बनाये जाने की व्यवस्था की जानी चाहिए।

दरभंगा से कटिहार, दरभंगा से लखनऊ, निर्मली से सुपौल, समस्ती से बैरनाथगंज तथा समस्तीपुर से घनबाद आने वाले के लिए यात्रियों की सुविधा तथा जलमाल की हिराजत के लिए आने जाने वाले स्टेशनों से सीधी एक स्पेशल बोधी मूल गाड़ी में अग्राने की व्यवस्था रहे।

दरभंगा से पहले जाघाट दिन में एक एक्स-प्रेस गाड़ी के आने जाने की व्यवस्था हो।

भंभापुर से खुटीना, घोघर-डीहा से हसनपुर तथा घोघर-डीहा से वीर तक रेलवे लाइन का विस्तार हो तथा चिकना स्टेशन को पूर्ण स्टेशन का दर्जा दिया जाये।

समस्तीपुर और दरभंगा से सकरी और सकरी से जयनगर तथा सकरी से निर्मली तक बड़ी लाइन बिछाई जाये।

सकरी-निर्मली सेक्सन में भंभापुर-तमुरिया के बीच में और घोघर-डीहा-निर्मली के बीच परसा में एक एक हाल्ट बने।

इसी प्रकार हर तरह की रिजरवेशन वर्थ में स्थानागार और अन्य आवश्यक सुविधाओं की व्यवस्था होनी चाहिए। धन्यवाद।

श्री राम धन (लालगंज) सभापति महोदय, वर्तमान रेल मंत्री को यह सौभाग्य प्राप्त हो रहा है कि वह इस से पहले प्रशासनिक सुधार आयोग के चेयरमैन रह चुके हैं। उस सिलसिले में जो उन्होंने रिपोर्ट तैयार की थी उस में यह कहा था कि हमारी रेलवेज को एक व्यापारिक और वाणिज्य संस्था के रूप में काम करना चाहिए। हमारे राष्ट्र का यह बृहत्तम उपक्रम है, सबसे बड़ी अंडरटेकिंग है लेकिन यह हमेशा घाटे पर चल रही है। रेल मंत्री महोदय ने अपने बजट भाषण में कहा है कि पिछले तीन वर्षों में यात्री किरायों में वृद्धि नहीं की गई इसलिए इस वर्ष तीसरे दर्जे के यात्री किरायों में वृद्धि के प्रस्ताव को उन्होंने उचित ठहराया है। लेकिन यह बात उन्हें याद रखनी चाहिए कि देश की जनता ने जो उन्हें वोट देकर सत्ता पर बैठाया है वह इसलिए नहीं कि वह तीसरे

दर्जे के यात्रियों के किरायों में वृद्धि करें और आम आदमी पर और अधिक बोझ डालें। आप भूल जाते हैं कि तीसरे दर्जे के यात्रियों को सुविधा व राहत पहुंचाने के लिए हम वचनबद्ध हैं और हम ने उन की हालत में सुधार करने की प्रतिज्ञा की हुई है लेकिन यह बड़े खेद का विषय है कि हम येनकेनप्रकारेण तीसरे दर्जे के यात्रियों पर ही प्रहार करते हैं। जहां उन पर हम 11.60 करोड़ की वृद्धि करने जा रहे हैं वहां ऊंचे दर्जे के यात्रियों पर 1.60 करोड़ रुपये की वृद्धि करने की बात कही गई है।

17.27 hrs.

[MR. DEPUTY-SPEAKER *in the Chair*]

हम देख रहे हैं कि जनता से जो हमने वायदे किये थे और वह जो हम से अब अपेक्षा कर रही है उसकी हम पूरे तरीके से अवहेलना कर रहे हैं। हम उस की अपेक्षा कर रहे हैं हालांकि हम अपने को समाजवादी कहने का ढोंग भरते हैं। हमें यह भी देखना होगा कि रेलों की व्यवस्था हम इस तरह से ढंग से चलायें, कर्मशियल कंसर्न के रूप में चलायें ताकि हमारी यह रेलें घाटे के घंघे के रूप में हमारे सामने न आयें। एक माननीय सदस्य यह कह रहे थे कि अगर हम समाजवाद की बात करेंगे जबकि करनी हमारी उसके विपरीत है तो स्वभावतः लोगों, को इस समाजवाद शब्द से ही चिढ़ हो जायेगी और यह ठीक उसी तरह होगा जैसे कि एक समय था जबकि लोगों गांधी टोपी और खद्दर से चिढ़ हो गई थी और जिस तरफ उसे पहन कर जाते थे जनता गालियां देती थी। यही हालत आज हमारे उस समाजवादी की बन रही है। यह जो कहा जा रहा है कि हम समाजवाद के लिए तीसरे दर्जे के

[श्री रामधन]

किरायों में वृद्धि कर रहे हैं तो यह एक बिलकुल गलत चीज़ है। जैसे पिछले साल माननीय नंदा जी ने अपनी बजट स्पीच में रेलों के किराये बढ़ाने का प्रस्ताव किया था लेकिन बाद में अपने वृद्धि वाले प्रस्ताव को वापिस ले लिया था वैसे ही वर्तमान रेल मंत्री महोदय से मैं निवेदन करूंगा कि वह जो उन के दिल में जनता के लिए एक हमदर्दी की भावना है और जनता की कराह से जो वह परिचित है तो यह जो उन्होंने किरायों में बड़ोत्तरी का प्रस्ताव किया है उस को उन्हें तुरन्त वापिस ले लेना चाहिए। बंगलौर में हमारे वर्तमान रेल मंत्री ने बड़े गर्व के साथ भाषण किया था और उन्होंने कहा था कि संसद सदस्य रेलवे के प्रशासन में रोक टोक करते हैं, इंटरफियरेंस करते हैं, दखल देते हैं। लेकिन यह दखल क्यों होता है? इस पर उन्होंने विचार नहीं किया। यह दखल इस लिये नहीं होता है कि किसी को दखल देने का शोक है। वह इस लिये होता है कि रेलवे बोर्ड के जो आदेश होते हैं उन का आप की रेलों में काम करने वाले अधिकारी पालन नहीं करते, बल्कि खुल्लमखुल्ला उन की अवहेलना करते हैं। जो कर्मचारी लोग हैं या दूसरे लोग हैं, आखिर वह किस के पास अपनी गुहार ले कर जाये, अगर संसद सदस्यों से अपनी बात न कहें? जो संसद सदस्य जनता द्वारा चुने जाते हैं, अगर वह उन की बातों को आप तक पहुंचाने की कोशिश करते हैं तो क्या यह उन का गुनाह है? आप कहते हैं कि वह दखलन्द जी करते हैं।

मैं एक उदाहरण देना चाहता हूं रेल मंत्री महोदय को। रेलवे बोर्ड का एक सक्लर है कि शेड्यूल्ड कास्ट्स और शेड्यूल्ड ट्राइब्ज के एम्प्लायोज को उन के घरों के नजदीक पोस्ट किया जाये अगर वह कहीं दूर पर हों। अगर

वह अपना स्थानान्तरण चाहते हों तो भी उन को घरों के नजदीक पोस्ट किया जाये लेकिन मैं जानता हूं कि सन् 1964 से रेलवे कर्मचारी कोशिश कर रहे हैं अपने घरों के नजदीक जाने की। वह अपनी दस-दस साल की वरियता को भी भूल जाते हैं, अपने खर्च से जाना चाहते हैं, लेकिन उन की बातें नहीं सुनी जाती है। फिर कहा जाता है कि ससंद-सदस्य हस्तक्षेप करते हैं। आप खुद जो नियम बनाते हैं, रेलवे बोर्ड जो नियम बनाता है, उन का पालन आप के द्वारा नहीं किया जाता। जब भी आप का ध्यान इस तरफ खींचा जाता है तब आप कहते हैं कि प्रशासन में हस्तक्षेप हो रहा है।

17.32 hrs.

BUSINESS ADVISORY COMMITTEE

FIRST REPORT

THE MINISTER OF PARLIAMENTARY AFFAIRS, AND SHIPPING AND TRANSPORT (SANSADIYA KARYA TATHA NAUWAHAN AUR PARIWAHAN MANTRI) (SHRI RAJ BAHADUR) : I beg to present the First Report of the Business Advisory Committee.

HALF-AN-HOUR DISCUSSION *Re.*
REPORT OF COMMISSION ON
CAR PRICES

SHRI S. M. KRISHNA (Mandya) : The automobile industry in the country is one of the most pampered monopolies. It has ruthlessly exploited the sellers' market prevailing in the country. With almost impunity, it has turned a deaf ear to the consumers' needs as well as its obligations to society. I sometimes wonder if there is a conspiracy hatched between the Government of India and the automobile manufacturers. In the last decade, the price of passenger cars have increased by 100 per

cent. In the last 18 months, an upward revision of prices has taken place twice. We know the paradox in the situation in the country. Even a junk on four wheels could be sold.

A study group under the Planning Commission which went into the needs or demands for passenger cars in this country has estimated that in 1973, the annual demand would be to the tune of 75,000 cars. As of Dec. 1968, there was a backlog of demand of about 80,000 cars in the country.

Sir, the Tariff Commission was appointed by the Government in 1968 and they went through the whole gamut of the price structure and the cost structure of passenger cars in this country. They have made certain tentative recommendations, and even while the Government was studying those recommendations, an ultimatum by the three automobile manufacturing companies in this country was thrown, and they said regardless of the fact whether the Government is going to take a decision or not, they are going to raise the prices of motor-cars in this country. The Government for once showed the courage of their conviction and put their foot down on those automobile manufacturers, but the Supreme Court had to intervene because the manufacturers moved the Supreme Court. The Supreme Court advised the Government to appoint a Commission with a former judge of a high court as Chairman, a chartered accountant and an automobile engineer as members, to go into the cost structure of passenger cars in this country.

While dealing with the price structure, I beg your permission to quote one or two paragraphs from the report of the Tariff Commission, just to make out a case that as the situation that is prevailing in this industry today, there could not be a rational or scientific decision—with regard to the cost structure of this industry. Let me quote.

"It was discovered that the practice in case of the different units was far from uniform. One of these needs particular mention on account of the lack of any cost system at

all; two others for having worked them out without meticulous details; the remaining five find their place in the middle.

In the case of Hindustan Motors, satisfactory data for manufacturing cars were not available to obtain the desired accuracy in costing. Its record of issue of raw material and utilisation as against the number of cars manufactured was not at all kept. Even in respect of the purchase of material, data was not available to indicate the rates at which a particular raw material was purchased from time to time in order to arrive at an average rate."

This was the situation, and this is the situation which is prevailing in most of the automobile manufacturing companies in this country. How can we arrive at a rational consensus as to what exactly is the cost structure when we are flooded with demands? For example, for an Ambassador car put up on the roads we will have to pay Rs. 25,000? How many of us and how many in this country can afford to buy that junk which is named as Ambassador? How can we afford to buy that junk for Rs. 25,000. Today, the licensed capacity is to the tune of 35,007 cars a year as against the demand of 60,000 to 67,000 cars a year.

There is another paragraph from the same Tariff Commission's report to which I would like to draw the attention of the House. I quote:

"It is now unmistakably established that this car has been manufactured at a high intrinsic cost over a large number of years and the remedy lies not so much in increasing the price as in reducing the cost. The consumer cannot be burdened by higher costs because of the inability of the unit to conform to certain norms or standards and to exercise the necessary degree of prudence in keeping its cost within reasonable limits. The price of the car cannot, therefore, be related to the

[Shri S. M. Krishna]

cost structure. An alternative has, therefore, to be found for fixing the price of this car by the adoption of some other principles."

On every car that is manufactured, the percentage of taxation is as high as 46 per cent. I do not wholly blame the automobile manufacturers, even though I fix the responsibility for deterioration of quality at their door. But I am not prepared to absolve the Government of its own responsibility. They will have to think in terms of bringing down the price of car, because car is no longer a luxury; it is an absolute necessity today.

In 1969, Japan sold about 3½ lakh cars in their country and about 8 million cars outside, as against 36,000 cars we manufactured. Japan is starting a plant in Hungary and Poland. What is our Government contemplating to do? The small car project remains as illusory as it has always been. Millions of our people are thinking that the small car project would materialise. Is Government going to succumb again to the dictates of automobile manufacturers or will they muster enough courage to take over the 3 units and nationalise the industry? The high price of spare parts and components is also responsible for the high price of cars. Every type manufacturing company is making a minimum of 70 to 80 per cent profit. If the price of tyres is reduced, then there can be a reduction of Rs. 300 to 400 in car prices.

I would like Government to spell out without mincing words when they are starting their public sector project. They have been negotiating with 8 or 10 companies and I believe 5 of them have been asked to send prototypes for testing under rugged Indian conditions. We are sick of dry assurances from ministers about the small car. I want an assurance with a view to implementation from the ministers about the public sector project.

श्री इस्हाक समस्ती (भमरोहा) : डिप्टी स्पीकर साहब, मैं बड़े दुःख के साथ यह खबर सुना रहा हूँ कि दिल्ली का पंजाब नेशनल बैंक

बुट लिया गया है। मेरी दखलबंदी है कि इस मिनिस्टर साहब को इस बारे में बयान देने के लिए कहें।

['شری اسحاق سمستى (بمروہا) ڈپٹی سپیکر صاحب']
میں بڑے دکھ کے ساتھ یہ خبر سنا رہا ہوں کہ دلی کا پنجاب نیشنل بینک لوٹ لیا گیا ہے۔ میری درخواست ہے کہ آپ منسٹر صاحب کو اس بارے میں بیان دینے کے لئے کہیں۔ [

MR. DEPUTY-SPEAKER : Don't raise it in the midst of this.

SHRI JYOTIRMOY BOSU (Diamond Harbour) : The trick in car price is inflated cost of production. Suppose they have 20 radiators. They deliberately damaged just slightly 8 of them and sell them as scrap for the metal value. If a new one costs Rs. 150, I can get this slightly damaged one for Rs. 110 and by spending another Rs. 5, I can use it. But as far as Hindustan Motors are concerned; in their books of account, it is shown as scrap sold for a metal value of Rs. 15. The balance is collected in cash. So, the trick of inflated cost of production and deflated sales revenue is doing all these wonders. In the world market where there is more competition, where price is determined by demand and supply and not dictated by the Government, in consideration for high subsidy to the election fund, the Indian cars cannot be sold for even half the present value. If they try to sell one Hindustan or Standard in one of the show-rooms in Regent Street or Oxford Street, London, I tell you that they will not even get admission because our cars are so full of defects.

So, I want to ask of the Minister whether a stalwart of the ruling Congress party, a practising barrister, who talks about socialism in the same breath, appeared before the Car Prices Commission as counsel for Birlas and whether that

person, who is a sitting Minister in this House today, counselled and pleaded for increase in car prices. He is Shri Siddhartha Shankar Ray. Secondly, have you any idea to nationalise car production? Thirdly, you must give an assurance that the production in future would be only in the public sector, as you have yourself resolved in your industrial policy resolution, and that you will not scuttle your own resolution.

SHRI K. LAKKAPPA (Tumkur) : The manufacturers of Fiat, Hindustan and Ambassador, the capitalists of this country, have put pressure on the government and made them to revise the price of car upwards all these years. It has been mentioned by the World Bank that the cars manufactured in India are costlier by 120 per cent than those manufactured in Europe and USA. Yet, the capitalist automobile manufacturers of this country have been violating the labour laws, pressurising and cheating this government and making them yield to increase in prices. The big business still have influence with high-ups in the Ministry and that is how they are able to get a price rise whenever they want it. The capitalists are also trying to sabotage the small car project with the help of their influence with the high-ups in the Ministry. Taking all these facts into consideration, will the government ensure that they are free from influence of the capitalists and that all future production of cars will be in the public sector or, better still, nationalise all the existing automobile plants in the country?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (AUDYOGIK VIKAS MANTRALAYA MEN RAJYA MANTRI) (SHRI GHANSHYAM OZA) : Mr. Deputy-Speaker, Sir, this half an hour discussion arose out of an answer given by the Minister to an Unstarred Question. The points raised by the hon. Member for raising this half-an-hour discussion are these. He has said that nothing has been said about the interference of the Supreme Court when the Government are considering the report. As the House very well knows, the matter is *sub judice*; it is before the Supreme Court and an interim order has been passed. So, how could I reply to that? The delay

in taking a decision on the recommendations, no inquiry regarding the raising of prices—all these matters are *sub judice*. The final hearing is still to take place in the Supreme Court. After the final hearing, I think, we will be competent to discuss all these questions. As a matter of fact, I was happy when I saw that the hon. Member strayed away from the points he had raised and went to some other points of general interest—I am very glad about it—though not pertinent.

The projected demand of cars as put by the Planning Commission is about 80,000 units in 1973-74 and our present production is 35,000 units. Therefore, as the House very well knows, we are putting up a plant in the public sector. For that we have invited offers. We received from as many as eight companies from abroad out of which nearly four or five were straightaway rejected about the rest we are entering into negotiations. We have asked for further details. Some of them have given a reply and some of them have not replied. We are going to take decision as early as possible so that this backlog, as has been pointed out by the hon. Member, can be cleared.

SHRI P. K. DEO (Kalahandi) : We have been getting the same sort of reply for the last 20 years.

SHRI GHANSHYAM OZA : Cars can wait in a poor country. After all, resources, both internal and external, are limited and we have to fix certain priorities. Now we have decided to put up a plant in the public sector and we will take a decision very shortly.

SHRI R. V. SWAMINATHAN (Madurai) : Within three months?

SHRI GHANSHYAM OZA : We will take a decision appropriately when we have received the replies from all the firms abroad. We have still to await certain information from the parties which have made the offers.

We are putting up in the private sector also a plant for 50,000 units. That also we will see that it comes as early as possible.

[Shri Ghanshyam Oza]

About tyres my hon. friend put a pertinent question. The price of tyres is also going up and it adds to the cost of motor cars. That is why about tyres also we have added to the capacity of the existing units so that they can go into commission immediately and produce tyres.

We have also issued letters of intent to private parties who want to put up new units. By 1972-73 we are sure that we will be able to fulfil the requirement of tyres and tubes for cars. Then we will be able to check the price of cars which, as my hon. friend says, is not quite commensurate with the production cost.

Then, my hon. friend has paid compliments to Government by saying that once in a while Government has been bold enough to fix the prices. It is true that the manufacturers have taken unilateral action and fixed up the prices. We put our foot down and said that by a statutory order the prices will be such-and-such. Against that the parties have chosen to go to the Supreme Court. The Supreme Court is seized of the matter. According to the orders of the Supreme Court an inquiry

commission was appointed. The commission has submitted the report. While the commission's report was being considered, the court passed an interim order fixing the prices. The matter will come up in August and after the final order is passed if, according to the final order, the prices are fixed at a lower level, the manufacturers have given an undertaking that they will refund the difference to persons who have bought cars from them. So, I think, that should allay the fears of the hon. Members. Since we are going in a big way for the manufacture of cars, both in public and private sectors, it is a transitory difficulty and I am sure, before long, before 1973-74, we will be in a easier position and we shall not have to worry so much about it.

I am thankful to the hon. Members for saving me the embarrassment about entering into the field where the matter is before the Supreme Court.

MR. DEPUTY-SPEAKER : The House stands adjourned to meet again tomorrow at 11 A.M.

17.56 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Tuesday, June 1, 1971/Jyaistha 11, 1893 (Saka)