

Fifth Series Vol. XXX—No. 14

Thursday, August 9, 1973
Sravana 18, 1895 (Saka)

LOK SABHA DEBATES

(Eighth Session)



(Vol. XXX contains Nos. 11 – 20)

**LOK SABHA SECRETARIAT
NEW DELHI**

Price : Rs. 2.00

**[ORIGINAL ENGLISH PROCEEDINGS INCLUDED IN ENGLISH VERSION AND
ORIGINAL HINDI PROCEEDINGS INCLUDED IN HINDI VERSION WILL BE
TREATED AS AUTHORITATIVE AND NOT THE TRANSLATION THEREOF.]**

CONTENTS

No. 14, Thursday, August 9, 1973/Sravana 18, 1895 (Saka)

	COLUMNS
Oral Answers to Questions—	
*Starred Questions Nos. 262, 264, 265, 267, 269, 271 and 272	1—30
Written Answers to Questions—	
Starred Questions Nos.— 261, 263, 266, 268, 270 and 273 to 280	30—39
Unstarred Questions Nos. 2601 to 2681, 2683 to 2691, 2693 to 2728	
2730 to 2743, 2745, to 2770 and 2772 to 2800	39—193
Papers laid on the Table	193—95
Messages from Rajya Sabha	195—96
Supplementary Demands for Grants (Railways) 1973-74—Statement presented—	196
Matter under rule 377—	196—202
Atrocities on Harijans	196—200
Re. Hunger Strike by Employees of Food Corporation of India .	200—201
Re. Drought conditions in Sidhi	201
Re. Bombings in Cambodia	202
Statutory Resolution Re. Proclamation in relation to Uttar Pradesh— <i>adopted</i>	203—65
Shri Shyamnandan Mishra	203—10
Shri Ram Swarup	211—14
Shri Madhu Limaye	214—20
Shri Birender Singh Rao	220—27
Shri Rajdeo Singh	227—30
Shri R. R. Sharma	230—32
Shri Narendra Singh Bisht	232—36
Shri Sarjoo Pandey	236—39
Shri Uma Shankar Dikshit	239—65
Re. Certain Remarks made by a Member about Dr. Ram Manohar Lohia.	265—68
Discussion on the Report of the Accident to Indian Airlines Boeing on 31st May, 1973	268—351
Shri H. M. Patel	268—78
Shri A. P. Sharma	278—80
Shri Jyotirmoy Bosu	280—89

*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)

	COLUMNS
Shri Bhagwat Jha Azad	289—95
Shri Indrajit Gupta	295—305
Shri Sat Pal Kapur	305—308
Dr. Laxminarain Pandeya	308—14
Shri Vayalar Ravi	314—18
Shri Sezhiyan	318—23
Shri Ranabhadur Singh	323—26
Shri Vasant Sathe	327—29
Shri Samar Guha	329—33
Shri N. Sreekantan Nair	333—36
Shri Dinesh Chandra Goswami	336—37
Dr. Karam Singh	338—51
Personal Explanation by Member (Shri Bhagwat Jha Azad)	351—52

LOK SABHA DEBATES

I

LOK SABHA

Thursday, August 9, 1973/Sravana
18, 1895 (Saka)

The Lok Sabha met at
Eleven of the Clock

[MR. SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS Increase in the Labour Strength of Bharat Heavy Plate and Vessels

*262. SHRI D. D. DESAI: Will the
Minister of HEAVY INDUSTRY be
pleased to state:

(a) whether the Bharat Heavy Plate and Vessels is planning to employ 2000 more persons in the coming two years thus pushing up its labour strength to 4,600 as stated in a news report in the *Financial Express*, dated 4th June, 1973;

(b) whether Government are aware that the total labour force will be inconsistent with production, productivity, per capita investment and will affect viability of this project; and

(c) if so, the reasons for this increase in labour strength?

THE DEPUTY MINISTER IN THE
MINISTRY OF HEAVY INDUSTRY
(SHRI SIDDHESHWAR PRASAD):

(a) Bharat Heavy Plate and Vessels are planning to induct about 1600 direct production workers in the course of the next two years. Commensurate with the above, some recruitment of supervising and supporting staff will also be necessary.

1376 L.S.—I.

2

(b) and (c). The labour force is being increased to sustain the planned increase in production in the next two years by resorting to full operation in the second shift; partial third shift will also be operated to the extent necessary. Induction of additional workers will help in more effective utilisation of installed machinery and equipment; with the anticipated increase in production per capita investment will go down and the financial viability of the project will improve. However, great care is being taken to ensure that the number of additional workers is kept to the very minimum.

SHRI D. D. DESAI: The unit has made a loss of approximately Rs. 2 crores last year and the per capita production in this sort of plate industry should be at least 20 thousand tonnes per year. I am unable to correlate the employment figures vis-a-vis the actual production and the intended production targets. So, may I know how these figures are expected to be reconciled in relation to the viability of the project?

THE MINISTER OF HEAVY INDUSTRY AND STEEL AND MINES (SHRI T. A. PAI): The plant went into production in August, 1971, and in 1972-73 the production was only 5,000 tonnes as against the capacity of 23,210 tonnes. This was valued at Rs. 4.6 crores. If in the first year there is some initial loss, my hon. friend would agree that it is inevitable unless more and more capacity will be utilised. Even the productivity of individual labour cannot be attained. The production target for the current year is 13,000 tonnes valued at Rs. 13.7 crores. According to the existing plan of the company, it is proposed to step up production

to 20,000 tonnes in 1974-75, and we are confident that we shall be able to reach it because we have enough of orders on hand. At present there is only one shift working and the second shift is partial. With the increase in labour strength, it is proposed to go into full second shift and also a partial third shift to achieve these targets.

SHRI D. D. DESAI: The intention was to have the minimum standard for productivity per capita in the unit, such as the one under consideration. The unit has excellent prospects. But we do not want the income to be drained off in unproductive activities. Once again, I would request the hon. Minister to let us know what is the minimum tonnage per year, per person, that he would ensure in respect of this unit.

SHRI T. A. PAI: The hon. Member has said that the productivity per capita of 20 tonnes would be reasonable. I would like to discuss this with him. If that can be achieved, I shall be extremely happy. So far as the structural industries are concerned, 12 tonnes is considered satisfactory. If he can show me that there are units which are producing more than 12,000 tonnes, I shall be most willing to learn a lesson from that.

श्री हुकूम खन् न कछवाय : उप मंत्री महोदय ने मूल प्रश्न के उत्तर में बत या है कि कुछ अतिरिक्त मजदूरों की छंटनी की जा गी । मैं जानना चाहता हूं कि कितनी संख्या में उनकी छंटनी की जाएगी और कितने लोग बेरोज- गार होंगे ?

श्री सिद्धेश्वर प्रसाद : मूल प्रश्न के उत्तर में मैंने यह नहीं बताया है कि अतिरिक्त मजदूरों की छंटनी की जाएगी । उस में यह कहा है :

"However, great care has been taken to ensure that the number of

additional workers is kept to the very minimum."

बुकि माननीय सदस्य का मूल प्रश्न यह था कि मजदूरों की संख्या अनावश्यक रूप से बढ़ाई जा रही है, अतः मैंने कहा है कि अनावश्यक रूप से मजदूरों की संख्या नहीं बढ़ाई जा रही है बल्कि जितनी न्यूनतम आवश्यकता होगी उसको ध्यान में रख कर मजदूरों की भरती की जाएगी ।

SHRI B. V. NAIK: In the Question, it has been stated that the productivity or the viability is linked to the per capita investment. The hon. Minister was pleased to give the figure of production in 1972-73 valued at Rs. 4.6 crores. May I know from the hon. Minister whether, in practice, there is any correlation between the productivity, viability and per capita investment as seen by the figures of the labour costs involved in production?

SHRI T. A. PAI: I would like to make it clear that in any big unit of this type, the labour has to be trained, the labour has got to be equipped, to discharge their functions. At the stage when the production is low, the per capita productivity might appear to be low. But when the production steps up, the per capita productivity also goes up.

Employment given in H.E.C. Ranchi and Bokaro Steel Plant

*264. **KUMARI KAMLA KUMARI:** Will the Minister of HEAVY INDUSTRY be pleased to state:

(a) the number of persons employed in H.E.C. Ranchi and Bokaro Steel Plant, Bokaro in the year 1972-73; and

(b) the expected number of persons who will get employment in 1973-74?

THE DEPUTY MINISTER IN THE MINISTRY OF HEAVY INDUSTRY

(SHRI SIDDHESHWAR PRASAD):
(a) The number of persons given employment in Heavy Engineering Corporation Ltd., Ranchi and Bokaro Steel Ltd. Bokaro during 1972-73 was 737 and 8,860 respectively.

(b) During 1973-74, Heavy Engineering Corporation Ltd., Ranchi and Bokaro Steel Ltd. are likely to give employment to 2500 and 7000/8000 persons respectively.

कुमारी कमला कुमारी : मंत्री महोदय क्या बतलाने की कृपा करेंगे कि बिहार में जब बेकारी की समस्या इतनी विकट है तो बिहार के कितने लोग 1972-73 में यहाँ लिए गए और बाहर के कितने लिए गए और क्या आगे कोई ऐसी सम्भावना है जिस में बिहार की ही अधिकतर लोग यहाँ रोजगार पा सकें ?

THE MINISTER OF HEAVY INDUSTRY AND STEEL AND MINES (SHRI T. A. PAI): So far as all jobs of less than Rs. 500 are concerned, the jobs are earmarked for people coming from the state itself. At present, the total number of employees from Bihar State in the Heavy Engineering Corporation is 13,500 out of 18,781 which is 72 per cent.

I am sorry I do not have the exact number of people from Bihar in Bokaro Steel, though I am sure that it is not going to be less.

कुमारी कमला कुमारी : मैं यह जानना चाहती हूँ कि बोकारो इस्पात संयंत्र और हैवी इंजीनियरिंग कारपोरेशन में बिहार के क्लास वन और क्लास टू आफिसर्स कितने हैं ।

SHRI T. A. PAI: I am unable to give that figure at present. But if persons who satisfy the conditions come from Bihar, I shall certainly give preference to them.

SHRI D. BASUMATARI: In view of the fact that preference is to be given to those members of the families who have been displaced from their homes in Ranchi and Bokaro and in view also of the fact that there is the question of preference to be given in the matters of employment to Scheduled Castes and Scheduled Tribes, may I know what is the number or percentage of Scheduled Caste and Scheduled Tribe in services and families who were displaced from their lands and have been provided with lands employment?

SHRI T. A. PAI: So far as those people who are displaced are concerned, I found that some time ago the number of families that required to be rehabilitated in Ranchi HEC was 470, out of whom about 150 have been taken during these months. So far as Bokaro Steel is concerned, I am told that they have always given preference to the displaced persons and almost all of them have been absorbed.

So far as Scheduled Castes and Scheduled Tribes are concerned, in the Heavy Engineering Corporation, Ranchi, the percentage is 19.8 and in the Bokaro Steel it is 13. If people are not coming up to our expectations, we are evolving special schemes where people may be trained even before employment so that this percentage might improve.

श्री अटल बिहारी वाजपेयी : अध्यक्ष महोदय, स्थानीय लोगों को क्लास फोर की भर्ती में प्राथमिकता दी जाये, यह बात तो समझ में आती है । लेकिन क्या सरकार की नीति है कि क्लास वन और क्लास टू के आफिसर्स को नियुक्त करते समय भी मेरिट नहीं देखा जायेगा, बल्कि वे किस प्रदेश में रहते हैं और किस प्रदेश में कारखाना है, क्या केवल उसी का बिचार किया जायेगा ?

SHRI T. A. PAI: We look to the merits so far as Classes I and II are concerned and as long as they come from any part of India, they should not be discriminated against. But all things being equal, if a local man is as good as the one coming from outside, I think, there is no difficulty in his getting the preference.

Rehabilitation of ex-servicemen in Andaman and Nicobar Islands and Arunachal Pradesh

+

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

Will the Minister of DEFENCE be pleased to state:

(a) whether Government have formulated any scheme for the rehabilitation of ex-Servicemen in the Andaman and Nicobar Islands and Arunachal Pradesh;

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

(c) the response so far from ex-Servicemen?

THE DEPUTY MINISTER IN THE MINISTRY OF DEFENCE (SHRI J. B. PATNAIK: (a) Yes, Sir. One scheme each for Andaman and Nicobar Islands and Arunachal Pradesh has been formulated for induction of ex-servicemen as settlers there.

(b) and (c) A statement is laid on the Table of the House.

Statement

In so far as the features relating to the resettlement of ex-servicemen in Andaman and Nicobar Islands are concerned, each of the selected settlers will be provided with 11 acres of land free of cost. This acreage of land will be made up of 5 acres of flat land for paddy, 5 acres of land for plantation and one acre for home-

stead, partly at the time of induction and the remaining later on when the land is fully developed. In so far as financial assistance to the settlers is concerned, each selected settler will be given rehabilitation assistance as follows:—

- (1) Free transportation from place of residence to Great Nicobar Island Rs. 600
- (2) Free rations amounting to Rs. 1800 in the 1st year, Rs. 1350 in the 2nd year and Rs. 900 in the 3rd year per family.
- (3) Rs. 2500 for household equipments.
- (4) For the purposes of purchase of agricultural tools, implements and livestock etc. Rs. 3000 per settler has been agreed to Rs. 5,000 will be granted for construction of house whereas Rs. 2500 will be granted for seeds, fertilizers pesticides etc.

The salient features of the resettlement scheme in Arunachal Pradesh (then NEFA) are:—

- (i) Each family would be given 10 standard acres of land for agricultural purposes and one acre for homestead and kitchen garden.
- (ii) Free ration amounting Rs. 1800 in the 1st year, Rs. 1350 in the 2nd year and Rs. 900 in the 3rd year per family.
- (iii) Each family will be provided with a cash grant upto a maximum of Rs. 2500 for procuring household equipments utensils etc. In addition, each family would also be given a grant in the form of agricultural tools, implements, seeds and livestock upto Rs. 3,000. The latter grant would be provided in kind only.

(iv) Basic necessities of life such as water supply dispensary, school and single room tenements etc. would be provided.

(v) The settlers will be transported from their place to residence to the site at Govt. expense.

The response from the ex-Servicemen from all the States has been very encouraging and Government of India is going ahead with the programme of induction.

SHRI BIRENDER SINGH RAO: It appears from the statement that the facilities of financial assistance given to ex-servicemen to be settled in Andamans are about the same as will be available to the people settled on the mainland in Arunachal, I would like to know if the Government is satisfied that for the settlement of ex-servicemen away from the mainland in the Andamans, where formerly convicts were sent from India, this financial assistance is sufficient and whether Government from India, this financial assistance some additional financial assistance when they are sending them to the Andamans.

SHRI J. B. PATNAIK: They are considered to be sufficient. Before these ex-servicemen were sent from the mainland to the Andamans they agreed to the terms of assistance given to them.

SHRI BIRENDER SINGH RAO: In reply to my question what is the actual response from the ex-servicemen, the hon. Minister has stated that there is encouraging response. May I know the actual number of ex-servicemen who have agreed to be settled in the Andamans? Secondly, what are the reasons for the Government's decision to settle these veteran soldiers in the Andamans? Have Government any scheme to allot surplus lands to the ex-servicemen in India itself? Have they taken any steps to

reserve any percentage of surplus land to be given to the landless for being given to ex-servicemen?

MR. SPEAKER: You ask only about Andaman and Nicobar Islands.

SHRI BIRENDER SINGH RAO: The question also relates to Arunachal Pradesh, which is in the mainland.

MR. SPEAKER: I stand corrected.

SHRI BIRENDER SINGH RAO: While Government may have their own good reasons for resettling the ex-servicemen in Andaman and Nicobar Islands and Arunachal, have they ever considered their resettlement in other border areas like Jammu and Kashmir or Nagaland?

MR. SPEAKER: My intervention was correct.

SHRI J. B. PATNAIK: In regard to the first part of the question, the last paragraph of the statement clearly says that the response is quite encouraging and the cash assistance is also adequate. According to the decision of the Government, the first batch of 100 families of ex-servicemen were to be sent to Nicobar island. Out of 100 families 99 families have already been settled in the Great Nicobar Islands. This would clearly show that the response is adequate. So far as Arunachal is concerned, the same amount of land is available to the ex-servicemen as in Great Nicobar Islands. Regarding Nagaland and other areas there is no such scheme under contemplation of the Government.

SHRI BIRENDER SINGH RAO: I have asked whether the Government have taken any steps to reserve a percentage of the surplus lands in the country for ex-servicemen along with other people and also the reasons why they are not thinking of settling them in Jammu and Kashmir.

SHRI J. B. PATNAIK: Land is a State subject and the State Governments are looking into this matter. They are very liberal in allocating land to ex-servicemen. As far as proposals for re-settling ex-servicemen are concerned, the Government is in correspondence with the State Governments but the response so far is not very encouraging.

SHRI BHAGWAT JHA AZAD: During our recent visit to Andaman Islands the families that have been settled there complained that they have not given their promised land of 11 acres. We could see personally that the lands have not been fully cleared and given to them up till now. By what time would they be given the land? When are they going to implement the Yatrik Project of 1,000 ex-servicemen?

SHRI J. B. PATNAIK: Regarding the first part of the question, it is true that there were some complaints made by the settlers in the Great Nicobar Islands. Every family settled there has already been allotted 11 acres. The complaint is not in regard to 11 acres but in regard to 14½ acres which was promised in the beginning by the Government. But as enough land has not been cleared, this promise has not been kept by the Government. When the soil survey of the entire land is complete, Government is going to fulfil the above promise. The Yatrik Project is being implemented. It is expected to be completed by 1974-75.

DR. RANEN SEN: A long time back the Government of India had decided to settle a large number of refugees from East Pakistan in Andamans and the project proceeded to some extent and then it was stopped. Besides the resettlement of ex-servicemen, is there any plan with the Government of India to settle a number of refugees from East Pakistan, now Bangladesh, in Andamans and, if so, when this plan is going to be finalised and completed?

SHRI J. B. PATNAIK: In 1964 a proposal for resettlement of refugees in Andaman and Nicobar Islands was conceived. An inter-departmental committee formed by the Ministry of Rehabilitation considered the whole question and came to the conclusion that in view of the strategic importance of this island, only ex-servicemen should be resettled there.

DR. RANEN SEN: Ex-servicemen are not going to become the soliders.

Some ex-servicemen aged 70 or 80 would be settled there.

SHRI J. B. PATNAIK: Ex-servicemen who are settled there are upto the age limit of 45 and not 70 or 80 as stated by the hon. Member.

SHRI B. K. DASCHOWDHURY: I find from the statement that so far as financial assistance to the settlers is concerned, each selected settler will be given rehabilitation assistance according to the criterion laid down. I would like to know from the hon. Defence Minister whether the criteria laid down here for the resettlement of ex-servicemen both in Andaman and Nicobar and Arunachal is over and above the scheme taken up by the Ministry of Rehabilitation for settling these ex-servicemen there and the amount spent on rehabilitation is over and above the amount spent by the Ministry of Rehabilitation. If not, I would like to know how this comes under the Ministry of Defence.

SHRI J. B. PATNAIK: This is not over and above that. The entire expenditure is met by the Ministry of Rehabilitation.

SHRI KRISHNA CHANDRA HALDER: I would like to know whether for the settlement of refugees from East Bengal, now Bangladesh, they are giving equal facility or not and, if not, why there is discrimination between ex-servicemen and refugees from East Bengal, now Bangladesh who have also sacrificed much.

MR. SPEAKER. This question was asked earlier.

SHRI J B PATNAIK: So far as the Ministry of Defence is concerned, we have only a scheme for the resettlement of ex-servicemen in Great Nicobar Islands. So far as the difference between the money allotted for resettlement of ex-servicemen and refugees is concerned, I do not have the statement with me. I can give it later on.

SHRI VISHWANATH PRATAP SINGH: May I know how much land is available for resettlement of ex-servicemen and how many families could be re-settled there? What proportion would this bear to the total number of ex-servicemen?

SHRI J B PATNAIK: The entire scheme is for resettling 1,000 families in Great Nicobar Islands. 11 acres of land have already been allotted to each of the families settled there. There is enough land for allotment for 1,000 families for which the Government has taken a decision to allot land.

श्री हुसैन खान कठुआ जिन मूलपूर्व सैनिकों को वहाँ बसाया गया है। इस बात को सरकार की ओर से स्वीकार किया गया है कि उन्हें जितने वचन दिये गये थे, उन को पूरा नहीं किया गया। जानने के लिये जो जमीन बी गई, उस का पूरा उपयोग नहीं हो रहा है, क्योंकि वहाँ पर खराब मशीन पहुँची है और काफी दिक्कत आ रही है। जब फसल खड़ी हो जाती है तो वहाँ पर बड़ी मात्रा में चूहे फसल को हानि पहुँचाते हैं। उन्होंने शिकायत की है कि उन्हें साधन दिये जायें ताकि वे अपनी फसल की सुरक्षा कर सकें। क्या इस बारे में कोई विशेष व्यवस्था की गई है ?

SHRI J B PATNAIK: The land allotted to the ex-servicemen there is very good land and they have raised a very good crop of maize last year. There is no complaint on the part of the ex-servicemen on that score about the fertility of the land. Regarding the menace of wild animals, that is the difficulty which is initially faced by all pioneers who go to settle in a new place.

Proposal to centralise import of fertilizers through MMT C.

*267 **SHRI N K SANGHI:** Will the Minister of SUPPLY be pleased to state

(a) whether Government had formulated a proposal to centralise import of fertilizers at one place through the Minerals and Metals Trading Corporation,

(b) if so, the different agencies including the MMTC that are at present engaged in importing fertilizers with their respective share of import and handling charges incurred by each

(c) whether the MMTC has acquired the necessary experience in locating the sources overseas, and

(d) whether a final decision in this regard has been taken?

THE MINISTER OF SUPPLY (SHRI SHAH NAWAZ KHAN)

(a) A proposal has been made that procurement of fertilizers should be centralised in one agency. This is under the consideration of Government.

(b) and (c) (i) There are at present two agencies for procurement of fertilizers—Supply Department and MMTC. While MMTC are responsible for purchases from rupee payment areas and under barter arrangements all other purchases are handled by the Supply Department.

(ii) In 1972-73 Department of Supply contracted for import of

3,091,119 M/T, MMTC contracted for 644, 783 M/T of fertilizers;

(iii) Department of Supply levy departmental charges at 0.5 per cent whereas MMTC levy such charges at 1.5 per cent.

(d) No Sir.

SHRI N. K. SANGHI: More than Rs. 130 crores of fertilisers are imported, that is, approximately 80 per cent of the country's requirements. This canalisation was being done by the State Trading Corporation till January 1970. Now it is taken over by the MMTC and the Ministry of Supply. May I know from the hon. Minister in view of the acute shortage of fertilizer in the country this year, and the failure of the MMTC for importing the fertiliser from rupee payment area, which has created the serious situation, why this import is taken over by the MMTC? Has the interministerial committee come to any conclusion in regard to the failure of the Ministry of Supply or MMTC in regard to procurement of the required material in time, which has created this serious situation?

SHRI SHAHNAWAZ KHAN: The Department of Supply has spent all the money allotted for purchase of fertilizer. It has contracted for over 30 lakh tonnes of fertilisers. That amounts to 85 per cent of the total of imports. Although price has gone up and supply position is somewhat difficult the Supply Department is making sufficient purchases. It is however a matter of regret that promised supply of fertilizers from East European countries has not materialised to the same extent.

SHRI N. K. SANGHI: From the Minister's answer it appears that MMTC has not done its job properly whereas the Ministry of Supply has given the full quota of money allotted to it for import of fertilisers. Further you are charging 0.5 per cent as coverage on imported fertiliser

whereas MMTC charges 1.5 per cent. In view of this why import trade should not be done by the Ministry of Supply, as MMTC have completely failed in this respect?

SHRI SHAHNAWAZ KHAN: The question of canalisation and purchase of fertilizers through one agency has been received the attention of the Secretaries of Economic Ministries and the matter is to be put up before the Cabinet for final decision.

श्री मधु लिमये : अध्यक्ष महोदय को इस बात की जानकारी होगी कि फर्टिलाइजर में बढ़े पैमाने पर मिलावट हो रही है। तो क्या मंत्री महोदय ने इस के लिये कोई योजना बनाई है जिस से विदेशों से जो फर्टिलाइजर मंगाया जायगा लेबोरेटरी में उस को बाकायदा टेस्ट किया जायगा और किसानों को भी इस तरह का टेस्ट करने का मौका दिया जायगा? मेरी जानकारी के अनुसार पंजाब सरकार ने कोई ऐन्जी-क्यूटिव आर्डर जारी किया है कि जिस के तहत इस तरह के टेस्ट वह नहीं करने दे रहे हैं जिस को ले कर पंजाब के किसानों में बड़ा असंतोष है।

अध्यक्ष महोदय : इस प्रश्न को आप ने इस में कहां लगा दिया।

श्री मधु लिमये : यह प्रश्न निर्यात से संबंधित है, मैं जाना चाहता हूं कि मिलावट यहां आने पर होती है या निर्यात के समय ही हो जाती है?

श्री शाहनावाज खां : जो फर्टिलाइजर हम विदेशों से खरीदते हैं उस की जहाजों में भेजने से पहले हमारे इन्स्पेक्टर बाकायदा सैम्पल्स ले कर टेस्ट करते हैं। मिलावट वहां नहीं होती है। और जब देश में पहुंचता है तो ऐग्रीकल्चर मिनिस्ट्री को या एफ० सी० आई० के सुपुर्ब कर देते हैं

ताकि वह स्टेट्स को बाटें और आगे जो बांटना होता है वह स्टेट गवर्नमेंट्स के द्वारा होता है ।

श्री जयू लिवरे : कास्तकारों पर कोई रोक लगायी है कि वह स्टेट न करें ?

श्री शाहनावाज खां : हम ने तो कोई रोक नहीं लगाया है ।

SHRI P. VENKATASUBBAIAH: From the hon. Minister's statement it looks as if due to inter-ministerial wrangles the country has lost a good deal in getting adequate quantities of fertilisers which are required for increasing agricultural production. May I know why the Supply Ministry and the MMTC should not have had a co-ordinated effort and also an assessment of the requirements of the country and when the MMTC has failed, should not the Supply Ministry have taken sufficient care to import sufficient quantity of chemical fertilisers?

SHRI SHAHNAWAZ KHAN: There is a committee of Secretaries for scrutinising and planning of imports of fertilisers and that committee goes into the requirements of the country, the indigenous production and decides about the imports to be made from free foreign exchange areas which is done by the Department of Supplies and from the socialist countries which is at present being done by the MMTC. The whole matter is gone into very thoroughly, properly screened and then orders are placed.

SHRI R. S. PANDEY: Taking into consideration the great demand in our country for fertilisers may I know whether the Minister has ascertained the supply position of fertilisers in the international market and whether the production of fertilisers is falling or not and whether on account of that the prices are going up. Partic-

ularly, what is the reason why we are not getting fertilisers from the eastern countries?

SHRI SHAHNAWAZ KHAN: It is true that the position of fertilisers, particularly, urea is difficult throughout the world and large purchases of fertilisers had been made by other countries also and China and Pakistan are also in the market making huge purchases. The production in the international market also has gone down and, therefore, there is a keen competition and the prices of fertilisers have risen very substantially. We have at present a Delegation that has gone abroad to study the international market and to make every endeavour to secure as much fertiliser as we can.

डा० लक्ष्मी नारायण पांडेय : क्या मंत्री महोदय को जानकारी है कि जूकोस्लोवाकिया से डी० ए० पी० खाद के सैकड़ों बोरे यहां पर आये वह पंजाब हरियाणा तथा दूसरे स्थानों पर दिये गये और उसमें डी० ए० पी० नाम की खाद के बजाय वेन्यूनेटेड मेड थी जिस का खंडन आप के मंत्रालय ने भी नहीं किया ?

अध्यक्ष महोदय : इस प्रश्न से यह कैसे संबंधित है ।

डा० लक्ष्मी नारायण पांडेय : तो क्या विदेशों से इस प्रकार की खाद ली गयी ? और यदि हां, तो कितनी ? . . .

अध्यक्ष महोदय : मैं काफी हद तक चुप रहता हूं । लेकिन बिल्कुल ही सवाल से बाहर कोई माननीय सदस्य चला जाय तो मुश्किल हो जाता है ।

डा० लक्ष्मीनारायण पांडेय : उस में करोड़ों रु० का किसानों का नुकसान हो गया, और एम० एम० टी० सी० उससे संबंधित है । मंत्री महोदय को प्रश्न का उत्तर देना चाहिए ।

श्री बी० पी० जौर्य : अध्यक्ष महोदय, श्री मंत्री महोदय ने एक प्रश्न का उत्तर देते हुए यह कहा कि जितनी खाद की जरूरत है उस में 15 सैकड़ा की कमी है।

खाद की कमी के कारण जो खाद मिलती है वह ब्लैक में मिलती है। इस कमी को पूर करने और किसानों को ब्लैक में जो खाद मिलती है वह ब्लैक में न मिल कर उचित मूल्य पर मिले, इसके बारे में आप क्या कर रहे हैं? इस कमी को आप कब तक दूर कर सकेंगे?

श्री शाहनाबाज खां : देश में खाद की तकसीम स्टेट गवर्नमेंट्स और एग्रिकल्चर मिनिस्ट्री करते हैं। इस वास्ते तकसीम से मेरे डिपार्टमेंट का कोई ताल्लुक नहीं है। लेकिन जितनी मांग की जाती है वह एग्रिकल्चर मिनिस्ट्री की तरफ से आती है और जितना हम को रखा दिया जाता है उतने की खाद हम खरीद कर विदेशों से ले आते हैं। देश के अन्दर भी खाद पैदा होती है और सब को मिला करके किसानों को बांटा जाता है।

श्री कै० डी० मालवीय : गवर्नमेंट्स की समझ में यह आ गया है कि रासायनिक खाद का दुनिया में माजकल मिलना बहुत दुर्लभ हो रहा है और आने वाले समय में भी कुछ दिन उसकी दिक्कत जारी रहेगी। क्या यह सम्भव नहीं है कि देश को इसकी जानकारी करा दी जाये कि रासायनिक खाद की कमी बनी रहेगी तब तक देश में काफी मात्रा में यह न बने?

श्री शाहनाबाज खां : माननीय सदस्य से मैं बिल्कुल सहमत हूँ कि रासायनिक खाद की कमी है। इसलिए हम पूरी कोशिश कर रहे हैं जैसा वह चाहते हैं कि देश के अन्दर और ज्यादा आर्मेनिक मेन्योर, जो गोबर या इस किस्म की खाद किसान खुद तैयार कर सकता है या ग्रीन मेन्योरिंग करता है, उसका भी इस्तेमाल करें और उसका भी पूरा पूरा किसान इस्तेमाल

कर रहे हैं। यह गवर्नमेंट की स्कीम भी है और गवर्नमेंट तहे दिल से यह काम कर रही है।

Allotment of un-developed Plots in Chittaranjan Park, New Delhi

*269. SHRI B. K. DASCHOWDHURY: Will the Minister of LABOUR AND REHABILITATION be pleased to state:

(a) whether some plots in the Chittaranjan Park, New Delhi which were not properly developed, have been allotted;

(b) whether as a result of such allocation of undeveloped plots, plot holders had to incur extra expenditure; and

(c) if so, whether Government propose to compensate those plot holders?

THE DEPUTY MINISTER IN THE MINISTRY OF LABOUR AND REHABILITATION (SHRI C. VENKATASWAMY): (a) to (c). No undeveloped plot has been allotted to any of the allottees of Chittaranjan Park. However, representations have been received from some of the allottees that as they have been given filled up plots, they had to incur extra expenditure on foundations of their houses, and the Department should therefore compensate them for this extra expenditure. The representations were examined and their demand was not found acceptable.

SHRI B. K. DASCHOWDHURY: I would like to know from the hon. Minister whether sometime past, perhaps, in the first week of March, the hon. Minister inspected personally some of the undeveloped plots allotted in Chittaranjan Park and he himself sympathised with the demands of some of the allottees to be considered. If so, whether the Minister now comes up further with the assurance which he has given at the time of his inspection.

THE MINISTER OF LABOUR AND REHABILITATION (SHRI RAGHUNATHA REDDY): Sir, myself, in the company of the hon. Member, Shri B. K. Daschowdhury, happened to visit this place and inspected a number of buildings and various plots in this area. During the inspection we came across a very tragic case of one Shri B. C. Mukherjee, allottee of plot No. 328 in Chittaranjan Park. It was one of the filled up plots for which he had spent a lot of money for raising the foundation. With all the sympathy for this old gentleman, I tried my best to get him some relief but, under the existing rules, I found that it was not possible at all to make any departure from it as it would mean opening the floodgates to various other claimants. Therefore, I expressed my inability in the matter notwithstanding the fact that it is a case which needs a lot of sympathy. But, the rules do not provide for compensation by way of money. The only offer I can make is to make some contribution for this purpose. Beyond that, the rules do not permit.

MR. SPEAKER: Was not this an inspired question?

SHRI B. K. DASCHOWDHURY: Appreciating very much the appreciation or the sympathy shown by the hon. Minister towards these poor allottees, I would like to know whether the matter would be still kept open or pending and taken up further with the Ministry of Finance in order to ask for additional finances to grant the petty sums that are required, which the hon. Minister is not in a position to do under the existing rules, and whether he will go to the extent of changing the rules and show his sympathy further to some of the allottees at least, if not all?

SHRI RAGHUNATHA REDDY: I must say with the greatest respect that every effort has been made, but under the existing rules and procedures, it is not possible.

AN HON. MEMBER: Then, let him change the rules.

SHRI D. N. TIWARY: If the hon. Minister finds that the rules stand in the way of ameliorating the condition of a certain person or group, would he change the rules or leave them as they are?

SHRI RAGHUNATHA REDDY: I would only submit that though it is a very hard case, the hard case should not lead us to making wrong rules.

चीनी उद्योग के श्रमिकों द्वारा धरना

*271 श्री हुकुम चन्द कछवाय : क्या श्रम और पुनर्वास मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या चीनी उद्योग में काम करने वाले श्रमिकों ने 17 जुलाई, 1973 को उनके निवास स्थान के सामने धरना दिया था ;

(ख) यदि हा, तो इसके क्या कारण थे; और

(ग) इस सम्बन्ध में सरकार द्वारा क्या कार्यवाही की गई है ?

THE DEPUTY MINISTER IN THE MINISTRY OF LABOUR AND REHABILITATION (SHRI G. VENKATSWAMY): (a) to (c). The workers were persuaded not to hold the demonstration and a meeting was held with the delegation of the Akhil Bharatiya Sugar Mill Mazdoor Sangh on July 18, 1973. The workers' main demands related to the appointment of a Third Wage Board, payment of gratuity and lay off compensation, etc. They were advised to take up the matter with the concerned State Governments, in the first instance.

श्री हुकुम चन्द कछवाय : जिन चीजों को ले कर मजदूर संघ के लोग आप

से बात करने आये थे वे सारे विषय आप से सम्बन्धित थे और आप ने जानबूझ कर उनको टालने का प्रयास किया है और कहा है कि राज्य सरकार से वे बात करें। भूख हड़ती का बिल आपने पास किया है, कमेटी बनाई सब किया और उसके बाद यह जो मजदूरी बोर्ड का सवाल है यह भी आपसे सम्बन्धित है, छुट्टी का विषय भी आप से सम्बन्धित है। केन्द्र इसके बारे में नीति बनाता है। आप ने टालने के लिए उनको राज्य सरकार के पास भेजा है। जब ये विषय आप के हैं तो क्यों नहीं आप इस सम्बन्ध में कोई निर्णय लेते और उन की उचित मांगों पर आप क्यों ध्यान नहीं देते ?

THE MINISTER OF LABOUR AND REHABILITATION (SHRI RAGHU-NATHA REDDY): The Akhil Bharatiya Sugar Mill Mazdoor Sangh (BMS) to which the hon. Member has referred had written a letter to me on the 28th June, 1973 saying that the conditions of about 2,50,000 labour families employed by the sugar industry were very bad in comparison with those of other workers in this country. They also said that they would start a hunger-strike in front of the office of the Union Labour Ministry on the morning of the 17th July, 1973. Their demands are:

- (a) appointment of a third wage board;
- (b) payment of gratuity at par with the other employees as against present practice of gratuity to sugar industry workers for only seven days;
- (c) payment of lay-off compensation for the lay-off period at full rates instead of the existing practice of payment of retention allowance.

As far as gratuity is concerned, not only the BMS but also the INTUC and the HMS also have made similar demands and made representations. But since the main question has been confined only to their hunger-strike

or the threatened strike either before my residence or before the office of the Labour Ministry, therefore, the reply also has been confined only to that. As far as the question of gratuity is concerned, the question is under the active consideration of Government, and an appropriate decision will be taken in course of time.

As far as the appointment of the third wage board is concerned, I suggest that the matter may first be discussed, because we shall have to take into consideration the views of the State Government also. Even if a decision is to be taken, it is not as if a wage board can be appointed as a statutory wage board like the wage board for working journalists, but here the parties must be brought together and the employees and employers will have to agree to this kind of procedure, and then only the wage board can be appointed.

Therefore, I suggested to them to take it up with the State Government, because the State Government would also have its say in the matter. So, I suggested to them to discuss the matter with the UP Government which was the concerned authority and which had a great deal of say in the matter, especially the question of the implementation of the second wage board's decisions and also the necessity for appointing a third wage board. The leaders who met me were satisfied with this and I thought that they were happy and went back.

श्री हुकम चन्द कछवाय : मंत्री महोदय ने कहा है कि महामंथ पहले राज्य सरकार से बात करे। मैं कहना चाहता हूँ कि यह केन्द्र का विषय है। आज की मंहुगाई स्थिति को देखते हुए यह केन्द्रीय सरकार का कर्तव्य है कि वह तीसरे वज बोर्ड की स्थापना करे, लेकिन उसने इस मामले को राज्य सरकारों पर डाल दिया है। मैं यह जानना चाहता हूँ कि केन्द्रीय सरकार महामंथ को कहने की क्या

इस सम्बन्ध में स्वयं राज्य सरकारों से बातचीत और विचार-विमर्श क्यों नहीं करती है जहां तक छुट्टी का सम्बन्ध है, अधिकांश श्रृंगर मिलों में सीजन के समय काफ़ी लोगों को भर्ती किया जाता है और दो तीन महीने काम करने के बाद उन को हटा दिया जाता है। उन लोगों की स्थिति दयनीय है। कुछ गिनती के लोगों को ही श्रृंगर फैक्टरी में रखा जाता है। यह बड़ी विचित्र नीति है कि वे एक तरफ तो कुछ लोगों को रोजगार देना चाहते हैं और दूसरी तरफ कुछ लोगों का रोजगार छीनना चाहते हैं। क्या केन्द्रीय सरकार यह महसूस करती है कि यह उमका अपना विषय और जवाबदारी है और इसलिए उस को इस बारे में स्वयं निर्णय करना चाहिये? क्या वह सभी सम्बद्ध पक्षों को विश्वास में लेकर राज्य सरकारों से सलाह-मशवरा कर के इस समस्या का कोई स्थायी हल निकालेगी।

SHRI RAGHUNATHA REDDY: I think I have answered this question very elaborately while answering the previous question

MR. SPEAKER: His question is: instead of sending them to the State Governments, why don't you take it up direct yourself with the State Governments?

SHRI RAGHUNATHA REDDY: The Central Government is not abdicating its responsibility in this respect. What I suggested was that while the Central Government will certainly deal with this matter, because we will have to get the opinion of various State Governments, I requested them also to discuss with the State Government of UP so that the State Government of UP may also be apprised of it. It is not as if the Central Government is not moving in the matter. It is deeply concerned

with this matter and it is aware of its responsibility; at the same time, I also suggested to them to discuss with the UP Government.

श्री हुसैन खान कठुबाय : अध्यक्ष महोदय, मैंने पूछा है कि क्या केन्द्रीय सरकार स्वयं राज्य सरकारों से बातचीत करेगी। वह महामंडल पर छोड़ने के बजाये स्वयं राज्य सरकारों से बातचीत क्यों नहीं करती है? उम ने महासच को कहा है कि वह राज्य सरकार से बात करे, जब कि यह केन्द्रीय सरकार की ज़िम्मेदारी है। अध्यक्ष महोदय, मेरे इस प्रश्न का जवाब दिलाया जाये कि क्या केन्द्रीय सरकार स्वयं राज्य सरकारों से बात करने के लिए तैयार है। मैं आप की रक्षा चाहता हूँ।

अध्यक्ष महोदय : मैं आप से रक्षा चाहता हूँ।

SHRI RAGHUNATHA REDDY: With your permission, I would like to assure him that the Central Government would take appropriate action at the appropriate time.

SHRI S. M. BANERJEE: I would like to know from the hon. Minister whether his attention has been drawn to the statement made by the All India Trade Union Congress that the Wage Board recommendations are not being implemented either by Government or by industry and so they have suggested a bi-partite agreement, a negotiated settlement, after bilateral talks. If so, has a decision been taken by Government to see that in the sugar industry also there should be revision of wages and service conditions after bi-partite talks?

SHRI RAGHUNATHA REDDY: That is one of the important reasons due to which we could not hazard a decision immediately because now the trade unions are more inclined to have bilateral negotiations with the management than going in for a wage board. So a decision can be taken only after proper discussion with the trade unions and the managements.

Desirability of sending an Ambassador to China

†

*272. SHRI BANAMALI PATNAIK:
SHRI P. G. MAVALANKAR:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the desirability of sending an Ambassador to China has been considered; and

(b) if so, with what results?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SURENDRA PAL SINGH): (a) and (b). As stated on earlier occasions, we have an open mind on the question and will consider sending an Ambassador at the appropriate time.

SHRI BANAMALI PATNAIK: Sir, may I know, in view of the fact that China is coming closer, what is the harm if we take the initiative in this matter?

SHRI SURENDRA PAL SINGH: There is no harm whatever, nor is there any insurmountable difficulty in our way in sending an ambassador. As I have already said, when the time comes and when we feel that by sending an ambassador something useful will come out of it, we will take that action.

SHRI BANAMALI PATNAIK: May I know whether some initiative will be taken at the opportune time? (Interruption).

SHRI P. G. MAVALANKAR: If you will see, Mr. Speaker, Sir, we have asked one question and the Minister has given a totally different answer. (Interruption). My first supplementary question is this. If the Government say "We have an open mind on the question" may I know what is the extent of our openness of mind on this question and how far the Chinese mind is open on this question? Have any further diplo-

matic moves taken place during the last couple of weeks? That is my question.

SHRI SURENDRA PAL SINGH: We have a resident mission in Peking and the Chinese have a resident mission in New Delhi. So, the line of communication between the two countries is open. Both the missions are headed by very senior diplomats. So, we do not have or anticipate any difficulty in establishing contact with each other.

In regard to the sending of an ambassador, I have already said that there is absolutely no difficulty. The whole question is under review, and the moment we come to the conclusion that it will be useful or it will be in our national interests to send somebody to Peking as our ambassador we will do so.

SHRI P. G. MAVALANKAR: Is it a fact that the Chinese Government itself...

MR. SPEAKER: It is a very delicate question. He has clearly indicated the position.

SHRI P. G. MAVALANKAR: I want to know whether the Chinese Government have insisted that India should first take the initiative because it was India, as they allege, which had withdrawn her ambassador from Peking? What is the concrete proposal or the diplomatic move that Government are going to take? Let him answer this question. It may be delicate but it is important.

MR. SPEAKER: It is important but delicate too. (Interruption).

SHRI P. G. MAVALANKAR: What is the answer? He is not answering it. He is merely giving a general, philosophical answer—"openness of mind." (Interruption).

MR. SPEAKER: You do not try to listen either to the Minister or to me.

SHRI SURENDRA PAL SINGH: How can I say what the thinking is in the Chinese mind I can say what is our thinking. But at least the hon. Member should realise that very recently the Chinese have sent a very senior diplomat as CDA to man their mission here. After nearly a gap of 18 months, they have sent a counsellor as their CDA in Delhi. So this means that they perhaps feel the raising of the level of their representation here would be helpful.

SHRI B. V. NAIK: The hon. Minister said about the appropriateness of time. May I know whether this appropriateness of time will contain those elements of simultaneity and reciprocity on behalf of the Chinese Government in sending their ambassador here? Would it be the principle of reciprocity as well as simultaneity on which the Chinese will be acting when they will be acting?

SHRI SURENDRA PAL SINGH: Sir, whatever decision we come to, the decision will be taken in our national interest and according to our own independent judgment.

SHRI JYOTIRMOY BOSU: Will the hon. Minister kindly tell us whether they think that the relation between our country, India, and China is improving and improving appreciably?

SHRI SURENDRA PAL SINGH: It is very difficult to say precisely and categorically that the relations are improving. We have taken several initiatives to improve our relations with them. There has been some indication from the other side which gives us the impression that there is a change in their attitude and they want to improve their relations with us. But I would say this much, that there has not been any positive and concrete response from their side on the basis of which we can say that there is a complete change in their attitude and they are willing to come forward and make friends with us.

SHRI JYOTIRMOY BOSU: Why is he taking us for a ride? My question was specified: Is there any appreciable improvement? He can say, yes or no.

MR. SPEAKER: Don't force him to say like that. These are diplomatic terms.

श्री अटल बिहारी वाजपेयी : अध्यक्ष जी, क्या यह सच है कि चीन सचमुच में हमारे साथ सम्बन्धों में सुधार करना चाहता है ? पीकिंग में भारतीय राजदूत है या नहीं है, इस से कोई बड़ा फर्क नहीं पड़ता है, वे सम्बन्धों से सुधार के लिये कैसे भा ठोस उपाय अपना सकते हैं ।

श्री सुरेन्द्रपाल सिंह : माननीय सदस्य की बात सही है । यह कोई जरूरी बात नहीं है कि एम्बेसेडर के जाने के बाद हमारे सम्बन्ध अच्छे हों । अभी भी जो हमारे सम्बन्ध है, वे इस काम के लिये काफी हैं । अगर कोई शुरूआत होगी तो वे उस का जवाब देंगे ।

WRITTEN ANSWERS TO QUESTIONS

Increase in Minimum Wage of Sugar Workers

*261. **PROF. S. L. SAKSENA:** Will the Minister of LABOUR AND REHABILITATION be pleased to state:

(a) whether he is aware of the demands made by the United Chini Mill Mazdoor Federation in December last for increase in the minimum wage of sugar workers to bring it in line with the existing minimum wage in jute, textile, steel and other industries and for giving an off-season wage of 50 per cent to seasonal workers in the sugar industry;

(b) whether he is aware of the assurance given by Government to come to a decision in the matter before the next crushing season begins in November, 1973; and

(c) if so, the steps being taken in the matter?

THE MINISTER OF LABOUR AND REHABILITATION (SHRI RAGHU-NATHA REDDY): (a) Yes, Sir.

(b) The recommendations of the Second Wage Board for Sugar Industry are to remain in operation upto 31st October, 1974.

(c) Does not arise.

Loss of production of Ingot Steel and Finished Steel in Steel Plants due to Power Shortage

*263. **SHRI C. K. CHANDRAPPA:** Will the Minister of STEEL AND MINES be pleased to state:

(a) whether due to power shortage in this summer all the steel plants, public and private sectors, suffered a huge loss in production of ingot steel and finished steel; and

(b) if so, the extent thereof, Plant-wise?

THE MINISTER OF HEAVY INDUSTRY AND STEEL AND MINES (SHRI T. A. PAI): (a) and (b). A statement is placed on the Table of the House.

Statement

The targeted production and actual production plant-wise during April-July, 1973 is given below.

Production of Steel Ingots and Saleable Steel

(In thousand tonnes)

	Target April, 73 to July, 73	Pro- duction April, 73 to July, 73
	1	2
A. Steel Ingots		
Bhilai	710	615
Durgapur	311	312
Rourkela	426	635
ests	1455	1592

	1	2
TISCO	602	401
IISCO	204	151
Total	2261	1924

B. Saleable Steel

Bhilai	547	510
Durgapur	260	123
Rourkela	292	223
Total of HSL plants	1,099	856
TISCO	475	366
IISCO	142	113
Total	1,716	1,335

It will be seen that, as compared to the target, there was a shortfall in production of about 3.37 lakh tonnes of ingot steel and 3.81 lakh tonnes of saleable steel in this period. The main factor which affected production adversely during the period was power shortage. The power shortage led to a severe curtailment of the operation of the coking coal mines and the coal washeries which, in turn, affected the availability of adequate supplies of coal to the steel plants. The inadequate supply of coal also affected the availability of coke oven gas for rolling. Power shortage also directly affected the rolling of steel in all the plants except Bhilai. It has been estimated by SAIL that the loss of production of saleable steel due to power shortage from April to June, 1973, was roughly two lakh tonnes.

Clarification of their stand by Government regarding Pricing Policy for Steel

*266. **SHRI C. K. JAFFER SHA-RIEF:** Will the Minister of STEEL AND MINES be pleased to state:

(a) whether Government have clarified its stand regarding the pricing policy for steel for the existing and coming units; and

(b) if so, the main features thereof?

THE MINISTER OF HEAVY INDUSTRY AND STEEL AND MINES (SHRI I. A. PAI): (a) The pricing policy is uniform for all main steel producers. No change is contemplated.

(b) Does not arise.

Safety Measures taken in Delhi Quarries

***268. SHRI JHARKHANDE RAI:** Will the Minister of LABOUR AND REHABILITATION be pleased to state:

(a) whether in the last three years, as many as fifteen accidents have taken place in the quarries of Delhi killing about 30 workers;

(b) whether despite these grave accidents, contractors operating these quarries have not taken any safety measures to protect the lives of workers employed under them; and

(c) if so, what steps have been taken by Government to ensure adequate safety measures at these quarries?

THE MINISTER OF LABOUR AND REHABILITATION (SHRI RAGHUNATHA REDDY): (a) The Director General of Mines Safety has reported that there are seven accidents on record involving the lives of 17 persons in the quarries in the Union Territory of Delhi from July 1970 till date.

(b) and (c) Out of 107 quarries in Delhi, prohibitory orders under section 22(3) of Mines Act, 1952 were issued in respect of 24 quarries for removing urgent and immediate danger. The above orders prohibited normal employment of persons in the

quarries till the danger was removed. Since response from some of the managements for making their quarries safe was not satisfactory, ten prosecutions had been filed against them under the Mines Act.

Committee of Impact of Computers in Industries

***270 SHRI D. B. CHANDRA GOWDA:** Will the Minister of LABOUR AND REHABILITATION be pleased to state:

(a) whether any Committee was formed to study the impact of computers in Industries;

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

(c) the reaction of Government thereto?

THE MINISTER OF LABOUR AND REHABILITATION (SHRI RAGHUNATHA REDDY): (a) Yes, Sir.

(b) Copies of the report have been supplied to the Parliamentary Library.

(c) The report is under the consideration of Government.

Self-sufficiency in Tractors

***273 SHRI VEKARIA:** Will the Minister of HEAVY INDUSTRY be pleased to state:

(a) the number of tractors manufactured in India during the last three years;

(b) the number of tractors imported during the last three years; and

(c) when India will be self-sufficient in manufacturing tractors in the country?

THE MINISTER OF HEAVY INDUSTRY AND STEEL AND MINES (SHRI T. A. PAI): (a) Production of tractors was 20,100 in 1970-71,

18,100 in 1971-72 and 20,862 in 1973-74.

(c) Indigenous manufacture of tractors in terms of numbers is expected to match estimated demand in 1973-74.

Request for Allotment of Essential Commodities like Coal to U.P. on the Basis of Population

*274. SHRI SARJOO PANDEY:
SHRI S. M. BANERJEE:

Will the Minister of STEEL AND MINES be pleased to state:

(a) whether the U.P. Government have urged upon the Centre to allot quota of essential commodities like coal in U.P. on the basis of its population; and

(b) if so, what action has been taken thereon?

THE MINISTER OF HEAVY INDUSTRY AND STEEL AND MINES (SHRI T. A. PAI): (a) So far as allocation of quota for coal is concerned, no such reference has been received from the Government of U.P. by the Ministry of Steel and Mines (Department of Mines).

(b) Does not arise.

सिंध से आए शरणार्थियों के पुनर्वास के लिए पाकिस्तान से भूमि की मांग

*275. डा० लक्ष्मीनारायण पांडेय:
या विदेश मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या गत महीने भारत और पाकिस्तान के अधिकारियों की बैठक हुई थी; और

(ख) यदि हाँ, तो क्या सिंध से भारत आये शरणार्थियों के पुनर्वास हेतु भारत की

और से पाकिस्तान से भूमि की मांग के लिए कोई प्रस्ताव किया गया था ?

विदेश मंत्रालय में राज्य मंत्री (श्री सुरेन्द्र पाल सिंह) : (क) 17 अप्रैल, 1973 की भारत-बंगला देश संयुक्त शीर्षक में उल्लिखित मानवीय समस्या पर विचार विमर्श करने के लिए 24 से 31 जुलाई 1973 तक राबलपिण्डी/इस्लामाबाद में भारत तथा पाकिस्तान के विशेष दूतों की एक बैठक हुई थी ।

(ख) जी नहीं ।

Repercussion of political change in Afghanistan on Indo-Afghan Relations

*276. PROF. MADHU DANDA-VATE:
SHRI S. C. SAMANTA:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether our Ambassador to Afghanistan was present at Kabul during the recent coup in that country;

(b) whether our Ambassador had earlier indicated any developments in this regard; and

(c) the likely repercussions of this political change on our relations with Afghanistan?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SURENDRA PAL SINGH): (a) Yes, Sir.

(b) The reports and assessments of our diplomatic representatives abroad are strictly confidential and cannot be divulged.

(c) The political change in Afghanistan is an internal matter of that country and does not affect India's relations with her. We have every reason to believe that our close and

friendly relations with Afghanistan will continue to develop and be further strengthened in all fields.

Commission for Payment of Compensation to Private Owners of non-coking Coal Mines

*277. SHRI PRABHUDAS PATEL: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether the Union Government are considering a proposal to appoint a Commission for the payment of compensation to private owners of non-coking coal mines; and

(b) if so, when the final decision is likely to be taken?

THE MINISTER OF HEAVY INDUSTRY AND STEEL AND MINES (SHRI T. A. PAI): (a) and (b) Yes, Sir. As contemplated under the Coal Mines (Nationalisation) Act 1973, a Commissioner of Payments is being appointed shortly.

Applications for passports pending in Regional Passport Office, Lucknow

*278 SHRI RAMKANWAR Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether a large number of applications for International Passports are pending for a long time in the Regional Passport Office, Lucknow and if so, the reasons therefor;

(b) whether telegraphic and other communications from applications are not even acknowledged; and

(c) if so, the action proposed to be taken to expedite the matter?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SURENDR PAL SINGH): (a) No, Sir.

(b) No, Sir. This is not correct.

(c) Does not arise.

Accumulation of Steel Ingots in Durgapur Steel Plant

*279. SHRI RANABAHADUR SINGH: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether the Durgapur Steel Plant is facing the problem of accumulation of Steel Ingots; and

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

THE MINISTER OF HEAVY INDUSTRY AND STEEL AND MINES (SHRI T. A. PAI): (a) and (b). Owing to shortages in the supply of power and also owing to Coke Oven Gas shortage, the blooming and billet mills in the Durgapur Steel Plant could not roll steel ingots according to plan during the past few months. As a result, it has not been possible for the plant to roll all the ingots produced by it and there has been an accumulation of ingots. However, by arranging sale of substantial quantities of ingots to other steel plants further accumulation of ingots has been arrested.

2. With stabilisation of power availability and steady improvement in Coke Oven pushings, it is expected that the blooming and billet mills will roll a larger tonnage from August, 1973 onwards, which alongwith continued sale of ingots to other plants will bring down ingot accumulation.

Losses Suffered by Heavy Engg. Corporation, Ranchi

*280. SHRI VISHWANATH PRATAP SINGH:

SHRI BISHWANATH JHUNJHUNWALA:

Will the Minister of HEAVY INDUSTRY be pleased to state:

(a) the losses that have accumulated so far, in Heavy Engineering Corporation, Ranchi;

(b) the percentage utilization of rated capacity during the last three years; and

(c) the reasons for accumulation of losses and very low utilisation of rated capacity?

THE MINISTER OF HEAVY INDUSTRY AND STEEL AND MINES (SHRI T. A. PAI): (a) The accumulated loss of Heavy Engineering Corporation Ltd., as on 31-3-73 was Rs. 103.73 crores approximately.

(b) The percentage utilisation of rated capacity during the last three years was as follows:—

1970-71	19 per cent.
1971-72	26 per cent.
1972-73	33 per cent.

(c) The overlap of constructional activities with the operational phase in the initial years of operation, and the long gestation period needed to build up production in a project of this magnitude and complexity are the two main reasons for the losses and very low utilisation of rated capacity. To a certain extent losses incurred are attributable to an unduly slow build up of production due to a combination of factors including lack of batch and repetitive orders, deficiencies in management as well as unsatisfactory industrial relations. The heavy burden of interest, depreciation and over-heads have also contributed to these losses.

मध्य प्रदेश में दैनिक समाचार पत्रों द्वारा कर्मचारी भविष्य निधि की जमा कराई गई राशि

2601. श्री हुकूम खन्ड कछवाय
क्या अब और पुनर्वास मंत्री मध्य प्रदेश में दैनिक समाचार पत्रों द्वारा कर्मचारी भविष्य निधि की जमा कराई गई राशि के बारे में 19 अप्रैल, 1973 के अतिरिक्त प्रश्न

संख्या 7730 के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) क्या मांगी गई अपेक्षित जानकारी इस बीच एकत्र कर ली गई है; और

(ख) यदि हां, तो इसका व्यौरा क्या है?

अब और पुनर्वास मंत्रालय में उपनगरी (बी जी० बेंकटवाली) : (क) जी हां ।

(ख) भविष्य निधि प्राधिकारियों ने सूचित किया है कि मध्य प्रदेश क्षेत्र में कर्मचारी भविष्य निधि अधिनियम, 1952 के अन्तर्गत आये हुए हिन्दी, अंग्रेजी और उर्दू भाषाओं में प्रकाशित करने वाले समाचारपत्र प्रतिष्ठानों की संख्या 23 है, इन में से तीन प्रतिष्ठान बन्द पड़े हैं । मध्य प्रदेश के प्रत्येक समाचार-पत्र प्रतिष्ठान के संबंध में भविष्य निधि की वकाया देय राशियों की स्थिति सभा-पटल पर रखे गए विवरण में दी गई है । [ग्रन्थालय में रखा गया/बेल्जिये संख्या L T 5365/73] कुछ मामलों में, कर्मचारियों की मजुरी में से काटे गए भविष्य निधि के अग्रदानों की राशि जमा नहीं कराई गई है ।

Allocation of Steel materials to wire-drawing, bright bar and tube making units

2602. SHRI Y. ESWARA REDDY: Will the Minister of STEEL AND MINES be pleased to state:

(a) the number of units engaged in wire-drawing, Bright Bar and Tube-making to whom allocation of Steel materials has been made in each quarter of 1971-72 and 1972-73—(i) in excess of 50 percent (ii) between 30 and 50 percent (iii) between 10 and 30 percent (iv) below 10 percent of their approved capacities; and

(b) the reasons for not adopting a uniform rate for allotment of steel

materials or steel related to the capacity?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUBODH HANSDA): (a) The information is being collected and will be laid on the Table of the House.

(b) Allotment is basically related to capacity subject to their demand being sponsored by the prescribed date in each quarter. However, there may be some variations in percentage of allocations to capacity as between units, due to weightage being given to units engaged in exports and Government Contracts, the requirements of individual units being different in dimensions and specifications, fluctuations of availability of different types of raw materials from period to period, etc.

Units in private sector in receipt of steel materials over 100 tonnes during each quarter of 1971-72 and 1972-73

2603. SHRI Y. ESWARA REDDY: Will the Minister of STEEL AND MINES be pleased to state:

(a) the names and location of units in the Private Sector who have received 100 tonnes or more of steel materials through regulated sources during each of quarter of the years 1971-72 and 1972-73 and the quantities received by each in each of these quarters;

(b) the percentage of supplies to the quantities recommended for priority by the sponsoring authority;

(c) the number of sponsored applications in each quarter to whom no allocation was made by Steel Priority Committee; and

(d) the number of sponsored applications in each quarter to whom allocation was 20 percent or less against the quantities recommended by SPC?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUBODH HANSDA): (a) to (d). The information is being collected and will be laid on the Table of the House.

Commercial Exploitation of Natural Resources in Trivandrum District of Kerala

2604. SHRI VAYALAR RAVI: Will the Minister of STEEL AND MINES be pleased to state:

(a) an outline of the steps taken by Government for the commercial exploitation of the natural resources available in the Trivandrum District of Kerala; and

(b) a brief outline of the study made in this matter?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUKHDEV PRASAD): (a) and (b). Chinaclay, fireclay, ballclay, graphite and bauxite have been reported to occur in Trivandrum District of Kerala State. For the exploitation of materials, the State Government has granted 5 mining leases for chinaclay and one lease each for chinaclay and fireclay, fireclay and ballclay and for graphite in this district. However, presently chinaclay is the only mineral mined in the District. There are two working mines and the total production of processed chinaclay from these mines during the years 1971 and 1972 was 5,904 and 6,469 tonnes valued at Rs 1,551,000 and Rs 2,050,000 respectively.

The State Department of Mining and Geology carried out detailed investigation in Chirayinil Taluk of the District and located few deposits of Clay. Geological Survey of India has also carried out investigation for bauxite in Sasthayattam, Chilambal and Mangalapuram blocks of the District.

Setting up of a Military Training Centre in Kerala

2605. **SHRI VAYALAR HAVI:** Will the Minister of DEFENCE be pleased to state:

(a) whether Government has taken any decision regarding the setting up of Military Training Centre in Kerala considering the large number of persons being recruited to the armed forces from that State; and

(b) if so, the details thereof and the steps taken thereon?

THE MINISTER OF DEFENCE (SHRI JAGJIVAN RAM): (a) and (b). There is no proposal at present, for setting up any new Military Training Centre in Kerala.

Exploration for minerals near Goa Sea Shore

2606. **SHRIMATI JYOTSNA CHANDRA:** Will the Minister of STEEL AND MINES be pleased to state whether Government propose to explore the possibilities of finding minerals near the sea shore of Goa?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUKHDEV PRASAD): Programme of exploration for minerals off the sea coast of Goa by collection of samples from sea floor is under consideration.

Expulsion of P.T.I man by Nepal Government

2607. **SHRI MUHAMMED SHERIFF:** Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Nepal Government had expelled a PTI man during July 1973; and

(b) if so, the reasons for the same and reaction of Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SURENDRA PAL SINGH): (a) Yes, Sir. The accreditation of Shri Ram Patro, PTI representative in Kathmandu, was withdrawn by the Government of Nepal on 18th July, 1973. On 18th July he was served with an order by the Government of Nepal to leave the country by 20th July.

(b) The Government of India took up this matter with the Government of Nepal and at the same time requested the Government of Nepal for the reasons for which action was taken against Shri Patro. The precise reasons have not so far been communicated to Government.

Demand for guaranteed minimum Wages for Bidi workers in Madhya Pradesh

2608. **SHRI MARTAND SINGH:** Will the Minister of LABOUR AND REHABILITATION be pleased to state:

(a) whether in Bidi industry of Madhya Pradesh, the workers employed to roll Bidis are not being provided with sufficient full day's work and there is a demand for guaranteed minimum wages; and

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

THE DEPUTY MINISTER IN THE MINISTRY OF LABOUR AND REHABILITATION (SHRI G. VENKATSWAMY): (a) and (b). The matter falls in the State sphere.

Allotment of Steel to drought affected States

2609. **SHRI MARTAND SINGH:** Will the Minister of STEEL AND MINES be pleased to state:

(a) the criteria followed by the Central Government for the alloca-

tion and assistance to the drought-affected States for getting steel for the purpose of irrigation and other such schemes to deal with the scarcity situation in the States; and

(b) the demand made by each State and the quantity allotted and actually supplied to each State during the last two years?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUBODH HANSDA): (a) In deciding priority allocation for despatches from the main steel producers, the Steel Priority Committee takes into consideration the end use for which steel is required, the availability and competing demands. The priority requisitions in respect of lift irrigation schemes, etc., in drought affected States are also given due consideration by the Committee.

(b) Information is being collected and will be laid on the Table of the House.

Violation of Safety and Conservation Laws by Non-Coking Colliery Managements

2610 **SHRI C. K. JAFFER SHARIEF.** Will the Minister of LABOUR AND REHABILITATION be pleased to state:

(a) whether incidents have been brought to the notice of Government that a majority of non-coking colliery managements who are receiving subsidy and financial assistance through the Coal Board from Government are violating Safety and Conservation Laws;

(b) if so, the names of such coal mines who have received subsidy and assistance during the last three years; and

(c) the reaction of Government thereto?

THE DEPUTY MINISTER IN THE MINISTRY OF LABOUR AND REHABILITATION (SHRI G. VENKATSWAMY): (a) to (c). Coal Board renders financial assistance to Colliery managements for measures required to be undertaken by them for purposes of conservation of Coal and maintenance of safety in Coal Mines under Coal Mines (Conservation, Safety and Development) Act and the Rules made thereunder. Payments are made only after the works for which assistance has been sanctioned are completed. As such the question of violation of the provision of the aforesaid Act in regard to safety and conservation by colliery managements receiving assistance from the Coal Board does not arise. The Colliery managements are also required to observe certain safety measures as prescribed under the Mines Act. It has been reported by the Director General, Mines Safety that every inspection of a mine under the Act reveals a number of violations which they are required to rectify. However, in the case of serious violations the managements are prosecuted under the Act.

"Term Insurance" Scheme for Army Personnel

2611 **SHRI YAMUNA PRASAD MANDAL:**
SHRI D. K. PANDA.

Will the Minister of DEFENCE be pleased to state:

(a) whether "Term Insurance" scheme for army personnel has run into trouble, and

(b) if so, the reasons therefor?

THE MINISTER OF DEFENCE (SHRI JAGJIVAN RAM): (a) and (b). No "Term Insurance" scheme for Army personnel is under consideration of Government and hence the question of its running into trouble does not arise.

Installed capacity of Hindustan Tractors Ltd.

2612. SHRI PRABHUDAS PATEL: Will the Minister of **HEAVY INDUSTRY** be pleased to state:

(a) whether the Hindustan Tractors Ltd., a Rs. 6-crores factory had an installed capacity to manufacture 3,500 tractors annually;

(b) if so, whether this factory had achieved a peak production up to 1968 but the production almost came to a standstill after October 1972; and

(c) whether the Union Government propose to help the factory to increase the production of tractors; if so, what kind of help will be given by the Centre?

THE DEPUTY MINISTER IN THE MINISTRY OF HEAVY INDUSTRY (SHRI SIDDHESHWAR PRASAD):

(a) Yes, Sir.

(b) The factory had produced 2,032 tractors in 1968 and production came to a standstill by December, 1972

(c) The Government took over the management of the company on 12th March, 1973 and appointed the Gujarat Agro-Industries Corporation as the Authorised Controller for period of five years. The new management is being assisted with licences for the import of components and raw materials from Czechoslovakia to resume production of tractors and to attain the rated production progressively.

Increase in the Quota of Scheduled Castes in Central Government Offices Recommended by Bhagwati Committee

2613. SHRI G. Y. KRISHNAN: Will the Minister of **LABOUR AND REHABILITATION** be pleased to state:

(a) whether a High-Powered Bhagwati Committee has made its recommendations to the Central Government to increase the quota of Scheduled Castes in the Central Government services; and

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

THE DEPUTY MINISTER IN THE MINISTRY OF LABOUR AND REHABILITATION (SHRI G. VENKATSWAMY): (a) No.

(b) Does not arise.

Regular and Non-Regular Employees in Government of India

2614. SHRI DINEN BHATTACHARYA. Will the Minister of **LABOUR AND REHABILITATION** be pleased to state:

(a) the total number of employees in the Central Government at the end of March, 1973 and the percentage of regular and non-regular employees; and

(b) whether the per annum income of more than 50 per cent employees in the Central Government establishments is much below as compared to All India per capita earnings, if so what is the difference?

THE DEPUTY MINISTER IN THE MINISTRY OF LABOUR AND REHABILITATION (SHRI G. VENKATSWAMY): (a) Latest available information relates to 31st March, 1971 when the total number of Central Government Employees was 29.2 lakhs of whom 92.4 per cent were regular employees and the remaining 7.6 per cent, non-regular.

(b) A statement containing the available information is attached.

Statement

Per capita net National Product in 1969-70 (at current prices)	Distribution of Regular Employees by pay-ranges** as on 31st March, 1971		
	Pay-ranges (Rs.)	Number of employees	Percentage to total
1	2	3	
Rs. 589.3*	Less than— 75	75	..
	75— 99	2,605	0.10
	100— 149	13,14,628	48.71
	150— 199	4,75,933	17.64
	200— 299	5,17,764	19.19
	300— 399	2,20,270	8.16
	400— 499	82,444	3.06
	500— 749	54,310	2.01
	750— 999	16,043	0.59
	1000—1499	11,356	0.42
	1500—1999	2,048	0.08
	2000—2499	653	0.02
	2500—2999	353	0.01
	3000—and above	175	0.01
TOTAL		26,98,657	100.00

*Provisional.

**Pay includes dearness pay but excludes dearness allowance and other allowances. Similar information in respect of non-regular employees is not being compiled.

Talks with Sri Lanka Over Kachchativu Island

2015. SHRI S. A. MURUGANANTHAM: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether any talks have been held with Sri Lanka Government over the Kachchativu Island; and

(b) if so, the results thereof?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS

(SHRI SURENDRA PAL SINGH):

(a) and (b). Yes, Sir. As stated in the joint communique issued on the occasion of Prime Minister's visit to Sri Lanka in April, 1973, the Island of Kachchativu was discussed by the two Prime Ministers. It was agreed that further discussions would be held later on this and related matters. In pursuance of this a Sri Lanka delegation of officials held talks with Indian officials in June, 1973. These exchanges are continuing. As Hon. Members will be aware, both India

and Sri Lanka have expressed the desire to resolve these questions in a spirit of friendly cooperation.

Demand for Probe into Index Compilation

2616. **SHRI MOHAMMAD ISMAIL:** Will the Minister of LABOUR AND REHABILITATION be pleased to state:

(a) whether all Trade Union Centres in West Bengal have demanded a probe into price index compilation; and

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

THE DEPUTY MINISTER IN THE MINISTRY OF LABOUR AND REHABILITATION (SHRI G. VENKATSWAMY): (a) The Government of West Bengal have reported that the Central Trade Union Organisations in the State such as (1) Federation of Mercantile Employees' Unions (2) United Trade Union Congress, West Bengal Committee (Bepin Behari Ganguli Street) (3) West Bengal Committee of Centre of Indian Trade Unions (4) Trade Union Coordination Centre (5) United Trade Union Congress West Bengal Committee (Lenin Sarani) (6) West Bengal Pradesh National Trade Union Congress and (7) West Bengal Committee of All India Trade Union Congress complained of faulty compilation of the Consumer Price Indices for Calcutta region. They demanded setting up of an unofficial Expert Committee to examine the Consumer Price Indices for Calcutta region.

(b) The State Government have since constituted the Expert Committee on 21st June, 1973.

Financial Aid to Bangladesh

2617. **SHRI SARJOO PANDEY:**
SHRI RAGHUNANDANLAL BHATIA:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) the total amount of financial aid so far given to Bangladesh by India; and

(b) the purpose for which this financial aid has been given?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SURENDRA PAL SINGH): (a) India has so far allocated a sum of Rs. 210 crores as assistance to Bangladesh in the form of grants and loans. In addition, the Government of India has offered special bank credit amounting to Rs. 25 crores for the supply of items like the railway wagons, coaches, pumps, tube-wells, transmission lines, power equipment etc. The modalities of these special bank credits have yet to be settled. The Government has further agreed to provide normal banking credit for supply of textiles amounting to Rs. 15 crores. The period of payment is being relaxed upto 365 days.

(b) The purpose of giving assistance to Bangladesh is to strengthen the economic relations between our two countries.

बिहार में ट्रैक्टर बनाने का कारखाना स्थापित करने का प्रस्ताव

2618: **श्री रामावतार झास्वी :**
श्री हरिकिश्नोर सिंह :

क्या भारी उद्योग मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या कृषि उद्योग निगम ने राज्य सरकार की सम्मति से बिहार में ट्रैक्टर का कारखाना स्थापित करने की योजना बनाई है ;

(ख) यदि हाँ, तो उसका व्यौरा क्या है; और

(ग) क्या राज्य सरकार ने इस संबंध में केंद्रीय सरकार से कोई सहमति

मांगी है यदि हां, तो उसका व्यौरा क्या है और उसके बारे में केन्द्रीय सरकार की क्या प्रतिक्रिया है ?

लाइसेंस देने का निवेदन किया है । यह विचाराधीन है ।

ट्रैक्टरों की मूल्यों में वृद्धि

भारी उद्योग मंत्रालय में उपमन्त्री (श्री सिद्धेश्वर प्रसाद) : (क) जी, हा ।

2619. श्री नाथू राम सहिबवार :

क्यों भारी उद्योग मंत्री यह बताने की कृपा करेंगे कि :

(ख) उनका प्रस्ताव हिन्दुस्तान मशीन टूल्स लिमिटेड, पिजौर से एक उप लाइसेंस के अन्तर्गत प्रतिवर्ष 10,000 की क्षमता से समस्तीपुर या फुटवहा में जीटर 2511 (25 अ० श०) कृषि ट्रैक्टरों का निर्माण करने के लिए एक नया कारखाना स्थापित करने का है । उनका विचार इस उद्देश्य के लिये हिन्दुस्तान मशीन टूल्स के साथ एक करार करने का है ।

(क) पिछले तीन वर्षों में ट्रैक्टरों के मूल्यों में कितने प्रतिशत की वृद्धि हुई है और इसके क्या कारण हैं ;

(ख) क्या सरकार का विचार किसानों को उचित मूल्य पर ट्रैक्टर उपलब्ध कराने के लिये कोई योजना बनाने का है और यदि हां, तो उस योजना की रूपरेखा क्या है और यदि नहीं, तो इसके क्या कारण हैं ?

(ग) राज्य सरकार ने भारत सरकार से बिहार एग्री इंडस्ट्रीज कारपोरेशन के कोर्जटर ट्रैक्टरों का निर्माण करने हेतु एक

भारी उद्योग मंत्रालय में उप-मंत्री (श्री सिद्धेश्वर प्रसाद) (क) जानकारी निम्न-लिखित विवरण में दी गई है —

एकक का मान और ट्रैक्टर का मेक और माडल	बिक्री मूल्य		मूल्य में वृद्धि का प्रतिशत
	मार्च, 1973	जून, 1973	
1	2	3	4
1. मॅ० हिन्दुस्तान ट्रैक्टर लि०, बड़ौदा । एच डब्ल्यू डी. 50 (50 अश्व शक्ति) 50 (35 " ")	22,350 15,710	32,900 24,100	47.20% 53.41%
2. मॅ० ट्रैक्टर एण्ड फार्म इक्विपमेंट लि० मद्रास । एम एफ-2035 (35 अ० श०)	21,140	26,300	24.41%
3. मॅ० इंटरनेशनल ट्रैक्टर कंपनी आफ इंडिया, बम्बई । बी-275 (35 अ० श०) 434 (44 " ")	19,570 ...	26,300 29,600	34.39% ..
4. मॅ० एस्कार्ट लिमिटेड, फरीदाबाद । एस्कार्ट-37 (34.5 अ० श०) एस्कार्ट 3036 (35.5 ") 335 (35 " ")	17,910	25,200 25,200 25,600	40.70%

1	2	3	4
<hr/>			
5. एस्काटर्स लिमिटेड, फरीदाबाद। फोर्ड-3000 (46 अ० अ०)	...	35,595	...
6. म० आइसर ट्रैक्टर लिमिटेड, फरीदाबाद। (आइसर-26 5 अ० अ०)	17,480	25,200	44.16-
7. हिन्दुस्तान मशीन टूल्स लि०, पिजोर। (जीटर-25 अ० अ०)	...	23,800	...

विक्रय मूल्य में वृद्धि निम्नलिखित कारणों से हुई है

- 1 देशी टैक्टरों का निर्माण करने में इस्तेमाल होने वाले आयातित हिस्सों की कीमत में वृद्धि।
- 2 देशी कच्चा माल और खरीदे गए हिस्सों के मूल्य में वृद्धि।
- 3 प्रत्यक्ष भाव और उपरिव्यय (जिसमें पर्यवेक्षी भ्रम की लागत भी शामिल है) की लागत में वृद्धि वेतन वृद्धि और महंगाई भत्ते में वृद्धि आदि, और
- 4 आयातित हिस्सों पर सीमा-शुल्क और बनाये गये टैक्टरों पर उत्पादन शुल्क की दर में वृद्धि।

(ख) टैक्टरों का विक्रय मूल्य सरकार द्वारा उत्पादन-लागत के आधार पर निश्चित किया जाता है और इस प्रकार ये उचित मूल्य

है। इस प्रयोजन के विशिष्ट योजना बनाने का प्रश्न ही नहीं उठता।

Stagnation in capacity and Production of Automobiles Commercial Vehicles and Ancillary Units

2620 SHRI S R DAMANI Will the Minister of HEAVY INDUSTRY be pleased to state

(a) whether there is a stagnation in the capacity and production of automobiles, commercial vehicles and their ancillary units,

(b) the broad outlines of the existing capacities and the production figures during the last three years, item-wise, and

(c) the steps taken to accelerate production of these items to meet the growing demand?

THE DEPUTY MINISTER IN THE MINISTRY OF HEAVY INDUSTRY (SRI SIDDHESHWAR PRASAD)

(a) and (b) No, Sir Except in the case of commercial vehicles of which there was a set back in production in 1972 due to labour trouble and power cut there has been a steady growth in the production of automobile and automobile ancillaries as will be seen from the following figures:—

Sl. No.	Name of the item	Installed capacity	Production		
			1970	1971	1972
(Figures in Nos.)					
1.	Commercial Vehicles . . .	48,400	40,558	40,865	37,466
2.	Jeeps	12,500	9,334	11,053	12,589
3.	Cars	47,400	35,829	39,325	40,039
4.	Scouters (Including three-wheelers)	67,000	62,691	73,358	73,502
5.	Motor Cycles	35,000	42,962	39,730	47,552
6.	Mopeds	30,000	11,687	14,113	21,600
(Figures in Lakhs Rs.)					
7.	Auto Ancillaries . . . . .	..	1,177	1,332	1,448

(c) Some of the existing units have been allowed to expand their production capacity. Besides, a number of new schemes for setting up additional capacity have been approved.

सब शासित क्षेत्रों में उपलब्ध हुई जानकारी दी गई है, सदन की मेज पर रख दी गई है ।

उर्दू समाचार पत्रों द्वारा मजदूरी बोर्ड की सिफारिशों को लागू किया जाना

2621. श्री रामाबल्लार शास्त्री :
अब और पुनर्वास मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या देश में अनेक उर्दू समाचार पत्रों ने दूसरे मजदूरी बोर्ड के नियमों को अब तक क्रियान्वित नहीं किया है ;

(ख) यदि हा, तो इसके क्या कारण हैं और इस बारे में राज्यवार ब्यौरा क्या है ; और

(ग) उनके विरुद्ध सरकार ने क्या कार्यवाही की है अथवा करने का विचार है ?

अब और पुनर्वास मंत्रालय में उपमन्त्री श्री बी० बंकेटचारी : (क) से (ग). एक विवरण जिसमें राज्य सरकारों और

विवरण

राज्य सरकारों और सब शासित क्षेत्रों से प्राप्त जानकारी के अनुसार निम्नलिखित उर्दू समाचार पत्रों ने अमजीवी पत्रकारों सम्बन्धी मजदूरी बोर्ड द्वारा सिफारिश किये गये वेतन-मानों की कार्यान्विति पूर्ण रूप से नहीं की ।

दिल्ली

- (1) दैनिक तेज
- (2) दैनिक प्रताप
- (3) दैनिक दावत
- (4) दैनिक अलजमायत

पश्चिम बंगाल

- (1) मंसर्स असरे जादीद
- (2) मंसर्स इमरोज
- (3) मंसर्स आजाद हिन्द
- (4) मंसर्स गाजी
- (5) मंसर्स दैनिक अबसार

(बिहार, पंजाब, जम्मू और कश्मीर, उड़ीसा और मैसूर की सरकारों से उत्तर प्राप्त नहीं हुये हैं) ।

दिल्ली प्रशासन ने कहा है कि दैनिक तेज धीर दैनिक प्रताप में नियुक्त लेख बिहारियों से सम्बन्धित मजदूरी बोर्ड की सिफारिशों को लागू न करने के बारे में विवाद उनके विचार-धीन हैं । उन्होंने यह भी कहा है कि दैनिक साबत के प्रबन्ध तब ने सूचित किया है कि उन्होंने 1-4-73 से सिफारिशों को लागू कर दिया है, तथा क्या यह दैनिक अलजमायत का प्रबन्ध-तब पहले ही मजदूरी बोर्ड की सिफारिशों के अनुसार वेतन दे रहा है । दिल्ली प्रशासन के अनुसार, श्रमिकों का उनके सचो द्वारा कोई परिवाद या विवाद नहीं उठाया गया है ।

पश्चिम बंगाल सरकार ने सूचित किया है कि उपर्युक्त पांच समाचारपत्रों में नियुक्त क्रांतियों से सम्बन्धित विवाद निर्णय के लिये औद्योगिक न्यायाधिकरण को भेजे गये हैं । अन्य पत्रकारों के बारे में, मजदूरी बोर्ड की सिफारिशों के अनुसार वेतन देना सुनिश्चित करने के लिये कार्यवाहियाँ की जा रही हैं ।

Reasons for not allowing increase in the Price of Ambassador Car

2622 SHRI RAM BHAGAT PASWAN Will the Minister of HEAVY INDUSTRY be pleased to state

(a) whether Government have announced increase in the prices of Fiat and Standard Cars, and

(b) if so, the reasons for not allowing increase in the case of Ambassador cars?

THE DEPUTY MINISTER IN THE MINISTRY OF HEAVY INDUSTRY (SHRI SIDDHESHWAR PRASAD) (a) Yes, Sir

(b) On examination of the claim for price increase submitted by M/s. Hindustan Motors, it was found that there had been no significant change in the cost of production of Ambassador cars. Hence, no price increase was allowed

Indian Help to Sri Lanka to Develop Her mica Industry

2623 SHRI R V SWAMINATHAN. Will the Minister of STEEL AND MINES be pleased to state

(a) whether India proposes to help develop Sri Lanka's mica industry,

(b) if so, whether any agreement has been signed in this regard, and

(c) if so, the main features thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUKHDEV PRASAD) (a) Yes, Sir

(b) and (c) No agreement has been signed. However, in the meetings of Indo-Sri Lanka Sub-Committee on Economic Cooperation it has been agreed that India would depute to Sri Lanka a geologist for mica prospecting and two mica experts for training local counterparts incurring and grading of mica. Indian Government will also arrange training of five officers of Sri Lanka in mica industries in India

Foreign Expert Lauds Hal Performance

2624 SHRI P M MEHTA Will the Minister of DEFENCE be pleased to state

(a) whether the attention of Government has been drawn to the Press reports in *Hindustan Times* dated the 11th July, 1973, under the heading "Foreign expert lauds Hal performance", and

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

THE MINISTER OF STATE IN THE
(DEFENCE PRODUCTION) IN THE
MINISTRY OF DEFENCE (SHRI
VIDYA CHARAN SHUKLA): (a)
Yes, Sir.

(b) It would not be in the public
interest to make any comment.

**Companies producing Scooters and
Mopeds**

2625. SHRI MADHU LIMAYE: Will
the Minister of HEAVY INDUSTRY
be pleased to state:

(a) the names of the Companies
which produce scooters and mopeds;

(b) what is their yearly output;

(c) how many of these Companies
have foreign collaboration agreements
and how many produce scooters, mo-
peds or its motor, engine and parts on
licence from foreign companies;

(d) whether in order to promote
indigenous technology, Government
propose neither to permit new foreign
collaboration agreement nor to allow
the expansion of the existing ones
hereafter; and

(e) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE
MINISTRY OF HEAVY INDUSTRY
(SHRI SIDDHESHWAR PRASAD):
(a) and (b). The information is as
under:

Name of the manufacturer		Production in Nos.		
		1971	1972	1973 (Upto June)
Scooters :	1. M/s. Bajaj Auto Ltd., Poona	39,798	40,332	26,282
	2. M/s. Automobile Products of India Ltd., Bombay	24,504	20,851	11,844
	3. M/s. Escorts Ltd., Faridabad	2,860	3,468	1,551
	4. M/s. Enfield India Ltd., Madras	50	80	Nil
Mopeds:	1. M/s. Mopeds India Ltd., Coim- batore	7,937	11,134	5,097
	2. M/s. Saund Zweirad Union (India) Pvt. Ltd., New Delhi	5,889	10,472	3,806
	3. M s. Kinesic Engg. Pvt. Ltd., Poona	..	3,065	2,350

(c) All the Companies except M/s.
Escorts Ltd. started manufacturing
with foreign collaboration. At pre-
sent only one of the companies,
manufacturing mopeds continues to
have foreign collaboration.

(d) and (e). The present policy of

Government is not to permit any new
schemes for manufacture of scooters
and mopeds with foreign collabora-
tion. Extension of existing collabo-
ration agreements is also not favour-
ed as a rule except as an aid to
complete indigenization.

Statewise Issuance of Letters of Intent in 1973 for Scooter Units

2626. SHRI DHARAMRAO AFZAL-PURKAR: Will the Minister of HEAVY INDUSTRY be pleased to state:

(a) the number of Letters of Intent issued during the current year for scooter units, State-wise; and

(b) the number of the units which have started their work independently with collaboration of other countries?

THE DEPUTY MINISTER IN THE MINISTRY OF HEAVY INDUSTRY (SHRI SIDDHESHWAR PRASAD): (a) Two, one for West Bengal and one for Kerala.

(b) Two units have started manufacture independently without any collaboration.

Contract with USSR Organisation for Feasibility Study for Mining Operations in Malanjkhand Copper Project in Madhya Pradesh

2627. SHRI RANABAHADUR SINGH: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether steps have been taken by Government for a contract with a U.S.S.R. Organisation for preparation of feasibility study for Mining Operation in the Malanjkhand Copper Project in Madhya Pradesh and for setting up a concentration plant; and

(b) if so, the broad outlines thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUKHDEV PRASAD): (a) and (b). Negotiations with the concerned U.S.S.R. Organisations are in progress for finalising the scope and terms of the feasibility study to be prepared by them for Mining Operations and for setting up of a concentrator plant at Malanjkhand. An Indian team recently visited U.S.S.R. for detailed discussions on this subject.

East African British Passport Holders of Indian origin Locked up in Delhi Jails

2628. SHRI RAJDEO SINGH: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether 105 out of 109 East African British Passport Holders of Indian origin are locked up in Delhi jails on the charge of criminal trespass for want of sureties because there is none in this country related to them;

(b) whether all of them are students and wanted to fly to London as they are British Passport holders; and

(c) the reasons why this treatment is meted out to them instead of correcting and completing their travel documents and providing other facilities to them to proceed to London?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SURENDER PAL SINGH):

(a) No, Sir. All the 107 U.K. passport holders, earlier released on bail, were acquitted by the court on 3rd August, 1973.

(b) The passport holders comprised businessmen, house-wives, students and youth. On their return from Bangkok to Delhi on tickets Delhi-Bangkok-Delhi, they insisted they should be flown to London by the Pan American aircraft which had brought them to Delhi.

(c) Since none of the U.K. passport-holders had either proper documentation to enter U.K. or held tickets to travel to London, the Airline expressed its inability to comply with their request. The U.K. passport-holders refused to disembark from the aircraft, thus preventing the aircraft from continuing its flight and thereby causing hardship to passengers travelling by that aircraft and dislocation in the smooth functioning of the airport. After all efforts to persuade them voluntarily to leave the aircraft had failed, they were removed from the aircraft.

Fifth Plan Proposals for Stepping up Production in Automobile Industry

2629. SHRI H. N. MUKHERJEE: Will the Minister of HEAVY INDUSTRY be pleased to state:

(a) whether the Fifth Plan proposals for stepping up production in the automobile industry have been finalised; and

(b) if so, the main features thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF HEAVY INDUSTRY (SHRI SIDDHESHWAR PRASAD):

(a) Not yet Sir.

(b) Does not arise.

Formulation of Schemes for increasing Production in the Indian Copper Complex at Ghatsila (Bihar)

2630. SHRI M. S. PURTY: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether the Hindustan Copper Limited has formulated a number of schemes for increasing production in mines at the Indian Copper Complex at Ghatsila (Bihar); and

(b) if so, the main features thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUKHDEV PRASAD): (a) Yes, Sir.

(b) The expansion schemes include the following:—

(i) A scheme for increasing the rate of production of copper ore at Surda Mine is under the consideration of the Government.

(ii) A new Concentrator Plant for treating 2000 tonnes of copper ore per day is being set up at the Mosaboni Mine.

(iii) The production expected to be ready by April, 1974.

(iv) The production of copper ore at Pathargora Mine is being increased from the present rate of 200 tonnes per day to 600 tonnes per day over a period of 2 years.

(v) The mining methods at the Mosaboni mines are being improved for achieving higher output.

Workers Participation in Management in public Sector Industries

2631. SHRI MUKHTIAR SINGH MALIK: Will the Minister of LABOUR AND REHABILITATION be pleased to state:

(a) the names of Public Sector Industries which have implemented the scheme of workers participation in the management of industries;

(b) the names of public sector industries which have not implemented the schemes so far; and

(c) the reasons therefor and when the same would be done? A

THE DEPUTY MINISTER IN THE MINISTRY OF LABOUR AND REHABILITATION (SHRI G. VENKATSWAMY): (a) to (c). Government have decided to introduce a scheme for the appointment of workers' representatives on the Board of Management of a few public sector undertakings on a trial basis. In the first instance, a worker-Director has been appointed in the Hindustan Antibiotics Ltd., Pimpri.

Proposal for Tractor Factory in Rajasthan

2632. SHRI NAWAL KISHORE SHARMA: Will the Minister of

HEAVY INDUSTRY be pleased to state:

(a) whether there is any proposal under the consideration of Government to set up a factory to manufacture tractors and other component parts in Rajasthan in the near future;

(b) if so, the location of the factory; and

(c) the time by which the factory is expected to be set up and start production?

THE DEPUTY MINISTER IN THE MINISTRY OF HEAVY INDUSTRY (SHRI SIDDHESHWAR PRASAD): (a) to (c). A letter of intent was given to Rajasthan State Agro-Industries Corporation on 10-11-1970 for setting up capacity for manufacture of tractors (5,000 nos. per annum) at Jodhpur. It has expired on 15-7-1973 after two extensions.

Expansion Plans of TISCO and other Private Sector Steel Plants

2633. PROF. MADHU DANDAVATE: Will the Minister of **STEEL AND MINES** be pleased to state:

(a) whether TISCO plan for expansion of capacity from 2 million tonnes to 4.5 million tonnes has been approved;

(b) if so, the reasons therefor;

(c) whether similar plans submitted by other steel plants in private sector have been considered; and

(d) if not, why not?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUBODH HANSDA): (a) The preparation of feasibility study on the possible expansion has been approved. This study is yet to be completed.

(b) Does not arise.

(c) No similar plan has been submitted by Indian Iron and Steel Company Limited who own the only other integrated steel plant in the private sector and whose management is now with Government.

(d) Does not arise.

Portuguese Atrocities in Mozambique

2634. SHRI H. N. MUKHERJEE:
SHRI BIRENDRA SINGH
RAO:

Will the Minister of **EXTERNAL AFFAIRS** be pleased to state whether Indian has made to the world her detestation of the recent Portuguese atrocities in Mozambique?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SURENDRA PAL SINGH): Yes, Sir. An official spokesman of Government on 13th July, condemned the shocking and barbarous slaughter perpetrated by the Portuguese Army on over 400 civilians, men, women and children in Mozambique in the course of their policy of brutal suppression of the freedom movement.

Representatives of non-aligned countries at the United Nations, including India, met on 26th July, 1973 and in a press statement recorded their horror and indignation at the genocidal crimes committed by Portuguese military units and by the troops of the illegal Smith regime in brutally massacring thousands of civilians in Mozambique and condemned them as crimes against humanity

Quantity of Coal and Coke supplied to Gujarat

2635. SHRI D. D. DESAI: Will the Minister of **STEEL AND MINES** be pleased to state the quantity of

coal and coke supplied to Gujarat monthwise, in 1973?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUBODH HANSDA) The information is being collected and will be laid on the Table of the House

Representation to PRG of South Vietnam and Prince Sihanouk's Government in Exile at non-aligned Nations' Conference in Algiers

2636 SHRI C K CHANDRAPAN Will the Minister of EXTERNAL AFFAIRS be pleased to state

(a) whether the representatives of the Provisional Revolutionary Government of South Vietnam and Prince Sihanouk's Government in exile are invited to attend the Summit Conference of Non-aligned Nations in Algiers in September, and

(b) if so, the facts of the matter?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SURENDRA PAL SINGH) (a) The normal practice in non-aligned conferences is for the host Government to issue invitations to a meeting following established criteria and procedures. For the forthcoming Conference, Algeria is issuing the invitations. We have no official information as to whether Algeria has invited the delegations in question.

(b) The meeting of the Foreign Ministers of Non-aligned countries held in Georgetown (Guyana) in August, 1972, took the following decisions regarding the participation of the Provisional Revolutionary Government of South Vietnam as full member of the Non-aligned Group and the representation of Cambodia in the same meeting.

PRG Having participated as Observer in the Lusaka Summit, the PRG of South Vietnam sought participation in all activities of the Non-aligned Group henceforth as a full member. After an extended debate, the Chairman announced the consensus as being in favour of acceding to the request of the PRG of South

Vietnam to participation as a member in the Conference and for forwarding to the next Summit its application for full membership.

Cambodia Cambodia's seat at Lusaka had remained vacant since no decision could be reached as to which Government should occupy it. However, at the Georgetown Conference, a decision was taken in favour of inviting the delegation of Prince Sihanouk's Government of the National Union to occupy Cambodia's seat.

At the Kabul Preparatory Committee meeting of Non-Aligned countries in May 1973 both the PRG of South Vietnam and Cambodia (Prince Sihanouk's representative) attended as Observers as they are not members of the 17-Nation Preparatory Committee. The criterion for Observer status at Preparatory Committee meetings is that the country concerned should have attended a Ministerial/Summit meeting of Non-aligned countries as a Member.

Strike by Jute workers in West Bengal

2637 SHRI MOHAMMAD ISMAIL Will the Minister of LABOUR AND REHABILITATION be pleased to state

(a) whether the attention of Government has been drawn to the one day token strike of the 2,50,000 Jute workers in West Bengal on 15th June, 1973,

(b) if so, the causes of the strike, and

(c) the steps Government have taken to force the employers to concede the demands of the workers?

THE DEPUTY MINISTER IN THE MINISTRY OF LABOUR AND REHABILITATION (SHRI G VENKATSWAMY) (a) to (c) The matter falls essentially in the State sphere. According to the information made available by the Government of West Bengal, reasons for the one-day token strike were: (i) cut in dearness allowance for the quarter May-July 1973 on account

of the reported fall in the consumer price index number for the Calcutta area; (ii) alleged violation of the tripartite agreement of May 7, 1972 by the Indian Jute Mills Association and jute employers; (iii) retrenchment of Badli workers; (iv) alleged fall in the earnings of the workers following cut in production, re-scheduling of work and changes in working hours due to the power crisis, etc. The Minister of State for Labour Government of West Bengal held tripartite discussions with the parties on the eve of the token strike in an effort to avert the strike. The State Industrial Relations Machinery is seized of the matter and is looking into the workers' demands. The State Government has appointed an expert Committee to examine certain aspects of the Consumer Price Index number as per demand made by the Central Trade Union Organisations, and the Committee has started its work.

Gratuity Scheme in Coal Mines

2638. SHRI C. K. JAFFER SHARIEF: Will the Minister of LABOUR AND REHABILITATION be pleased to state the names of the coal mines which have recognised the gratuity scheme?

THE DEPUTY MINISTER IN THE MINISTRY OF LABOUR AND REHABILITATION (SHRI G. VENKATSWAMY): Under the Payment of Gratuity Act, 1972 which came into force with effect from the 16th September, 1972, it is obligatory for employers of all mines to pay gratuity to their employees. The question of the Gratuity Scheme being recognised by any of the coal mines does not, therefore, arise.

Setting up of Wagon Authority

2639. SHRI C. K. JAFFER SHARIEF: Will the Minister of HEAVY INDUSTRY be pleased to state:

(a) whether Government have decided to launch a new servicing

company for the various wagon manufacturing firms in the country known as Wagon Authority; and

(b) if so, the broad outlines of purpose to be served thereby?

THE DEPUTY MINISTER IN THE MINISTRY OF HEAVY INDUSTRY (SHRI SIDDHESHWAR PRASAD): (a) A decision to incorporate a Company, to provide comprehensive service to Wagon Manufacturing Units has been taken.

(b) It has been tentatively decided that such a Company, when formed, will have the following functions.—

- (i) to centrally negotiate the prices,
- (ii) to distribute the orders among the wagon builders *inter se*;
- (iii) to develop category specialisation among the Wagon Builders;
- (iv) to secure materials and components for the distribution among Wagon Builders;
- (v) to service export orders.
- (vi) to keep abreast of development and designs and techniques in the field of manufacture of wagons;

Report by the Joint Director of Mines Safety on Safety in Mines.

2640. SHRI N. K. SANGHI: Will the Minister of LABOUR AND REHABILITATION be pleased to state:

(a) whether the Joint Director of Mines Safety in his report has suggested immediate measures to be taken to ensure proper safety within the mines and improve the same in the mines which have been taken over recently;

(b) whether the measures have not been implemented and it is one

of the factors for less production; and

(c) if so, the reasons for not implementing the safety measures quickly and the steps proposed to be taken for their early implementation?

THE DEPUTY MINISTER IN THE MINISTRY OF LABOUR AND REHABILITATION (SHRI G. VENKATSWAMY): (a) to (c). There are as many as 30 Joint Directors of Mines Safety under the Directorate General of Mines Safety. Information is being collected in respect of the whole Organisation in consultation with other Departments concerned.

Supply of Good Quality coal to Delhi

2641. SHRI D. B. CHANDRA GOWDA:
SHRI G. Y. KRISHNAN:

Will the Minister of STEEL AND MINES be pleased to state:

(a) whether the coal being supplied to the Capital is not of a good quality for the last three-four months; and

(b) if so, the steps Government have taken to supply good quality coal to the Capital?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUBODH HANSDA): (a) No, Sir.

(b) Does not arise.

Licences issued for Electric Furnace Steel Plants during the last three Years

2642. SHRI D. B. CHANDRA GOWDA: Will the Minister of STEEL AND MINES be pleased to state:

(a) the names of the parties to whom licences have been issued for electric furnace steel plant in the country during the last three years; and

(b) the number and names of these licensees who have put up the plants and how many licensees have failed to do so and the reasons thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUBODH HANSDA): The requisite information is given in the following Table:

Units for which COB/*Industrial Licences have been issued since February, 1970 for the manufacture of mild steel in its billets

Sl. No.	Name of Undertaking	Location
1.	Rathi Alloys and Steel Limited, New Delhi.	Ghaziabad (U.P.)
2.	The Tata Iron and Steel Company Limited, Bombay	Adityapur (Bihar)
3.	Vardhman Spinning and General Mills Ltd., Ludhiana	Faridabad (Haryana)
4.	Electrosteel Castings Limited, Calcutta	Ghaziabad (U.P.)
5.	Bhoruka Steel Limited, Bangalore	Bangalore (Mysore State)
6.	Andhra Steel Corporation Limited Calcutta	Bangalore (Mysore State)
7.	Motilal Padampat Sugar Mills Company Private Limited, Kanpur	Kanpur (U.P.)
8.	Modi Industries Limited, Modinagar	Modinagar (U.P.)

Not yet in production

9.	†The Punjab Concast Steels Ltd., Ludhiana	Ludhiana (Punjab)
10.	†Steel Complex Limited, Feroke, Kerala	Feroke (Kerala)
11.	†Usa Alloys and Steel Limited, Calcutta	Adityapur (Bihar)

*The statement does not include Letters of Intent issued to various parties but only the Licences issued from February, 1970.

†These parties are taking steps for expediting implementation of the schemes.

भारतीय प्रति रक्षा संस्थानों में अर्धनिक
कर्मचारियों की पुनियम

2643. श्री हुकम चन्द कछवाय :
श्री आर० बी० बड़े :

क्या रक्षा मंत्री यह बताने की कृपा करेंगे
कि

(क) इस समय भारतीय प्रति रक्षा
संस्थानों में अर्धनिक भारतीय स्तर पर अर्ध-
निक कर्मचारियों की कुल कितनी यूनियने काम
कर रही है, और

(ख) सरकारी आकड़ों के आधार पर
इस समय उनकी सदस्य संख्या क्या है ?

रक्षा मंत्रालय में उपमन्त्री (श्री जे० बी०
पटनायक) (क) और (ख) सूचना एवम
की जा रही है और सदन में पटल पर रख दी
जायेगी ।

**Proposal to shelve plans for Vijaya-
nagar Steel Plant and Kudremukh
Iron Ore Project in Mysore**

2644 SHRI BANAMALI PATNAIK
SHRI S A MURGANA-
NIHAM

Will the Minister of STEEL AND
MINES be pleased to state

(a) whether it is proposed to shelve
plans for the Vijayanagar Steel Plant
and the Kudremukh Iron Ore Pro-
ject in Mysore,

(b) whether the Mysore Govern-
ment have expressed its concern over
the same, and

(c) if so, the reaction of Govern-
ment thereto and the action proposed
to be taken in the matter?

THE DEPUTY MINISTER IN THE
MINISTRY OF STEEL AND MINES
(SHRI SUBODH HANSDA). (a)
There is no proposal to shelve the
plans for the Vijayanagar Steel Plant

or of the Kudremukh Iron Ore Pro-
ject.

(b) No, Sir

(c) Does not arise

**Demand of Gujarat State for Hard
Coke and Steam Coal during 1973-74**

2645 SHRI VEKARIA Will the
Minister of STEEL AND MINES be
pleased to state

(a) whether Government have re-
ceived the demands from the States
for hard coke and steam coal for the
year 1973-74, and

(b) what is the demand of Gujarat
State?

THE DEPUTY MINISTER IN THE
MINISTRY OF STEEL AND MINES
(SHRI SUBODH HANSDA) (a) Till
4th August, 1973, the Coal Controller
had received hard coke demands from
only fifteen States

(b) The estimated demand from in-
dustries sponsored by the State Gov-
ernment is 1,000 wagons per month
hard coke 3,000 wagons per month
steam coal and 1,200 wagons per
month of slack coal

छम्ब के शरणार्थियों का पुनर्वास

2646 डा० लक्ष्मी नारायण पांडेय :
क्या अस्म और पुनर्वास मंत्री यह बताने की
कृपा करेंगे कि

(क) छम्ब शरणार्थियों में से कितने
शरणार्थियों को अब तक बसाया जा चुका है
और कितने शरणार्थियों को अभी बसाया जाना
बाकी है ,

(ख) क्या विस्थापितों का एक प्रति-
निधि मंडल हाल में दिल्ली आया था
और उसने कोई ज्ञापन प्रस्तुत किया था ,
और

(घ) यदि हां, तो इस पर सरकार की क्या प्रतिक्रिया है ?

अस और पुनर्वासि मंत्रालय में उपमंत्री (श्री श्री० बेंकटस्वामी) :- (क) छम्ब क्षेत्र के सभी 18, 422 विस्थापित व्यक्ति अभी भी जम्मू तथा काश्मीर में किशनपुर मनबल शिविरों में रह रहे हैं जहां उन्हें आवश्यक राहत सुविधायें दी जा रही है। जहां तक उनके पुनर्वास का सम्बन्ध है भारत सरकार ने इन विस्थापित व्यक्तियों के प्रभावी तथा शीघ्र पुनर्वास को सुनिश्चित करने के ध्येय से एक समुक्त बल की नियुक्ति की है और उनकी रिपोर्ट अगस्त, 1973 के अन्त तक प्राप्त होने की आशा है।

(ख) और (ग). हाल में छम्ब क्षेत्र के विस्थापित व्यक्तियों का कोई प्रतिनिधि मंडल दिल्ली नहीं आया।

कोयला तथा बिजुत की कमी के कारण रक्षा उपकरणों में रक्षा उत्पादन में कमी

2647. श्री डा० लक्ष्मी नारायण पांडेय : क्या रक्षा मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या वर्ष 1972-73 के दौरान कोयला एवं बिजुत के अभाव में सरकारी उपक्रम में रक्षा उत्पादन कुछ कम हुआ है;

(ख) यदि हां, तो कुल उत्पादन का कितना प्रतिशत उत्पादन कम हुआ है; और

(ग) इस प्रकार के व्यवधानों में उत्पादन को प्रभाव मुक्त करने के लिये क्या कार्यवाही करने का प्रस्ताव है ?

रक्षा मंत्रालय (रक्षा उत्पादन) में राज्य मंत्री (श्री बिजुत चरण शुक्ल) (क) से (ग). 1972-73 के दौरान रक्षा उत्पादन में इस कारण से नाम मात्र कमी

आई है। उपयुक्त मामलों में, रक्षा उत्पादन यूनिटों में बिजली की पूर्ति के लिए विशेष ध्यान देने का प्रश्न सम्बन्धित राज्य सरकार के साथ उठाया गया था, और इसके परिणामस्वरूप स्थिति में कुछ सुधार आया है।

Visit of Defence Minister to Moscow

2648. PROF. MADHU DANDA-VATE:
DR. H. P. SHARMA.

Will the Minister of DEFENCE be pleased to state:

(a) whether during the recent visit of the Defence Minister to Moscow, he had any discussion with the Soviet Government on the workings of the Indo-Soviet Treaty; and

(b) if so, the details thereof?

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

(b) Does not arise.

Recommendation by Third Conference on safety in Mines regarding Rehabilitation of families residing near Mines

2649. PROF. MADHU DANDA-VATE:
DR H P. SHARMA:

Will the Minister of LABOUR AND REHABILITATION be pleased to state:

(a) whether the Third Conference on Safety in Mines held at Calcutta has recommended that suitable legislation should be enacted to rehabilitate the families residing near the mines and to prohibit or regulate construction of new buildings in mining areas without Government's permission;

(b) whether the Conference has also recommended the setting up of mines mechanisation training institutes in major mining areas; and

(c) if so, the reaction of Government to these recommendations?

THE DEPUTY MINISTER IN THE MINISTRY OF LABOUR AND REHABILITATION (SHRI G. VENKATSWAMY): (a) The Third Conference on Safety in Mines has recommended that:—

(i) Suitable legislation should be made for ensuring safety and rehabilitation of persons residing on the surface of underground workings which are unsafe, or likely to become unsafe.

(ii) These should be a suitable legislation prohibiting/regulating new constructions in mining areas without permission from a competent authority

(b) Yes.

(c) The recommendations are receiving Government's attention.

Dismissal of the person incharge of the work of U.N.I., Agency in Bombay

2650. PROF MADHU DANDAVATE Will the Minister of LABOUR AND REHABILITATION be pleased to state

(a) whether a person in charge of the work of U.N.I., agency in Bombay was given a dismissal order by the Management, and, if so, the grounds of the action by the U.N.I. Management;

(b) whether there was any agitation by U.N.I. staff at different Centres against the action by the Management; and

(c) if so, the reaction of the U.N.I. Management thereto?

THE DEPUTY MINISTER IN THE MINISTRY OF LABOUR AND REHABILITATION (SHRI G. VENKATSWAMY): (a) to (c). Presumably reference is to the termination of services of Shri Bhaskar, Chief of U.N.I. Bureau, Bombay. Employees of the U.N.I. at New Delhi and Bombay resorted to strike on July 11, 1973 in protest against the termination of Shri Bhaskar's services by the management. The strike was, however, called off from July 17, 1973 following an amicable settlement between the parties and work was resumed at New Delhi and Bombay.

Development, modernisation and expansion of coking and non-coking coal mines envisaged in Fifth Five-Year Plan

2651 SHRI PRABHUDAS PATEL Will the Minister of STEEL AND MINES be pleased to state:

(a) whether massive investment has been envisaged in the Fifth Plan for the development, modernisation and expansion of both coking and non-coking coal mines,

(b) if so, the total investment proposed and the broad outlines of the proposed schemes, and

(c) whether the Planning Commission has approved the schemes?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUBODH HANSDA): (a) and (b) Yes, Sir The total outlay proposed in the Fifth Five-Year Plan both for coking coal and non-coking coal is of the order of 1.01713 crores. The broad outlines are as follows:

Organisation	Total outlay in the Fifth Five Year Plan
	(in Rupees crores)
I. Coal Mines Authority	
(i) National Coal Development Corporation Mines	299.29
(ii) Other mines	125.00

1	2	3
2. Singareni Collieries Company Limited	.	56.79
3. Low Temperature Carbonisation Plants		
(i) Singareni (Andhra Pradesh)	.	8.00
(ii) West Bengal	.	14.00
(iii) Madhya Pradesh	.	14.00
4. Explosive Plant	.	6.05
5. Prospecting and Drilling		75.00
6. Sand gathering		30.00
7. Advance action for 6th Plan		150.00
8. Captive Power Station (100 M.W.) Raniganj	.	20.00
9. Bharat Coking Coal Limited:		
I. Continuing requirement :		
I. Continuing Programmes :		
(i) Maintenance-coal production replacement expenditure	.	26.40
(ii) Reorganisation of existing washeries	.	1.34
(iii) Welfare and Workers' Housing, Roads, Hospitals, etc.	.	10.00
(iv) Reconstruction and Rationalisation:		
(a) Coal Production Rationalisation	.	4.78
(b) Reconstruction	.	38.34
(c) Coke Plant	.	1.50
II. New Schemes		
(i) Coal production	.	53.24
(ii) Washeries	.	61.30
(iii) Sand gathering and transportation	.	23.00
Total	.	1,017.13 Crores
(c) No, sir.		

Indo-USSR, talks in Moscow for Indian Industrial Development

2652. SHRI PRABHUDAS PATEL:
SHRI R. V. SWAMINATHAN:

Will the Minister of HEAVY INDUSTRY be pleased to state:

(a) whether talks between India and U.S.S.R. were held in Moscow in July, 1973 to discuss the industrial development in India; and

(b) whether any agreement has been reached and if so, the salient features thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF HEAVY INDUSTRY (SHRI SIDDHESHWAR PRASAD):

(a) and (b) Yes, Sir An Indian Delegation which visited the USSR in July, 1973, at the invitation of the State Committee for Foreign Economic Relations, Government of USSR, held discussions with different agencies and officials in that country. The discussions, *inter alia* covered the following aspects of cooperation in the field of heavy industry: -

(i) In the matter of supply of completing parts required by the Heavy Machine Building Unit of the Heavy Engineering Corporation, Ranchi, the Soviet Authorities agreed to deliver 1200 tonnes by December, 1973 and the remaining 1800 tonnes by March, 1974. This will help H.E.C. in achieving an additional production of the order or over 1400 tonnes.

(ii) The Soviet Authorities agreed in principle to using Indian equipment and services in the setting up of steel or other plants with Soviet assistance in third countries provided agreements could be reached among the three countries involved about the items identified for supply by India, delivery schedules and terms of payment

Visit of Red Cross to POWs Camps

2653. SHRI PRABHUDAS PATEL:
SHRI P. G. MAVALANKAR:

Will the Minister of DEFENCE be pleased to state:

(a) whether India invited Red Cross to visit Prisoners of War Camps where firing took place,

(b) if so, whether Pakistan protested to the firing on these camps; and

(c) the facts of the incidents?

THE MINISTER OF DEFENCE (SHRI JAGJIVAN RAM): (a) to (c) In 18 cases, 3 of mass insubordination and 15 of attempts to escape, firing had to be resorted to prevent escape and to restore order. All these cases were reported to the International Committee of the Red Cross. Pakistan protested in cases where casualties took place.

बालाघाट जिले के सखेंद्र खण्ड में 'बालाघाट' नौ
संघर्ष भारत रूस सम्बन्धी

2654. श्री गण बहादुर सिंह : या
इत्याद और खान मंत्री यह बताने की कृपा
करेंगे कि :

(क) क्या बालाघाट जिले के सखेंद्र
खण्ड में ताबा खानों की स्थापना संबंधी
समझौता भारत एवं रूस के बीच हुआ है, और

(ख) यदि हा, तो उसकी मुख्य बातें
क्या हैं ?

इत्याद और खान मंत्रालय में उप
संघर्ष (श्री सुखदेव प्रसाद) (क) और
(ख). प्रश्न का संकेत सम्भवतः बालाघाट
जिले के मालजखण्ड क्षेत्र की ओर है ।
17-2-73 को सरकारी स्तर पर भारत-
रूस आयोग की पहली बैठक में हुए अधि-
कारिक समझौते के अन्तर्गत मध्य प्रदेश

के बालाघाट जिले के मालजखण्ड में ताबा
निर्माण पर आधारित खान और सांद्रक
सयंत्र के डिजाइन व निर्माण कार्य में सहयोग
की व्यवस्था थी । यह स्वीकार किया गया
था कि रूस द्वारा भारतीय विशेषज्ञों के पूर्ण
सहयोग से तैयार की जाने वाली तकनीकी
और आर्थिक रिपोर्ट में सयंत्र की क्षमता
और महायता की अवधि विनिर्दिष्ट की
जाएगी । इस बात पर भी सहमति प्रकट
की गई थी कि तकनीकी और आर्थिक रिपोर्टें
तैयार करने हेतु कोई सन्तोषजनक करार
करने के लिए मामले पर और आगे विचार-
विमर्श किया जाएगा ।

रूस द्वारा तैयार की जाने वाली रिपोर्टें
के कार्यक्षेत्र और शर्तों को अन्तिम रूप देने
के लिए समझौता वार्ताएं जारी हैं ।

UN Membership for Bangladesh

2655 SHRI BHOGENDRA JHA.
Will the Minister of EXTERNAL
AFFAIRS be pleased to state:

(a) the latest position with regard
to the granting of UN membership
to Bangladesh; and

(b) what are the hurdles in the
way and the steps being taken by
India to overcome the same?

THE MINISTER OF STATE IN
THE MINISTRY OF EXTERNAL
AFFAIRS (SHRI SURENDRA PAL
SINGH): (a) Because of Chinese veto
the Security Council could not re-
commend Bangladesh's admission to
the UN General Assembly. In con-
sidering the Security Council's report
the UN General Assembly, in Nov-
ember, 1972, adopted without vote
two resolutions, one of which en-
dorsed the eligibility of Bangladesh
for admission to the UN and expres-
sed the desire that it be admitted at
an early date.

There have not been any further
developments and the latest position

with regard to the UN membership of Bangladesh remains as above

(b) While an overwhelming number of UN Member States have accorded recognition to Bangladesh, admission would first require the recommendation of the Security Council. As far as is known, there has been no change in the position of China which continues to oppose the admission of Bangladesh in the UN. India has consistently taken the stand that Bangladesh fulfils all conditions for entry into the UN and has supported its admission both in the Security Council and General Assembly. India will continue to work for this objective in the UN.

Amalgamation of Steel Board with S.A.I.L.

2656 SHRI BHOGENDRA JHA: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether the Steel Board is being amalgamated with the Steel Authority of India Limited and if so, the implications thereof; and

(b) whether the S.A.I.L., will look after only the Public Sector Steel Mills or the Private Sector Steel Mills also?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUBODH HANSDA): (a) There is no Steel Board and so the question of its amalgamation with the Steel Authority of India Limited does not arise

(b) The Public Sector Steel Companies, viz., Hindustan Steel Limited, Bokaro Steel Limited, and Salem Steel Limited, have already been made fully owned subsidiary Companies of the Steel Authority of India

Limited. In future all Steel Plants in the public sector will be set up as Subsidiaries of the Steel Authorities of India Limited.

In so far as steel mills in the private sector are concerned, the shares presently held by Government in IISCO have been transferred to the Steel Authority of India Limited. Further, to ensure that the operations, plans and development, of the private sector companies in the field of Iron and Steel are conducted in accordance with the National Plan, the Steel Authority of India Limited, will act as a nominee of the public financial institutions, namely, LIC, UII, IDBI, ICIC, IFC, nationalised banks, nationalised General Insurance Companies, etc., in respect of shares held by them in the private sector Steel Mills. Any right of the financial institutions to nominate Directors on the basis of share holdings in these Companies will be exercised by Steel Authority of India Limited in consultation with the institutions.

Production of Steel in Five Major Steel Plants during January-June, 1973

2657 SHRI VIJAYANATH PRATAP SINGH:

SHRI ROBIN SEN:

Will the Minister of STEEL AND MINES be pleased to state.

(a) the expected and actual production of steel in the five major steel plants in the country Bhilai, Rourkela, Durgapur, TISCO and ISCO during the period January—June, 1973; and

(b) the reasons for the shortfall in production?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUBODH HANSDA): (a) and (b). The following table shows pro-

duction of saleable steel both target ed and actual:

(In thousand tonnes)

	January, 73-March, 73		April, 73-June, 1973	
	Target	Production	Target	Production
Bhilai	467	472	393	370
Durgapur	207	155	194	90
Rourkela	237	229	214	161
TISCO	357	395	349	257
IISCO	159	89	100	82
TOTAL	1,427	1,340	1,250	960

It will be seen from the above table that during the period January-March, 1973, production in Bhilai and TISCO exceeded the target while production in Rourkela was satisfactory. Production in Durgapur during the period was affected by equipment troubles, operational problems and disturbed industrial relations, while the production in IISCO was affected by equipment troubles and power cuts and interruptions.

Production of saleable steel in the first quarter of this year in the main steel plants has been considerably lower than the target for the period. It has been adversely affected principally by acute power shortage which resulted in severe curtailment of the operation of the coking coal mines and the coal washeries which, in turn, affected the availability of adequate supplies of coal to the steel plants. The inadequate supply of coal affected the availability of coke oven gas for rolling. Power shortage also directly affected the rolling of steel in all the plants except Bhilai

Threatened closure of Bhavnagar Factories due to non-supply of Coke and Pig Iron

2658. SHRI P. M. MEHTA: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether many factories in Bhavnagar District face closure due to non-supply of the coke and pig iron;

(b) whether the foundaries were the worst-hit because they are dependent on hard coke and pig iron;

(c) if so, what steps were taken by Union Government to avert the threatened closure; and

(d) whether pig iron will be regularly supplied to these units in future?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUBODH HANSDA): (a) to (d). The present shortage is a temporary phenomenon which has arisen mainly due to power shortage and

transport difficulties. The situation is expected to improve shortly. To tide over the present situation of shortage, a formula of despatches prorated to capacities has already been evolved by the major producers. As for the steps taken to ensure equitable distribution of available supplies of pig iron to foundries all over the country, Iron and Steel Controller in consultation with Hindustan Steel Limited has chalked out foundry-wise entitlement despatch programme. In this matter, special consideration has been shown to Gujarat foundries and additional quantities have been programmed for supply to Gujarat Small Scale Industries Corporation.

Engineering Units of Gujarat hit by shortage of Pig Iron

2659. SHRI P. M. MEHTA: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether Engineering units have been hit by pig iron shortage in the State of Gujarat, if so, the reasons for shortage of pig iron;

(b) whether the small-scale engineering units of Gujarat went on strike on 3rd July, 1973 against the dwindling supplies of pig iron to the State; and

(c) if so, what steps Union Government have taken to help the State in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUBODH HANSDA): (a) and (b). It is understood that some units in that State have suffered for want of pig iron, mainly due to inadequate availability of wagons and that some units in Ahmedabad city went on strike in this connection.

(c) In the context of the present temporary shortage of pig iron, a formula of despatches pro-rate to capacities has been evolved. Additional quantities have been programmed for supply to Gujarat Small Scale Industries Corporation. At the request of

the State Government, the entire quantity meant for supply to small foundries in Gujarat State is being despatched to the State SSI Corporation in rake loads, so that foundries which cannot be served direct from the Plants due to shortage of loose wagons can also get their entitlement. The overall availability of pig iron has already shown improvement and in June and July, 1973, the supplies have been about 64,000 tonnes per month as against the monthly average despatches of about 63,000 tonnes in 1972-73.

Visit of Central Experts to Bhavnagar for setting up of Machine Tools factory

2660. SHRI P. M. MEHTA: Will the Minister of HEAVY INDUSTRY be pleased to state:

(a) whether a team of experts of Central Government had recently visited Bhavnagar to study the setting up of a machine tools factory;

(b) if so, when the final decision for setting up the factory is likely to be taken; and

(c) whether State Government had also asked for the same?

THE DEPUTY MINISTER IN THE MINISTRY OF HEAVY INDUSTRY (SHRI SIDDHESHWAR PRASAD): (a) No, Sir.

(b) Does not arise.

(c) The State Government has not asked for visit of experts though Government of India has been frequently reminded by the State Government about final decision on this project.

Working Hours for Industrial Labour

2661. SHRI P. M. MEHTA: Will the Minister of LABOUR AND REHABILITATION be pleased to state:

(a) whether Gujarat Government have decided to bring on par the hours of work of the Industrial La-

bour in the State with those of their counterparts in the neighbouring Maharashtra State;

(b) whether the demand for 42-hour week instead of the existing 48-hour week has been made by all labour unions in the country;

(c) if so, the other States which have reduced the working hours; and

(d) whether any directive has been issued by the Union Government to the State Governments in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF LABOUR AND REHABILITATION (SHRI G. VENKATSWAMI). (a) The hours of work of the workers covered by the Factories Act 1948 in the State of Gujarat are at par with those of the neighbouring State of Maharashtra i.e. 48 hours a week.

(b) No.

(c) As per available information none of the States has reduced the working hours under the Factories Act, 1948.

(d) No.

Reservation of Posts for Ex-servicemen in Public Undertakings

2662. PROF. NARAIN CHAND PARASHAR: Will the Minister of DEFENCE be pleased to state:

(a) whether the reservation for ex-Servicemen is also available in the various Public Undertakings set up by the Government of India; and

(b) if so, a brief review of the resettlement made during the financial year 1972-73?

THE DEPUTY MINISTER IN THE MINISTRY OF DEFENCE (SHRI J. B. PATNAIK): (a) In accordance with the directive issued by the Bureau to Public Enterprises, 17-1/2 per cent posts in Class III and 27-1/2 per cent posts in Class IV have been reserv-

ed for ex-servicemen in 94 public sector undertakings under the Government of India.

(b) Upto 31st of December 1972, 1290 ex-servicemen were resettled.

Employment provided to ex-Servicemen by Directorate of re-settlement

2663. PROF. NARAIN CHAND PARASHAR: Will the Minister of DEFENCE be pleased to state:

(a) the number of ex-Servicemen who have been provided employment by the Directorate of Re-settlement during the 1st quarter of the current financial year; and

(b) the comparative figures for the similar period in 1972?

THE MINISTER OF DEFENCE (SHRI JAGJIVAN RAM). (a) During the first quarter of the current financial year 348 ex-service personnel have been provided employment through the efforts of the Directorate General of Resettlement.

(b) The comparative figure for the similar period in 1972 is 173.

Jeeps released by Defence Department

2664. PROF. NARAIN CHAND PARASHAR: Will the Minister of DEFENCE be pleased to state:

(a) the number of Jeeps from Government quota released by the Defence Department during 1972-73;

(b) the categories of persons who are eligible to purchase these Jeeps; and

(c) the terms and conditions as well as the procedure for the purchase of these Jeeps?

THE MINISTER OF DEFENCE (SHRI JAGJIVAN RAM): (a) and (b). There is no Government quota of jeeps to be released by the Defence Ministry. Under the extant

rules, apart from certain categories of institutions, each Member of Parliament, State Legislatures and Metropolitan Council, Delhi, can, during his tenure as a Legislator, purchase a jeep or a motor-cycle from Defence discarded stocks. Facilities also exist for the release of a discarded vehicle to an ex-servicemen or his widow once in his/her life.

The number of jeeps released to the aforesaid categories of personnel during the financial year 1972-73 is 301-112 for Legislators and 189 for ex-servicemen or their widows.

(c) Terms and conditions of sale of surplus Defence Vehicles and the procedure for making applications therefor are broadly as under:—

Terms and Conditions

- (i) Not more than one jeep/motor cycle is released to a Legislator during his tenure as a Legislator.
- (ii) An ex-Serviceman or his widow can purchase a discarded vehicle only once in his/her life time
- (iii) The buyer has to give an undertaking in writing that the jeep purchased by him will not be re-sold within a period of 3 years from the date of its purchase
- (iv) The vehicle is released at a predetermined price on "as is where is" basis
- (v) Vehicles are, however, available for visual inspection only.

Procedure

The Members of Parliament can apply direct to the Defence Ministry in the matter, whereas applications from the Members of State Legislatures are required to be submitted through the respective State Legislative Departments. On receipt of an application from a Legislator for allotment of a jeep/motor cycle, a let-

ter of authority offering him a jeep/motor cycle from a Vehicle/Ordinance Depot, which is nearest to his place of residence or as specified by the Legislator, is issued to him by the Ministry of Defence with the request to contact the Commandant of the Depot. After a vehicle is selected by the Legislator, a Military Receivable Order containing the particulars of the vehicle selected and its price is given to him by the Commandant of the Depot. He has to deposit the money indicated in the M.R.O. in a Government Treasury and obtain a receipt thereof. On production of this receipt to the Depot, the vehicle will be released.

Ex-servicemen or their widows have to apply on a prescribed form to Army Headquarters (MGO's Branch), through the District Soldiers' Sailors' and Airmen's Board/State Soldiers' Sailors' and Airmen's Board. On receipt, these applications are registered with the Army Headquarters. Release Orders are issued by Army Headquarters strictly in accordance with the priority based on the date of receipt of the application. The rest of the procedure followed in the case of ex-servicemen and their widows is the same as followed in the case of Legislator

Proposed Steel Plants in Visakhapatnam, Hospet and Salem

2665. SHRI P NARASIMHA REDDY: Will the Minister of STEEL AND MINES be pleased to state—

(a) the broad details of the product-mix, production capacity and process under consideration based on which the Public Investment Bureau is expected to take an investment decision with regard to the proposed steel plants in Visakhapatnam, Hospet and Salem; and

(b) whether a decision in the matter will be taken by Central Government soon?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUBODH HANSDA): (a) According to the investment decision already taken by Government, Salem Steel Plant is to be designed for an annual production of 195,000 tonnes of stainless, electrical and other special steel sheets and strip products. Stainless steel is proposed to be made in electric arc furnaces using steel scrap as raw material. Hot metal produced through smelting of iron ore would be refined in Basic Oxygen furnaces for production of electrical and other special steels.

A capacity of about three million ingot tonnes has been proposed in respect of each of the steel plants at Visakhapatnam and Vijayanagar; but a final decision as regards capacity and product-mix is yet to be taken. These plants would be designed for production of hot metal by the conventional blast furnace route and production of steel in basic oxygen furnaces.

(b) Investment decisions on the Visakhapatnam and Vijayanagar Steel Projects are expected to be taken shortly.

Deferment of Godavari Diversion Scheme to ensure Water Supply to the proposed Steel Plant

2666. SHRI P. NARASIMHA REDDY: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether the Central Government have decided to defer the execution of the Godavari Diversion Scheme to ensure sufficient water supply to the proposed steel plant;

(b) if so, the reasons therefor; and

(c) at what stage this project would be taken up so that the prospects of early establishment of the Steel Plant may not be affected?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUBODH HANSDA): (a) No, Sir.

(b) Does not arise.

(c) It is proposed to take up the preliminary work on the Godavari Diversion Scheme after an investment decision is taken on the Visakhapatnam Steel Project and the advice of the Consultants is obtained on the phasing of execution of the Water Supply Scheme.

Additional Employment and Production Estimated on the Introduction of Seven Day Week in Bombay Textile Industry

2667. SHRI P. NARASIMHA REDDY: Will the Minister of LABOUR AND REHABILITATION be pleased to state:

(a) whether a Seven-day working week has been adopted by the Management and Labour of Bombay Textile Industry;

(b) the additional employment and production estimated from this change over; and

(c) what steps are being taken to bring about this change in other industries on a National scale?

THE DEPUTY MINISTER IN THE MINISTRY OF LABOUR AND REHABILITATION (SHRI G. VENKATSWAMY): (a) and (b). Government have noted that an agreement to run textile mills for seven days has been signed between the mill owners and the Rashtriya Mill Mazdoor Sangh. It is difficult to assess precisely the additional employment and production that would result by the change over, though the State Government have been addressed on the subject.

(c) No decision has been taken so far on the subject.

Heavy Industrial Units not working to their full capacity and running at a Loss

2668. SHRI P. NARASIMHA REDDY: Will the Minister of HEAVY INDUSTRY be pleased to state:

(a) the number of Heavy Industrial Units still not producing to their full capacity and running at a loss; and

(b) the steps taken, Unit-wise, to remedy this situation?

THE DEPUTY MINISTER IN THE MINISTRY OF HEAVY INDUSTRY (SHRI SIDDHESHWAR PRASAD): (a) and (b). A statement is laid on the Table of the House. [Placed in Library. See No. LT-5366/73].

Third Conference on Safety in Mines

2669. DR. H. P. SHARMA:
SHRI R. N. SHARMA:

Will the Minister of LABOUR AND REHABILITATION be pleased to state:

(a) the suggestions and observations made at the Third Conference on Safety in Mines held in July, this year; and

(b) Government's reaction thereto?

THE DEPUTY MINISTER IN THE MINISTRY OF LABOUR AND REHABILITATION (SHRI G. VENKATSWAMY): (a) A statement containing the recommendations of the Third Conference on Safety in Mines is laid on the Table of the House. [Placed in Library. See No. LT-5367/73].

(b) The recommendations are receiving Government's attention.

Annual requirement and production of tractors in the country

2670. SHRI D. P. JADEJA: Will the Minister of HEAVY INDUSTRY be pleased to state:

(a) what is the total yearly requirement of tractors of the country;

(b) the number of tractors manufactured in India yearly; and

(c) the action taken by Government to meet the demands?

THE DEPUTY MINISTER IN THE MINISTRY OF HEAVY INDUSTRY (SHRI SIDDHESHWAR PRASAD):

(a) The current demand is about 30,000 Nos. per year. It is estimated that the demand may go upto 70,000 to 80,000 Nos. per year in 1978-79.

(b) The number of tractors produced in the country during the last three years has been as under:

1970-71	20,900	Nos.
1971-72	18,100	Nos.
1972-73	20,802	Nos.

(c) Some of the existing manufacturing units have been permitted to expand their production capacity. A large number of fresh schemes have been approved.

Finalisation of Defence Plan for 1974-79

2671. SHRI D. P. JADEJA:
SHRI PRABODH CHANDRA:

Will the Minister of DEFENCE be pleased to state:

(a) whether Defence Plan for 1974-79 has been finalised; and

(b) if so, the facts thereof?

THE MINISTER OF DEFENCE (SHRI JAGJIVAN RAM): (a) The draft Defence Plan for 1974-79 has been drawn up and suitable action in respect of urgent and essential requirements is being taken.

(b) It will not be in the public interest to disclose the details of the Defence Plan.

Requirement of Gas for Coke-oven and Blast Furnace of Durgapur Steel Plant

2672. SHRI KRISHNA CHANDRA HALDER: Will the Minister of STEEL AND MINES be pleased to state what is the quantity of gas required for coke-oven and blast furnace for production of 1.8 million tons of finished steel in Durgapur Steel Plant?

THE DEPUTY MINISTER IN THE MINISTRY OF SEEL AND MINES (SHRI SUBODH HANSDA): The quantity of Coke oven gas and blast furnace gas required in the Durgapur Steel Plant for the production of 1.8 million tonnes of steel ingots a year, assuming hundred percent use of liquid fuel in the Steel Making Furnaces, is as under:

- | | |
|-----------------------|--------------------------------------|
| (i) Blast Furnace Gas | 440,000 normal cubic meters per hour |
| (ii) Coke over Gas | 55,000 normal cu. ic mc crs per hour |

Difficulty faced by HEC, Ranchi due to postponement fo Order relating to Salem Steel Plant.

2673. SHRI KRISHNA CHANDRA HALDER: Will the Minister of HEAVY INDUSTRY be pleased to state:

(a) whether the HEC, Ranchi is facing difficulty due to the postponement of order given to HEC by Steel Ministry for Salem Steel Plant; and

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

THE DEPUTY MINISTER IN THE MINISTRY OF HEAVY INDUSTRY (SHRI SIDDHESHWAR PRASAD):

(a) No, Sir. HEC has not received any order for the Salem Steel Plant.

(b) Does not arise.

Durgapur Steel Plant Ovens out of Order in June, 1973

2674. SHRI KRISHNA CHANDRA HALDER: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether more than 86 out of the 234 ovens were out of order in the month of June, 1973 in Durgapur Steel Plant; and

(b) if so, who is responsible therefor and what steps have been taken to repair them?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUBODH HANSDA): (a) The average number of down ovens during June, 1973 was 86 out of 234 ovens, the peak figure being 83 for a short period.

(b) The batteries were already damaged due to frequent thermal shocks caused by work stoppages, wild cat strikes, bandhs, etc. The position worsened during June, 1973, due to the adverse effect of the summer months. All possible steps are being taken to repair the down ovens. This work is however being hampered by difficulties in getting quality bricks and by a difficult industrial relations situation arising out of rivalries between unions.

Delay in Implementation of Labour Awards by Employers

2675. SHRI JAGANNATH MISHRA: Will the Minister of LABOUR AND REHABILITATION be pleased to state:

(a) whether Government are aware of the fact that some employers deliberately delay the implementation of various Labour Awards resulting in unrest amongst the employees and consequential effect on production and economy of the country; and

(b) if so, what steps Government propose to take to ensure immediate implementation of all labour awards?

THE DEPUTY MINISTER IN THE MINISTRY OF LABOUR AND REHABILITATION (SHRI G. VENKATSWAMY): (a) and (b). The required information is being collected and will be laid on the Table of the Sabha in due course.

Another Plant for Manufacture of Heavy Machinery

2676. SHRI JAGANNATH MISHRA:
SHRI S. A. MURUGANAN-
THAM:

Will the Minister of HEAVY INDUSTRY be pleased to state:

(a) whether Government propose to set up another plant for the manufacture of heavy machinery,

(b) whether the scheme has since been finalised; and

(c) if so, the total amount involved and the site selected for setting up the Plant?

THE DEPUTY MINISTER IN THE MINISTRY OF HEAVY INDUSTRY (SHRI SIDDHESHWAR PRASAD):

(a) The requirement of additional heavy machine building capacity in the context of the steel development programme during the Fifth and the Sixth Plans is under consideration in consultation with N.I.D.C.

(b) No, Sir.

(c) Investment decisions and site selection will be made after the additional requirements have been fully considered.

Installation of Foundry Forge Plant

2677. SHRI JAGANNATH MISHRA:
SHRI D. P. JADEJA:

Will the Minister of HEAVY INDUSTRY be pleased to state:

(a) whether Government have under consideration a proposal for the installation of a Foundry Forge Plant to overcome the difficulty of processing, forgings and castings; and

(b) if so, the progress made in the matter?

THE DEPUTY MINISTER IN THE MINISTRY OF HEAVY INDUSTRY (SHRI SIDDHESHWAR PRASAD):

(a) and (b). Government have under consideration a proposal for the installation of a Foundry Forge Plant at Hardwar to supply special forgings and castings required by the Heavy Electricals units. The proposal is now awaiting the final decision of Government.

Progress made by Small Car Project of Maruti and Co., Haryana

2678. SHRI JYOTIRMOY BOSU:
Will the Minister of HEAVY INDUSTRY be pleased to state:

(a) the progress made so far by the Small Car Project of Maruti and Co., Haryana;

(b) when the first car is expected to be out of the street and what will be the price thereof,

(c) whether the Letter of Intent granted to Shri Sanjay Gandhi is likely to be further extended; and

(d) if so, on what ground?

THE DEPUTY MINISTER IN THE MINISTRY OF HEAVY INDUSTRY (SHRI SIDDHESHWAR PRASAD):

(a) In their latest progress report, M/s. Maruti Ltd. have stated that they have completed the design of a 4-stroke engine to replace the 2-stroke engine envisaged earlier for their car. A few pre-production models of the new engine have been manufactured together with the new transmission. These are proposed to be mounted on the car bodies for carrying out extensive road tests, after completion of which a prototype car would be sent to the vehicles Research and Development Establishment, Ahmednagar for inspection and tests for road-worthiness.

(b) It is not possible to say at this stage when commercial production will start or indicate the price at which the car will be sold.

(c) and (d). No request has so far been received for further extension of the validity of the letter of intent.

Articles Entitled 'How much Deflated is India House today'

2679. SHRI JYOTIRMOY BOSU
Will the Minister of EXTERNAL AFFAIRS be pleased to state.

(a) whether his attention has been drawn to an article by Shri Tarapada Basu, published in the 'Hindustan Standard' dated the 7th May, 1973 under the caption 'How much deflated is India House today', and

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

THE MINISTER OF STATE IN THE
MINISTRY OF EXTERNAL AFFAIRS
(SHRI SURENDRA PAL SINGH)

(a) Yes, Sir.

(b) The article, by and large, gives an objective appraisal of the various measures adopted for bringing down the strength of the High Commission with a view to effecting economy without affecting its functional effectiveness. A statement explaining briefly the position in respect of the main points mentioned in the article is placed on the Table of the House.

STATEMENT

The article in the Hindustan Standard of 7th May, 1973 by Shri Tarapada Basu gives a faithful account of the various measures adopted by the High Commission of India, London and Government to reduce its staff effect economy in expenditure and rationalize the methods of work. The main point mentioned therein are explained briefly in the following paragraphs.

1 Staff reductions

The strength of the India House as on 31st July, 1973 is 420. The reduction in the strength of the High Commission resulted in a saving of Rs. 70 lakhs per annum approximately

without affecting its functional efficiency and effectiveness. These reductions have been effected by rationalising the methods of work, better coordination, selective and objective indigenisation. In fact these measures have further enhanced its efficiency besides facilitating substantial foreign exchange savings to Government.

2 Office Accommodation

Various wings of the High Commission were formerly housed in four different buildings. As a result of staff reductions, it has now become possible to house all the wings in India House with the exception of ISM. It is also proposed to shift the ISM to India House by the end of 1973 and to surrender the building at Acton in December, 1973. This will involve a recurring financial saving of 45,000 per annum.

3 Conversion of South Audley Street Building

8, South Audley Street building is being considered for being utilised to the best advantage of the Government. It is proposed to utilise it partly for office and partly for residential accommodation.

4 Improvement in Consular Department

Improvements in the functioning of the Consular Department have been mainly effected through careful deployment of experienced and competent hands and rationalization of methods of work.

5 Adequacy of Security measures

Despite staff reductions, security arrangements at the India House have been satisfactorily maintained. Certain steps have been taken to further strengthen these arrangements.

6 Punctuality in attendance

Clear orders have been issued to maintain punctuality in attendance so

that the various economy measures introduced for enhancing efficiency are successful. Cases of late coming to office and irregular attendance are strictly dealt with

7. New immigration laws and their effect on the former employees of the High Commission

Government are seized of the recent immigration laws and their effect on the erstwhile employees of the High Commission who have of their own accord been staying in the U.K.

8. Appointment of High Commissioner

The appointment of Shri B. K. Nehru, India's High Commissioner has since been announced. he is expected to take charge of the post in London shortly.

Shortage and High Prices of Coal in Eastern Region

2680. SHRI JYOTIRMOY BOSU: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether the attention of Government has been drawn to the fact of acute shortage and high prices of coal in the whole of Eastern region;

(b) if so, the current position with regard to supply and prices of coal in this region; and

(c) the steps taken by Government in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUBODH HANSDA): (a) and (b). There is presently a gap between the demand and supply of coal for the lower priority consumers. Movement of coal for brick burning and soft coke for domestic consumption which enjoyed a lower priority have been effected to a greater extent. It is possible that the traders occasionally charge higher prices than what would be reasonable even

though ex-collery prices have been increased. No authentic information regarding day to day retail price in the Eastern Region is available. The supply of coal from Bengal-Bihar coalfields by rail to the Eastern States in the first 5 months of 1973 was 8.87 million tonnes against 8.26 million tonnes supplied in the corresponding period of 1972.

(c) Close coordination as maintained with the concerned State Governments to ensure equitable distribution of supplies. To improve situation in regard to coal supplies, special efforts are being made to augment movement of coal by rail and road. Constant efforts are being made by the Ministry of Railways, in consultation with this Ministry, to increase rail loading. The Government have recently constituted a high level committee to look into the problems of coal transport and to ensure regular supplies to the various consumers. The State Governments and the Union Territories have also been advised to take action under the Essential Commodities Act, 1955 to check the rise in price of coal

Increase in Production of Scooters in Fifth Plan

2681 SHRI M RAM GOPAL REDDY: SHRI VIRBHADRA SINGH:

Will the Minister of HEAVY INDUSTRY be pleased to state:

(a) whether Government plan big increase in the production of scooters during the Fifth Plan; and

(b) if so the target of production in the Fifth Plan and when a decision in this respect will be taken?

THE DEPUTY MINISTER IN THE MINISTRY OF HEAVY INDUSTRY (SHRI SIDDHESHWAR PRASAD):

(a) Yes Sir.

(b) Efforts are being made to reach a production level of 400,000 scooters a year by the end of the Fifth Five Year Plan.

Steps to make good loss in production in Rourkela Steel Plant

2683. **SHRI M. RAM GOPAL REDDY:**
SHRI ARJUN SETHI:

Will the Minister of STEEL AND MINES be pleased to refer to the reply given to Unstarred Question No. 719, on 26th July, 1973, regarding the production of Rourkela Steel Plant and state the steps Government have taken to make good the loss in production in the Rourkela Steel Plant?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUBODH HANSDA): Constant and continuous liaison has been maintained with the concerned State Governments and the authorities of the Damodar Valley Corporation for ensuring highest priority for power supply to the steel plants, collieries and coal washeries. As a result of this there has been improvement in production in Rourkela in July, 1973, as compared to June. The Plant is taking all possible steps to step up production to the maximum possible extent.

Educated Unemployed

2684. **SHRI SEZHIYAN:**
SHRI RAGHUNANDAN LAL BHATIA:

Will the Minister of LABOUR AND REHABILITATION be pleased to state:

(a) whether the number of educated unemployed is increasing rapidly in the country; and

(b) the figures of educated unemployed registered with Employment Exchanges, State-wise, upto December, 1972?

THE DEPUTY MINISTER IN THE MINISTRY OF LABOUR AND REHABILITATION (SHRI G. VENKAT-SWAMY) (a) Precise estimates of

the number of educated unemployed persons in the country are not available. The available information relates to educated job-seekers (Matriculates and above) on the live register of Employment Exchanges seeking employment assistance (not all of whom are necessarily unemployed), which is given in the Statement appended, for the last five years.

STATEMENT I

Number of educated job-seekers (Matriculates and above) on the live register of Employment Exchanges at the end of each year during the period 1968-1972

Year (at the end of)	Number (in lakhs)	Percentage increase over the preceding year
1	2	3
1968	13.09	20.4
1969	15.26	16.6
1970	18.22	19.4
1971	22.96	26.0
1972	32.74	42.6

(b) Number of educated job-seekers (Matriculates and above) on the live register as on 31st December, 1972.

State Union Territory	Number (in thousands)
1	2
A. States	
1. Andhra Pradesh	188.6
2. Assam	33.0
3. Bihar	322.2
4. Gujarat	101.3
5. Haryana	54.7
6. Himachal Pradesh	21.0
7. Jammu & Kashmir	13.9
8. Kerala	259.2
9. Madhya Pradesh	194.8
10. Maharashtra	297.0
11. Manipur	4.6
12. Meghalaya	3.4
13. Mysore	168.9
14. Nagaland	..
15. Orissa	70.7

I	2
16. Punjab	65.3
17. Rajasthan	82.6
18. Tamil Nadu	214.6
19. Tripura	18.0
20. Uttar Pradesh	373.8
21. West Bengal	647.5

B. Union Territories

1. Andaman & Nicobar Islands*	..
2. Arunachal Pradesh*	..
3. Chandigarh	14.2
4. Dadra & Nagar Haveli*	..
5. Delhi	112.1
6. Goa, Daman & Diu	7.7
7. L.M.A. Islands	0.4
8. Mizoram	0.5
9. Pondicherry	4.1

ALL INDIA TOTAL 3,274.2

*There was no Employment Exchange functioning in these States/Union Territories.

Seven day week in Textile Mills in Bombay

2685. SHRI P. G. MAVALANKAR: Will the Minister of LABOUR AND REHABILITATION be pleased to state:

(a) whether the Textile Mills of Bombay and the Rashtriya Mills Mazdoor Sangh have reached an accord on a Seven-day Week, if so, the broad outlines thereof; and

(b) Government's reaction thereto?

THE DEPUTY MINISTER IN THE MINISTRY OF LABOUR AND REHABILITATION (SHRI G. VENKATSWAMY): (a) Government have noted that an agreement to run Textile Mills for seven days has been signed between the mill owners and the Rashtriya Mill Mazdoor Sangh. A copy of that agreement is being obtained and will be placed on the Table of the House.

(b) No decision has been taken on the subject.

पाकिस्तान का भारतीय क्षेत्र पर प्रश्न- चिह्नित कब्जा

2686 श्री नाथू राम ग्रहिवार : क्या विदेश मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या शिमला समझौते के पश्चात् अब तक भी पाकिस्तान का भारत के क्षेत्र पर अनधिकृत कब्जा है ; और

(ख) यदि हां, तो पाकिस्तान के कब्जे में कितना क्षेत्र है तथा उक्त क्षेत्र को मुक्त कराने के लिये सरकार द्वारा क्या प्रयास किये गये हैं ?

विदेश मंत्रालय ने राज्य मंत्री (श्री सुरेन्द्र पाल सिंह) : (क) जैसा कि सदन को मालूम है, शिमला समझौते की शर्तों के अनुसार 1971 के युद्ध के दौरान अधिकृत क्षेत्रों में अंतर्राष्ट्रीय सीमा से सेनाओं की वापसी का काम पूरा हो गया था और जम्मू और कश्मीर में, दोनों पक्षों की सहमति से परस्पर विरोधी दावों का थोड़ा बहुत समंजन करके एक नियंत्रण-रेखा अंकित कर दी गई थी। तथापि पाकिस्तान जम्मू और कश्मीर के एक भाग पर अब भी अवैध कब्जा किए हुए है।

(ख) पाकिस्तान अधिकृत कश्मीर का क्षेत्र करीब 30,200 वर्गमील (78,218 वर्ग किलोमीटर) है। इसके प्रतिरुद्ध पाकिस्तान ने 2,000 वर्गमील (5,180 वर्ग किलोमीटर) का इलाका 1963 के तयकथित चीन-पाकिस्तान समझौते के अर्द्धीन अवैध रूप से चीन को सौंप दिया है। सरकार की यह नीति है कि जम्मू और कश्मीर के एक भाग पर पाकिस्तान के

अनधिकृत कब्जे से उत्पन्न समस्या का समाधान द्विपक्षीय बातों द्वारा शांतिपूर्ण ढंग से किया जाए ।

युद्ध बन्दी

2687. श्री नाबू राम अहिरवार : क्या रक्षा मंत्री यह बताने की कृपा करेंगे कि :

(क) अन्तिम सूचना के आधार पर नत्त भारत-पाक युद्ध के भारतीय तथा पाकिस्तानी युद्ध बंदियों की संख्या कितनी है ;

(ख) लापता भारतीय सैनिकों की संख्या कितनी है; और

(ग) इन लापता सैनिकों का पता लगाने के लिए सरकार द्वारा क्या कदम उठाए गए हैं ?

रक्षा मंत्री (श्री ज.जीवन राम) : (क) भारतीय युद्धबन्दी—639, पाकिस्तानी युद्धबन्दी—74,855 ।

(ख) 275 सैनिक तथा पेरसनल ।

(ग) लापता कामिकों की सूचियाँ रैंड क्रॉस की अन्तर्राष्ट्रीय समिति के पास पाकिस्तानी प्राधिकारियों से जांच के लिए भेजी गई थी । रैंड क्रॉस की अन्तर्राष्ट्रीय समिति के माध्यम से पाकिस्तानी प्राधिकारियों ने सूचित किया है कि इन कामिकों के बारे में उनके पास कोई सूचना नहीं है । तथापि इस मामले पर अभी रैंड क्रॉस की अन्तर्राष्ट्रीय समिति में विचार-विमर्श जारी है ।

Steps taken to rehabilitate People affected by Indo-Pak War

2688. SHRI S. A. MURUGANAN-THAM: Will the Minister of LABOUR AND REHABILITATION be pleased to state:

(a) whether the people who were directly hit by the Indo-Pak war 1971 have not got compensation or help from Government so far to get settled; and

(b) if so, the fact thereof and the steps taken to rehabilitate them?

THE DEPUTY MINISTER IN THE MINISTRY OF LABOUR AND REHABILITATION (SHRI G. VENKAT-SWAMY): (a) and (b). The Government of India have no scheme for the entertainment of claims for compensation from the persons who suffered losses during 1971 conflict. The Governments of the concerned border States have, however, been authorised to incur expenditure on giving *ex gratia* relief and rehabilitation assistance to such persons at the prescribed scales. As per Statements I and II laid on the Table of the House. [Placed in Library. See No. LT-5308/73] and the entire expenditure is being borne by the Government of India and so far Rs. 2855 lacs has been released to the State Governments on this account.

Rehabilitation by Disabled Army Personnel of 1965 War

2689. SHRI S. A. MURUGANAN-THAM: Will the MINISTER OF DEFENCE be pleased to state whether army personnel who got disabled during 1965 Indo-Pak War have not been rehabilitated as yet?

THE DEPUTY MINISTER IN THE MINISTRY OF DEFENCE (SHRI J. B. PATNAIK): All army personnel disabled during 1965 Indo-Pak War, released so far and registered with the Directorate General Resettlement, have since been resettled except 60.

Rehabilitation of Indians repatriated from Sri Lanka

2690 SHRI S. A. MURUGANAN-THAM: Will the Minister of LABOUR AND REHABILITATION be pleased to state:

(a) what steps have been taken to rehabilitate the Indian citizens repatriated from Sri Lanka;

(b) whether any instructions have been issued to the Tamil Nadu Government in this respect; and

(c) if so, a gist thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF LABOUR AND REHABILITATION (SHRI G. VENKAT-SWAMY): (a) A statement showing schemes approved for the rehabilitation of repatriates from Sri Lanka is laid on the Table of the House. [Placed in Library. See No. LT-5369/73] with the approved schemes.

(b) and (c). The State Government, including the Government of Tamil Nadu have been authorised to grant rehabilitation benefits to the repatriates from Sri Lanka in accordance with the approval schemes.

Expansion of Heavy Industries during Fifth Five Year Plan

2691 SHRI S A MURUGANANTHAM: Will the Minister of HEAVY INDUSTRY be pleased to state:

(a) whether the Fifth Five Year Plan proposals for expanding the heavy industries have been finalised;

(b) if so what are the main features thereof; and

(c) the total financial outlay proposed for the purpose?

THE DEPUTY MINISTER IN THE MINISTRY OF HEAVY INDUSTRY (SHRI SIDDHESHWAR PRASAD): (a). No, Sir.

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

Repatriation of POWs whose kith and kin are in Pakistan

3899 SHRI YAMUNA PRASAD MANDAL: Will the Minister of DEFENCE be pleased to state:

(a) whether Government have received requests for the repatriation of some Pakistani POWs whose kith and kin are seriously ill in Pakistan; and

(b) if so, the number of such requests and the decision taken thereon?

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

(b) Six such requests were received from prisoners of war. Of these, three prisoners of war have already been repatriated and the cases of the remaining three are being examined

Production of Machine Tool Corporation of India Ltd.

2694. SHRI SUKHDEO PRASAD VERMA: Will the Minister of HEAVY INDUSTRY be pleased to state:

(a) whether the production at the Machine Tool Corporation of India Limited was much below the estimated level during the years 1971-72 and 1972-73, and

(b) if so, the reasons therefor and the remedial steps taken by Government in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF HEAVY INDUSTRY (SHRI SIDDHESHWAR PRASAD): (a) During 1971-72, 65 machines were produced against the budgetted target of 80 machines and during 1972-73, 111 machines were manufactured as against the budgetted target of 125 machines. Actual production has, therefore, accounted for more than 80 per cent of the estimates.

(b) The production performance of MTCI is under constant review. Necessary assistance regarding raw material and castings is being rendered so that the capacity is utilised to the maximum.

Availability of HMT Watch Components to Selected Organisations for assembly

2695. SHRI SUKHDEO PRASAD VERMA: Will the Minister of HEAVY INDUSTRY be pleased to state:

(a) whether Government are considering a proposal to make available HMT watch components to selected organisations in the various States which would set up assembly units;

(b) whether State Governments have been consulted in this regard; and

(c) if so, the reaction of State Governments thereto?

THE DEPUTY MINISTER IN THE MINISTRY OF HEAVY INDUSTRY (SHRI SIDDHESHWAR PRASAD):

(a) Yes, Sir

(b) Not yet, Sir.

(c) Does not arise.

Central Marketing Organisation for Steel

2696. SHRI RAM PRAKASH: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether the Study Group on the Steel distribution system recommended to set up a Central Marketing Organisation for steel; and

(b) if so, the decision taken by Government thereon?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUBODH HANSDA): (a) Yes, Sir.

(b) The recommendation has been accepted in principle.

Studies by and on the working of Steel Units

2697. SHRI S. R. DAMANI: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether the Steel Authority of India has carried out studies on the utilisation of the existing installed working of the different Steel units;

(b) if so, the problems that have been identified; and

(c) the main features of a time-bound programme drawn up to achieve a break-through in maximum utilisation of the existing installed capacity?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUBODH HANSDA): (a) to (c). The Steel Authority of India together with the Management of the Steel Plants, has been closely involved in carrying out studies and trying to work out solutions for the more critical and priority problems of the steel plants, such as:

- (i) The very difficult situation resulting from a severe power crisis causing loss of production due to interruptions in the working of coal washeries and the direct cut in power to steel plants.
- (ii) Matters connected with movement of raw materials and finished goods in the context of the heavy load placed on the rail system due to abnormal traffic movement of foodgrains, etc.
- (iii) Improving the steel distribution procedures and systems in close consultation with the Iron and Steel Controller and principal consumer bodies.
- (iv) More rational distribution of coking coal.
- (v) Close follow-up of work connected with erection of

balancing equipment and plant to maximise production from existing facilities.

- (vi) Cost studies with a view to identifying areas in which reduction in cost can be achieved in the coming years.
- (vii) Detailed studies to consider larger captive power plant capacities to ensure that production is not hampered as has been the case in the past owing to severe power cuts/interruptions.

It is expected that production of steel from existing plant/equipment with balancing facilities will be optimised on a continuingly upward basis, with the maximum likely to be achieved in about two years time.

Payment of Bills for Supplies made to Coal Mines before their Take-over

2698. SHRI S. R. DAMANI: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether many suppliers have yet to receive payment of their bills for supplies made to the coal mines before their take-over; and

(b) if so, what is the total amount involved in such claims and when will they be settled?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUBODH HANSDA): (a) Yes, Sir.

(b) According to the representatives of supplies, the approximate outstanding amount for supplies made 2 months prior to the take-over of the management of non-coking coal mines, was about Rs. 4 crores. Particulars of the amount outstanding for earlier period are not available. The question of payment for the supplies made is under consideration by the Coal Mines Authority Limited.

सीमाओं के निकट रहने वाले नागरिकों को सैनिक प्रशिक्षण देना तथा हथियारों से लस करना

2699. श्री मूल सन्ध डामा : क्या रक्षा मंत्री यह बताने की कृपा करेंगे कि क्या पाकिस्तान के रवैये को देखते हुए भारत की सीमाओं के निकट रहने वाले नागरिकों को सैनिक प्रशिक्षण देने और उन्हें हथियारों से लस करने पर सरकार विचार कर रही है या नहीं ?

रक्षा मंत्री (श्री ज. जोगेशन राम) जी नहीं, श्रीमान् ।

निर्धोक्ताओं और शान्ति संघों द्वारा अनुशासन संहिता और औद्योगिक शांति संरक्ष को स्वीकार करना

2700. श्री मूल सन्ध डामा : क्या श्रम और पुनर्वास मंत्री यह बताने की कृपा करेंगे कि :-

(क) वर्ष 1972 और 1973 के दौरान कितने निर्योक्ताओं और कामिक संघों ने अनुशासन संहिता और औद्योगिक शांति संरक्ष को स्वीकार कर लिया है ;

(ख) उक्त संहिता कितने उपक्रमों में लागू है और कितनों में नहीं है ; और

(ग) कितने उपक्रमों में इस संहिता को लागू करने के प्रयास किये जा रहे हैं तथा ये प्रयास कब से किये जा रहे हैं ?

श्रम और पुनर्वास मंत्रालय में उपमन्त्री (श्री श्री० बंकरटस्वामी) : (क) से (ग). अनुशासन संहिता ऐसे केन्द्रीय श्रमिक और नियोजक संगठनों के सभी चटकों पर, जिन्होंने संहिता को स्वीकार किया है, स्वतः लागू होती है। केन्द्रीय संगठनों के

भलावा इसे अब तक ऐसे 180 नियोजकों और 166 यूनियनों ने भी स्वीकार कर लिया है, जो केन्द्रीय श्रमिक और नियोजक संगठनों में से किसी के साथ भी सम्बन्ध नहीं हैं। इस संहिता को, कतिपय स्पष्टीकरणों के साथ, जीवन बीमा निगम, स्टेट बैंक और रिजर्व बैंक आफ इंडिया पर लागू की गई है। यह, रक्षा मंत्रालय, रेलों और पत्तनों और गोदियों के अधीन उपक्रमों को छोड़कर, कम्पनियों और निगमों के रूप में चलाए जा रहे सरकारी क्षेत्र के उपक्रमों पर भी लागू होती है। तो भी, रक्षा उत्पादन विभाग ने संहिता को कुछ छोटे मोटे संशोधन करने के बाद कम्पनियों और निगमों के रूप में चलाए जा रहे अपने सरकारी क्षेत्र के उपक्रमों पर लागू करना स्वीकार कर लिया है। इस निर्णय के अनुसरण में उक्त विभाग के अधीन कुछ एककों (9) ने संहिता को पहले ही स्वीकार कर लिया है। अन्यो को जिन्होंने अभी तक ऐसा नहीं किया है, मनाने के लिए प्रयास जारी है। भारतीय बैंक एसोसिएशन, अखिल भारतीय बैंक कर्मचारी एसोसिएशन और अखिल भारत बैंक कर्मचारी महासंघ भी संहिता का अनुपालन करने के लिये सहमत हो गए हैं। तथापि, संघों को मान्यता प्रदान करने सम्बन्धी मानदंडों के बारे में उन्होंने अभी सहमति नहीं की है। संहिता, राज्य क्षेत्राधिकार के सरकारी और निजी क्षेत्र के उपक्रमों पर समान रूप से लागू होती है।

किसानों से गेहूं लेने के लिए उन्हें इस्पात दिया जाना

2701. श्री मूलचन्द डागा : क्या इस्पात और खान मंत्री यह बताने की कृपा करेंगे कि

(क) क्या देश में किसानों से गेहूं लेने के लिए उन्हें इस्पात दिया गया है ;

(ख) यदि हां, तो गत तीन मास में उन्हें कितना इस्पात परमिटों के आधार पर दिया गया ; और

(ग) इस प्रयोजन के लिए किस-किस राज्य को कितना-कितना इस्पात दिया गया ?

इस्पात और खान मंत्रालय में उपमंत्री (श्री सुबोध हंसबा) : (क) वर्तमान वितरण प्रणाली के अधीन किसानों से गेहूं की बसूली के लिए उन्हें इस्पात देने की कोई ऐसी व्यवस्था नहीं है ?

(ख और ग). प्रश्न नहीं उठते।

रक्षा सेवाओं में सैनिक अधिकारियों के बेतन-मान

2702. श्री अटल बिहारी वाजपेयी : क्या रक्षा मंत्री यह बताने की कृपा करेंगे :

(क) क्या सरकार रक्षा सेवाओं के सैनिकों, अधिकारियों तथा अन्य कर्मचारियों के बेतन-मानों और अन्य सेवा सुविधाओं में वृद्धि करने के किसी प्रस्ताव पर विचार कर रही है ; और

(ख) यदि हां, तो उसका ज्योरा क्या है और यदि नहीं, तो क्यों ?

रक्षा मंत्री (श्री जगजीवन राव) :

(क) जी हां, श्रीमान्।

(ख) विचाराधीन प्रस्ताव अधिकारित नहीं है जिसकी सूचीय बेतन आयोज द्वारा सिफारिश की गई है।

**भारत पाक युद्ध में मारे गये सैनिकों
के आश्रितों अथवा सैनिकों को
रोजगार**

2703 श्री अटल बिहारी वाजपेयी :
क्या एका मंत्री यह बताने की कृपा करेंगे
कि .

(क) वर्ष 1971 के भारत पाक युद्ध
में मारे गये सैनिकों के आश्रितों को तथा
अपग सैनिकों को रोजगार आदि देने के कितने
मामलों पर निर्णय अभी किया जाना है , और

(ख) क्या सभी मामले 1973 के अन्त
तक निपटा दिये जायेंगे ?

रक्षा मंत्रालय में उपमंत्री (श्री जे० बी०
पटनायक) : (क) और (ख) 1971 के
संघर्ष में मारे गये/अपग हुये सैनिकों के आश्रितों
को रोजगार के लिये 1446 मामले हैं जिनके
सम्बन्ध में रोजगार एवं प्रशिक्षण महानिदेशक
तथा राज्य सरकारों सहित विभिन्न
ऐजेंसियों के साथ मिलकर कार्रवाई
की जा रही है । जिन मामलों के
सम्बन्ध में कार्य हो रहा है उनमें से लगभग
700 व्यक्ति निरक्षरता तथा आयु के कारण
वस्तुतः रोजगार के काबिल नहीं हैं । इसके
अतिरिक्त उनकी स्थानीय स्थिति के कारण
उन्हे घरों से दूर रोजगार देना वाछनीय
नहीं है और गांवों में सरलता से नौकरियां
उपलब्ध नहीं हैं । देश में बेरोजगारी की
समस्या को भी ध्यान में रखना है । इन
कारणों से 1973 के अन्त तक बचे हुये मामलों
को निपटाना सम्भव नहीं है ।

2 तथापि, यह भी बता दिया जाये
कि उनको रोजगार में सहायता देना सरकार
द्वारा उनके परिवारों को पुनर्वास के मुख्य
हिस्सों के अतिरिक्त हैं जो कि उन्हे उदार पेंशन
खाशों के रूप में होते हैं जिनके अनुसार
रक्षा अहसर की बिधवा अहसर की मृत्यु
के समय धारक पद के वेतन का तीन चौथाई

7 वर्षों अथवा सेवा निवृत्ति की तारीख तक,
जो भी बाद में हो, तक पाने की पात्र होती हैं ।
तत्पश्चात्, वह अहसर की मृत्यु के समय धारक
पद की सामान्य सेवानिवृत्ति पेंशन पाने की
पात्र है । जूनियर कमीशन अहसरों/अन्य
रैंकों के मामले में मनोनीत उत्तराधिकारी
मृतक द्वारा लिये गये वेतन की दर पर आजीवन
पेंशन पाने का हकदार है । जो सैनिक अगता
के कारण सेवा मुक्त कर दिये गये हैं, वे युद्ध
क्षति वेतन पा रहे हैं जिसमें उनकी अगता
के समय उसके धारक पद को सामान्य सेवा-
निवृत्ति पेंशन के बराबर सेवा अथवा अगता
अथ सम्मिलित है जो शतप्रतिशत अगता
के लिये सेवा अग निकाल कर लो गइ अन्तिम
परिलिखियों के बराबर है जो 500 रु० तक
सीमित है ।

**Progress Made by Visakhapatnam
Steel Plant**

2704 SHRI Y ESWARA REDDY
Will the Minister of STEEL AND
MINES be pleased to state

(a) the progress made so far in
setting up the Visakhapatnam Steel
Plant, and

(b) the expenditure so far incurred
on the project?

THE DEPUTY MINISTER IN THE
MINISTRY OF STEEL AND MINES
(SHRI SUBODH HANSDA): (a) In
the techno-economic feasibility report
on the Visakhapatnam Steel Project,
the Consultants had forecast substan-
tial recurring losses on the heavy capi-
tal investment involved A number of
exercises had, therefore, to be under-
taken to improve the economics of
the Project. These exercises have
been completed and proposals have
been drawn up for an investment
decision on the project

The Steel Authority of India Limited
have recently appointed a General
Manager for the Project. He is in
close liaison with the concerned au-
thorities of the Government of An-
dhra Pradesh for expediting land

acquisition and development of infrastructure facilities.

(b) The expenditure incurred so far on this project is approximately Rs. 36 lakhs.

Value of Steel to be imported in the Current Year

2705. SHRI P. ESWARA REDDY: Will the Minister of STEEL AND MINES be pleased to state the value of Steel, to be imported in the current year?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUBODH HANSDA): It is estimated that the value of Steel imports in 1973-74 will be about Rs. 200 crores.

Arrival of Indian Frigate Nilgiri in Jakarta

2706. SHRI P GANGADEB.
SHRI K LAKKAPPA

Will the Minister of DEFENCE be pleased to state:

(a) whether an Indian frigate Nilgiri arrived in June, 1973 in Jakarta harbour of Tanjung in Indonesia;

(b) if so, whether a joint naval exercise was held in the Bali sea in 2nd week of June, 1973; and

(c) whether a similar exercise was held in Indonesian water in 1960?

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

(b) Yes, Sir. The joint naval exercise was held in the 2nd week of June, 1973.

(c) Yes, Sir. The Indian Navy took part in a similar exercise in 1960.

Special Steel Project for making Modern Armaments

2707. SHRI P. GANGADEB:
SHRI K. LAKKAPPA:

Will the Minister of DEFENCE be pleased to state:

(a) whether a special steel project for making modern armaments is to be set up in his Ministry; and

(b) if so, what will be the cost of the project?

THE MINISTER OF STATE (DEFENCE PRODUCTION) IN THE MINISTRY OF DEFENCE (SHRI VIDYA CHARAN SHUKLA): (a) and (b). A Special Steel Project was sanctioned in November 71 to meet the requirements of modern armaments. The cost of this Project has subsequently gone up considerably. The entire project is now under review.

Drydock Complex for Defence of India

2708. SHRI P GANGADEB.
SHRI K LAKKAPPA.

Will the Minister of DEFENCE be pleased to state

(a) whether drydock complex is coming up fast as a 'strategically important part of India's defence build-up; and

(b) if so, what is its strategic importance?

THE MINISTER OF DEFENCE (SHRI JAGJIVAN RAM): (a) and (b). Drydocks are intended for repairs to underwater hull and fits of ships. Drydocks have been/are being constructed according to needs. This is a vital facility in the operation of all category of ships and Navy's policy has been to locate these facilities according to strategic requirements.

**Negotiations for Supply of Russian
Balancing Equipment for Heavy Engi-
neering Corporation**

2709 SHRI P GANGADEB
SHRI K LAKKAPPA

Will the Minister of HEAVY IN-
DUSTRY be pleased to state

(a) whether an Indian Delegation
visited Russia recently to negotiate
for supply of balancing equipment for
the Heavy Engineering Corporation,

(b) if so, the main features of the
negotiations held, and

(c) the total cost of the equipment?

THE DEPUTY MINISTER IN THE
MINISTRY OF HEAVY INDUSTRY
(SHRI SIDDHESHWAR PRASAD)
(a) Yes, Sir

(b) Negotiation related to the im-
port of 3000 tonnes of completing
items and spares, urgently required by
HEC for the manufacture of equip-
ment for Bokaro and Bhilai Steel
Plants. The Soviet authorities have
agreed to supply 1200 tonnes of these
items by December this year and the
balance 1800 tonnes by March 1974

(c) The cost of the equipment is
Rs 5 crores approximately

**Relations between India and Czecho-
slovakia**

2710 SHRI P GANGADEB
SHRI K LAKKAPPA

Will the Minister of EXTERNAL
AFFAIRS be pleased to state

(a) whether India and Czechoslovakia
have pledged to work for peace,

(b) whether the two countries have
been working in close co-operation on
all major world issues, and

(c) whether any agreement has been
reached between them in this regard,
and if so, the salient features thereof?

THE MINISTER OF STATE IN THE
MINISTRY OF EXTERNAL AFFAIRS
(SHRI SURENDRA PAL SINGH) (a)
and (b). The Joint Communiqué issued
at the conclusion of the visit of Prime
Minister to Czechoslovakia on 20th
June, 1972, stated, *inter alia*, that both
sides discussed the possibilities of
promoting further co-operation in
various fields and agreed to streng-
then this many-sided cooperation
which meets with the wishes of both
countries and serves the interests of
peace and security in the world. The
Joint Communiqué issued at the end
of the visit of the Minister for Ex-
ternal Affairs to Czechoslovakia on
June 1 1973, had also reiterated the
determination of the two Govern-
ments "to contribute within their
possibilities, towards ensuring the
necessary peaceful conditions for an
all-round development and for econo-
mic and social advancement of the
nations of the world"

(c) There is no formal Agreement
between India and Czechoslovakia in
this regard. There is a broad identi-
ty of views between the two countries
on important international issues of
common interest.

**Quantity of Hard Coke and Steam
Coal supplied to Gujarat**

2711 SHRI ARVIND M PATEL
Will the Minister of STEEL AND
MINES be pleased to state

(a) what was the demand of hard
coke and steam coal of Gujarat State
for the years 1971-72 and 1972-73

(b) the actual quantity supplied
and

(c) if it was less than their de-
mand, the reasons therefor?

THE DEPUTY MINISTER IN THE
MINISTRY OF STEEL AND MINES
(SHRI SUBODH HANSDA) (a) and
(b) Demand and supply of steam
coal is not maintained separately.
However, the estimated demand of
coal for Gujarat as assessed by the

Committee on Assessment of Coal Demand for the years 1971-72 and 1972-73 and supply for those years given below:

(Figures in million tonnes)

	1971-72		1972-73	
	Demand	Supply	Demand	Supply
Gujarat	3.02	2.67	3.12 (Provisional)	2.76

The demand of hard coke for Gujarat as placed on Bharat Coking Coal Limited in 1972 was 28,000 tonnes per month approximately and in August, 1973, 17,600 tonnes per month. Total quantity supplied in 1972 was 230,516 tonnes and in 1973 upto July was 106,436 tonnes.

(c) The main reasons for shortfalls in supplies to the States have been inadequate availability of wagons for the transport of coal.

Tractor manufacturing factories in India

2712 SHRI ARVIND M PATEL Will the Minister of HEAVY INDUSTRY be pleased to state:

(a) the names of factories which are manufacturing tractors in India, and

(b) the number of tractors manufactured during the years 1971-72 and 1972-73 by each factory?

THE DEPUTY MINISTER IN THE MINISTRY OF HEAVY INDUSTRY (SHRI SIDDHESHWAR PRASAD): (a) and (b). The names of tractors manufacturing factories in India and their production during 1971-72 and 1972-73 are as under:

Name of the tractor manufacturing factory	Production during 1971-72 1972-73	
1. M/s. International Tractors Co. of India Ltd., Bombay	9,006	10,210
2. M/s. Tractors & Farm Equipment Ltd., Madras	2,823	1,459
3. M/s. Elcher Tractors India Ltd., Faridabad	789	854
4. M/s. Escorts Ltd., Faridabad	3,331	3,418
5. M/s. Escorts Tractors Ltd., Faridabad	1,509	1,804
6. M/s. Hindustan Tractors Ltd., Baroda	342	549
7. Hindustan Machine Tools Ltd., Panjore	nil	2,508
	18,100	20,802

Installed book Capacity and Production of Durgapur and Rourkela Steel Plants

2713 SHRI ROBIN SEN Will the Minister of STEEL AND MINES be pleased to state

(a) what is the installed book capacity (in production) of Durgapur and Rourkela Steel Plant;

(b) whether both the Steel Plants could ever reach the target,

(c) the production of Durgapur and Rourkela Steel Plants during the last three years, year-wise, respectively; and

(d) the number of mandays lost in Durgapur and Rourkela Steel Plants during the last three years, year-wise, respectively?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUBODH HANSDA): The installed capacity of Durgapur and Rourkela Steel Plants of Hindustan

Steel Limited in terms of steel ingots and saleable steel is as under:

(In thousand tonnes)

	Steel Ingots	Saleable Steel
1. Durgapur Steel Plant	1,600	1,239
2. Rourkela Steel Plant	1,800	1,225

	Steel Ingots	Saleable Steel
<i>Durgapur Steel Plant</i>		
1970-71	654	413
1971-72	700	432
1972-73	723	477
<i>Rourkela Steel Plant</i>		
1970-71	1,038	684
1971-72	823	597
1972-73	1,177	765

(b) Within the limitations imposed by certain external factors like the current shortage of power and the consequent shortages of coking coal as well as by the industrial relations situation at the Durgapur Steel Plant, the management of Hindustan Steel Limited are making all possible efforts to step up the production at these plants. A gradual build-up of steel production is expected in these plants in the coming years. The Durgapur plant management with such support as is required and given by the Steel Authority of India Limited is making every effort to build up production in the plant. The Action Committee appointed by the Planning Commission which examined the working of the Rourkela Steel Plant sometime back has indicated that if the balancing facilities recommended by it are provided, it should be possible for Rourkela Steel Plant to achieve near-rated capacity levels of production by the end of 1974-75. The recommendations of the Committee have been taken up for implementation. The Action Committee has now taken up the examination of the Durgapur Steel Plant and its report is awaited.

(c) The following table indicates the production of steel ingots and saleable steel from Durgapur and Rourkela Steel Plants during the years 1970-71 to 1972-73:—

1378 LS-5

(d) The number of mandays estimated to have been lost on account of labour troubles in Durgapur and Rourkela Steel Plants during the years 1970-71 to 1972-73 is indicated below:

	1970-71	1971-72	1972-73
1. Durgapur Steel Plant	220,457	110,828	32,686
2. Rourkela Steel Plant	36,552	428	2,508

Examination of Book Capacity of Rourkela and Durgapur by a Team of Steel Authority of India

2714. SHRI ROBIN SEN: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether the attention of Government has been drawn to the news-item published in the Calcutta Edition of 'Statesman' dated the 14th March, 1973 to the effect that the then Steel Minister said in an interview that a technical team of the Steel Authority of India has examined whether the existing book capacity of Rourkela and Durgapur of 1.8 M.T. and 1.6 M.T. respectively, is actually achievable, and

(b) if so, what is the recommendation of that Team?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUBODH HANSDA): (a) and (b). It is not a technical team of the Steel Authority of India Limited that has gone into this question; but it is the Action Committee of the Planning Commission that has examined the working of the plants of Hindustan Steel Limited. It was to this examination by the Action Committee that the late Minister was presumably referring. The Action Committee's report on Durgapur is awaited. In respect of Rourkela, some recommendations have been made including the setting up of a half coke oven battery, provision of coke crushing facilities for the sinter plant, extension of the present mould yard, provision of an additional Dolomite Brick Press, augmentation of the oxygen storage facilities in Tonnage Oxygen Plant, the replacement of one of the lime kilns by a new kiln, modifications to the organisation, structure and functions and improvement in materials management.

Setting up of Copper Smelter Plant in Mysore

2715 SHRI DHARAMRAO AFZAL-PURKAR. Will the Minister of STEEL AND MINES be pleased to state:

(a) whether Union Government have decided to set up a Copper Smelter Plant in the State of Mysore in view of the results of exploration at Kalyadi and Thunthini in Hassan and Gulbarga District,

(b) whether copper deposits have recently been found on a large scale on the western margin of the Kalar Belt by the Exploration department of the Bharge Mines Undertaking; and

(c) if so, the broad estimate thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUKHDEV PRASAD): (a) No, Sir.

(b) and (c). Bharat Gold Mines Undertaking, after extensive exploration during 1972-73 have traced three ore zones of Polymetallic sulphide mineralisation on the western side of Kolar Schist belt. Chemical analysis of the samples drawn from these zones has revealed presence of copper along with other minerals like graphite, nickel etc.

The exploration work is still continuing and it is too early to form an opinion about the extent of reserves of these minerals.

Full Utilisation of the Capacity of Steel Re-rolling Industry

2716 SHRI DHARAMRAO AFZAL-PURKAR. Will the Minister of STEEL AND MINES be pleased to state:

(a) whether 50 to 60 per cent capacity of the steel re-rolling industry is lying idle at present and

(b) if so, the reasons therefor and the measures taken by Government to utilise the full capacity of the industry?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUBODH HANSDA) (a) and (b) There is considerable under-utilisation of the capacity in the re-rolling industry due to insufficient availability of billets. To augment billet supply for the re-rolling industry, Government have been encouraging the establishment of scrap based electric furnace units for production of ingots/billets. When these Units go on stream, it is expected that the utilisation of the capacity in the re-rolling industry will improve.

उद्दीप्ता में उल्लेखित के निम्न होने की जानकारी मिलना

2717. श्री दामोदर दुरती : क्या इस्पात और खान मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या उड़ीसा के जिला कोरापुट में उमरकोट के निकट सोने की खान मिली है ; और

(ख) यदि हा, तो तत्सम्बन्धी मुख्य बातें क्या हैं ?

इस्पात और खान मंत्रालय में उपमन्त्री (श्री सुखदेव प्रसाद) (क) और (ख) उड़ीसा सरकार के राज्य खनन निदेशालय द्वारा उड़ीसा के कोरापुट जिले के उमरकोट क्षेत्र में किये गए प्रारम्भिक सर्वेक्षण के दौरान स्वर्ण कणों से युक्त चट्टानें पाई गई हैं। ऐसी चट्टानें 3 वर्ग किलोमीटर क्षेत्र में फैली हुई हैं।

Construction of Staff Quarters for Employees of Office of Central Provident Fund Commissioner

2718 SHRI RAMAVATAR SHAS-TRI Will the Minister of LABOUR AND REHABILITATION be pleased to state

(a) whether the Employees of the Office of the Central Provident Fund Commissioner have been representing for staff quarters,

(b) whether no progress for construction of staff quarters is in sight though the plot was purchased long before, and

(c) if so, the action proposed against the persons responsible?

THE DEPUTY MINISTER IN THE MINISTRY OF LABOUR AND REHABILITATION (SHRI G VENKATSWAMY) The Provident Fund authorities have reported as under —

(a) Yes.

(b) and (c) Layout plan for the construction of staff quarters on the plot of land purchased at Malviya Nagar was approved by the D.D.A. in June, 1973. Estimates for the development of site have been prepared and the same are under consideration

and approval. Work for the development of site will be taken up shortly after inviting tenders etc. Building plans and plans pertaining to services of the staff quarters are nearing finalisation and would be shortly submitted to D.D.A. for approval. All possible efforts are being made to start actual construction of the staff quarters as soon as possible.

सरकार द्वारा अधिग्रहीत न की गई कोयला खानों के बारे में बिहार के एक विधायक का कस्टोडियन जनरल को पत्र

2719 श्री रामावतार शास्त्री - क्या इस्पात और खान मंत्री यह बताने की कृपा करेंगे कि

(क) क्या सरकार द्वारा अधिग्रहीत न की गई कुछ कोयला खानों के बारे में बहार के एक विधायक श्री चतुरानन मिश्र ने कस्टोडियन जनरल को एक पत्र लिखा है,

(ख) यदि हा, तो पत्र क व्यौरा क्या है और

(ग) इस बारे में सरकार की क्या प्रतिक्रिया है ?

इस्पात और खान मंत्रालय में उपमन्त्री (श्री सुबोध हुंसरा) (क) कोयला खान प्राधिकरण लिमिटेड के अध्यक्ष को सम्भवतः ऐसा कोई पत्र प्राप्त नहीं हुआ है। तथापि उन्होंने श्री मिश्रा से उसकी एक प्रति भेजने का अनुरोध किया है।

(ख) और (ग) प्रश्न नहीं उठता।

Declaration of Vacancies for Merit Quota Examination in R.P.F.O.

2720. SHRI RAMAVATAR SHAS-TRI: Will the Minister of LABOUR

AND REHABILITATION be pleased to state:

(a) whether the number of vacancies are not declared while holding the merit quota test in the Employees Provident Fund Organisation;

(b) whether the result is declared on the availability of the posts; and

(c) if so, the reasons why the number of posts is not declared prior to holding of the test?

THE DEPUTY MINISTER IN THE MINISTRY OF LABOUR AND REHABILITATION (SHRI G. VENKATSWAMY): The Provident Fund Authorities have intimated as under:—

(a) No.

(b) and (c). These examination have been introduced during the last three years or so and it has not been possible to estimate the vacancies arising during the year with reasonable degree of exactitude and hence vacancies can not be notified before the examination. An estimate of available and expected vacancies is, however, made before declaring the results and as many successful candidates as could be accommodated, are declared successful.

Directive to Pump Manufacturers to Install Diesel Generating Sets

2721. **SHRI K. LAKKAPPA:**
SHRI P. GANGADEB:

Will the Minister of HEAVY INDUSTRY be pleased to state.

(a) whether his Ministry has asked pump manufacturers to install diesel generating sets;

(b) if so, the circumstances which made his Ministry to take such a step; and

(c) whether the manufacturing units have also been asked to intensify research and developmental activities and

to improve the quality of their products?

THE DEPUTY MINISTER IN THE MINISTRY OF HEAVY INDUSTRY (SHRI SIDDHESHWAR PRASAD):

(a) and (b). On the occasion of the Annual General meeting of the Indian Pump Manufacturers' Association on 5th June, 1973, when the Pump Manufacturers raised the problem of power shortage, the Minister for Heavy Industry indicated to them the possibility of meeting the power shortage by installing diesel generating sets as standby captive units if they chose to do so, for enabling the industry to meet its delivery commitments especially against export orders.

(c) Yes, Sir.

Indo-Burmese talks in Delhi in July 1973 .

2722. **SHRI M. S. SANJEEVI RAO:** Will the Minister of EXTERNAL AFFAIRS be pleased to state.

(a) whether Indo-Burmese talks were held in Delhi in July, 1973 to further promote friendship; and

(b) if so, a brief account thereof?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SURENDRA PAL SINGH):

(a) Yes.

(b) A 15-member Burmese delegation led by His Excellency Dr. Nyi Nyi, Deputy Minister of Education, visited India from 13th July to 4th August, 1973. The delegation held discussions with an Indian team led by Shri Z. R. Ansari, Deputy Minister of Industrial Development as also with officials of various Ministries and Departments of the Government of India. The delegation visited a number of research institutions, projects and industrial establishments. The object of the visit was to explore possibilities of further collaboration between the two countries.

Man-Days Lost due to Lock-Outs by Employers in West Bengal

2723 SHRI INDRAJIT GUPTA.
SHRI MOHAMMAD ISMAIL

Will the Minister of LABOUR AND REHABILITATION be pleased to state

(a) whether as much as 72 per cent of the man-days lost last year in West Bengal was attributable to lock-outs by the employers,

(b) whether there has been a deliberate attempt on the part of the employers belonging to the large industrial houses to create artificial production crisis,

(c) whether some employers persistently refused to settle labour disputes even when Ministers intervened and

(d) if so what action is being taken against employers, who create artificial production crisis by deliberately prolonging the labour troubles?

THE DEPUTY MINISTER IN THE MINISTRY OF LABOUR AND REHABILITATION (SHRI G VENKATSWAMY) (a) Yes Sir, according to the publication of the Government of West Bengal

(b) to (d) There have been some cases where management in the private industrial sector have chosen to declare lockouts leading to stoppage of production rather than make a sincere attempt to resolve outstanding issues with the workers either through bilateral negotiations or through arbitration. The law enables the Government to act only under certain circumstances.

Extent of Country's Dependence on Imported Steel

2724. SHRI INDRAJIT GUPTA
Will the Minister of STEEL AND MINES be pleased to state

(a) to what extent the country is dependent on imported steel and what

is the total foreign exchange spent on steel imports in the last three years,

(b) to what extent this dependence on imports will be reduced in the Fifth Plan period, and

(c) what is the perspective for self-sufficiency in steel production?

THE DEPUTY MINISTER IN THE MINISTRY OF SEEL AND MINES (SHRI SUBODH HANSDA) (a) The following table gives both quantity imported and its value

Import of Mild Steel

1969-70	1970-71	1971-72	1972-73
(April-December)			
(A Quantity 345,282 551,132 1,086,399 725,573 tonnes)			
(B Value 5,810 12,210 16,830 10,940 Rs Lakhs)			

(April-December)

(A Quantity 345,282 551,132 1,086,399 725,573 tonnes)

(B Value 5,810 12,210 16,830 10,940 Rs Lakhs)

(b) and (c) The domestic demand for steel in 1978-79 i.e. at the end of the Fifth Five Year Plan, has been estimated at 10.6 million tonnes in terms of saleable steel. The draft proposals for the steel development programme in the Fifth Plan period envisage expansion of Bhilai Steel Plant from 2.5 million ingot tonnes to four million ingot tonnes, expansion of Bokaro Steel Plant to 4.75 million ingot tonnes and continuing the work on the three new steel plants at Salem, Vijayanagar and Visakhapatnam. Proposals are also under consideration for expansion of the Jamshedpur works of the Tata Iron and Steel Company. The programme has been so drawn up as to ensure near self-sufficiency in the matter of mild steel production by the end of the Fifth Plan period. Even after achieving near self-sufficiency in steel, certain steel products which are not economical to be produced within the country may have to be imported.

Output of Heavy Electricals Ltd.

2725 SHRI RAJDEO SINGH: Will the Minister of HEAVY INDUSTRY be pleased to state

(a) whether the Heavy Electricals (India) Ltd. registered a record output worth Rs. 4.01 crores in January, 1973;

(b) if so, what is output for the subsequent four months, and

(c) whether Government expect to maintain this record output in future?

THE DEPUTY MINISTER IN THE MINISTRY OF HEAVY INDUSTRY (SHRI SIDDHESHWAR PRASAD)
(a) Yes Sir.

(b) The output for the months of February-May, 1973, was —

February, 1973	Rs. 5.35 crores.
March, 1973	Rs. 10.80 crores. (including year and adjustments).
April, 1973	Rs. 2.61 crores.
May, 1973	Rs. 2.63 crores.

(c) Yes, Sir, considering the average output per month budgeted for the year 1973-74.

Production of Bokaro Steel Plant at 2.5 Million Tonnes after Commissioning of 2nd and 3rd Blast Furnaces

2726. SHRI RAJDEO SINGH Will the Minister of STEEL AND MINES be pleased to state:

(a) whether with the completion of first phase by commissioning second and third blast furnaces by March, 1974, the stage will be set to produce 2.5 million tonnes at Bokaro Steel Plant; and

(b) if so, whether this time schedule will be maintained at all cost?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUBODH HANSDA): (a) and (b). At Bokaro Steel Plant, three Blast Furnaces of 2,000 Cu. M. size will provide enough hot metal required to produce 2.5 million tonnes of ingot steel per annum. Of these, one Blast Furnace has been in operation since October 3, 1972, and in terms of the latest coordinated construction schedule of four million tonne stage of Bokaro and approved by the Government, the second and third Blast Furnaces are scheduled for commissioning in March, 1974 and October, 1974, respectively. The matching steel making capacity for producing 2.5 million tonne steel ingots per year is due for commissioning in phases, between October, 1973 and January, 1975. All efforts are being made to adhere to the construction schedule.

दलाई लामा का तिब्बत वापस लौटना

2727. श्री बन्धूलाल चन्नाकर :
श्री शिव कुमार शास्त्री :

क्या बिबल मंत्री यह बताने की कृपा करेंगे कि -

(क) क्या दलाई लामा तथा उनके साथियों ने स्वदेश लौटने का निर्णय किया है ; और

(ख) इस सम्बन्ध में सरकार को क्या जानकारी मिली है ?

बिबल मंत्री ने राज्य मंत्री (श्री सुरेश चन्द्र शर्मा) : (क) और (ख) : सरकार के पास इस प्रश्न की कोई सूचना नहीं है ।

हिन्द महासागर में तेल की खोज के प्रश्न पर
अमरीका, जापान तथा कुछ यूरोपीय देशों
के मध्य संघर्ष की सम्भावना

2728. श्री जगन्नाथ जन्नाकर : क्या
विदेश मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या हिन्द महासागर में तेल की
खोज के प्रश्न पर अमरीका, जापान तथा
कुछ यूरोपीय देशों के बीच संघर्ष की सम्भावना
है ;

(ख) क्या इस का प्रभाव प्रमुखतः
भारत पर पड़ेगा, और

(ग) इस सम्बन्ध में सरकार का विचार
क्या कार्यवाही करने का है ?

विदेश मंत्रालय में राज्य मंत्री (श्री
सुरेन्द्र पाल सिंह) : (क) हिन्द महासागर में
तेल की खोज के सवाल को लेकर संयुक्त
राज्य अमरीका, जापान और कुछ यूरोपीय
देशों में किसी मुकाबले की सम्भावना का
सरकार को कोई संकेत नहीं मिला है ।

(ख) और (ग). प्रश्न हीं उठते ।

Expansion of E.S.I. Scheme during Fifth Plan.

2730. SHRI VASANT SATHE: Will
the Minister of LABOUR AND REHA-
BILITATION be pleased to state:

(a) whether Government propose to
expand the coverage under E.S.I.
Scheme during Fifth Plan; and

(b) if so, the broad outlines of the
proposed plan?

THE DEPUTY MINISTER IN THE
MINISTRY OF LABOUR AND RE-
HABILITATION (SHRI G. VENKAT-
SWAMY): The Employees' State

Insurance Corporation have furnished
the following information:

(a) and (b). The question of expan-
sion of the coverage of the Employees'
State Insurance Scheme has been con-
sidered by a Committee on Perspec-
tive Planning appointed by the Emp-
loyees' State Insurance Corporation.
The Committee has in its final report
inter-alia recommended that the Emp-
loyees' State Insurance Scheme should
carry out a 5 year phased program-
me of extension to additional catego-
ries of establishments, including
smaller factories, shops and commer-
cial establishments, mines and plant-
ations. The total additional coverage
under the proposed phased program-
me would be 38 lakhs by 1977-78, be-
sides normal growth in the sectors now
covered. The report is to be consid-
ered by the Employees' State Insurance
Corporation at its meeting on 8.8.1973.
The matter will be examined further
in the light of the views of the Corpor-
ation.

Countries which have pleaded for Re- lease of P.O.Ws in India and Bengalis in Pakistan

2731. SHRI G. Y KRISHNAN: Will
the Minister of EXTERNAL AFFAIRS
be pleased to state:

(a) the names of countries which
have given their support for the re-
lease of Pakistani soldiers who are
in the custody of India; and

(b) the names of the countries
which have expressed their concern
regarding the fate of Bengali civilians
in Pakistan?

THE MINISTER OF STATE IN THE
MINISTRY OF EXTERNAL AFFAIRS
(SHRI SURENDRA PAL SINGH):

(a) and (b). Most of the countries
now support the Joint Indo-Bangladesh
Declaration for the resolution of the
humanitarian issues arising out of

the conflict of 1971. As the House is aware, the Joint Indo-Bangladesh Declaration of 17th April, 1973 visualises the simultaneous repatriation of Pakistani POWs and civilian internees, except those required by Bangladesh Government for trial on criminal charges, the repatriation of Bangladeshes forcibly detained in Pakistan and the repatriation of Pakistanis in Bangladesh.

Production capacity of non-Coking Coal and its Requirements in the Country

2732. SHRI G. Y. KRISHNAN: Will the Minister of STEEL AND MINES be pleased to state the production capacity of non-coking coal and its requirements in the country during 1972-73?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUBODH HANSDA): The production capacity of the non-coking coal mines was about 70 million tonnes during 1972-73. The estimated requirement was of the order of 68 million tonnes.

Proposal for changes in Family Pension Scheme

2733. SHRI G. Y. KRISHNAN: Will the Minister of LABOUR AND REHABILITATION be pleased to state

(a) whether there is any proposal under consideration of Government to

make changes in the family pension scheme; and

(b) if so, the main points thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF LABOUR AND REHABILITATION (SHRI G. VENKATSWAMY): (a) and (b). Some procedural changes have been made in the Employees' Family Pension Scheme, 1971. The question of making similar changes in the Coal Mines Family Pension Scheme, 1971 is under consideration.

अनुसूचित जातियों तथा अनुसूचित जन जातियों के बेरोजगार स्थिति

2794. श्री फूलचन्द वर्मा : क्या श्रम और पुनर्वास मंत्री यह बताने की कृपा करेंगे कि मार्च, 1973 में बेरोजगार व्यक्तियों में से अनुसूचित जातियों तथा अनुसूचित जन-जातियों के बेरोजगार व्यक्तियों की राज्यवार सख्या कितनी-कितनी है ?

श्रम और पुनर्वास मंत्रालय में उप मंत्री (श्री जी. 0. बंकरवामी) : बेरोजगार व्यक्तियों की सख्या के बारे में यथार्थ आंकड़े उपलब्ध नहीं हैं। 31-12-1972 को रोजगार कार्यालयों के चालू रजिस्टर में दर्ज नौकरी चाहने वाले अनुसूचित जाति और अनुसूचित जन-जाति के व्यक्तियों (सभी अनुसूचित : बेरोजगार नहीं हैं) की सख्या का राज्य-वार व्यौरा सलगन है।

विवरण

राज्य नव जाति

31-12-1972 को चालू रजिस्टर में दर्ज नौकरी चाहने वालों की सख्या

	अनुसूचित जाति	अनुसूचित जन-जाति
1	2	3
(क) राज्य		
1 आंध्र प्रदेश	28,033	2,120
2 अरुणाचल	5,778	4,525

1	2	3
3 बिहार	33,726	32,158
4 गुजरात	32,825	9,404
5 हरियाणा	21,545	8
6 हिमाचल प्रदेश	8,841	672
7 जम्मू काश्मीर	3,937	...
8 केरल	29,101	2,607
9 मध्य प्रदेश	38,458	20,430
10 महाराष्ट्र	88,713	12,496
11 मणिपुर	572	11,085
12 मेघालय	92	2,993
13 मैसूर	32,353	389
14 नागालैंड*	...	...
15 उड़ीसा	16,504	21,868
16 पंजाब	29,432	...
17 राजस्थान	21,027	6,551
18 तमिलनाडु	63,770	604
19 त्रिपुरा	1,795	3,567
20 उत्तर प्रदेश	1,31,948	245
21 पश्चिम बंगाल	87,309	13,635

(ख) मघ प्राप्तित क्षेत्र

1 अंडमान और निकोबार द्वीप . . . . .	...	...
2 अरुणाचल प्रदेश*	...	...
3 अंडीगड	4,941	...
4 दादर और नागर हवेली*	...	...
5 दिल्ली	23,878	656
6 गोवा, दमन और दीऊ	107	3
7 लक्का०, मिन० और भमीनादिवी द्वीप	5	976
8 मिजोराम . . . . .	...	4,489
9 पांडिचेरी	1,026	3

ग्रन्थिल भारतीय योग : 7,04,916 1,51,484

*इन राज्यों/संघ-शासित क्षेत्रों में कोई रोजगार कार्यालय कार्य नहीं कर रहा था ।

विषयसूची:—रोजगार कार्यालयों के चारू रजिस्टर में दर्ज नौकरी चाहने वाले अनुसूचित जाति/जन-जाति के व्यक्तियों की संख्या के संबंध में सूचना प्रत्येक वर्ष जून और दिसम्बर को समाप्त होने वाले अर्ध-वार्षिक अन्तरालों पर एकत्र की जा रही है ।

Non-taking of Skilled Workers in Carter, Pooler, Calcutta after its taking over by Government

2735. SHRI MOHAMMAD ISMAIL: Will the Minister of LABOUR AND REHABILITATION be pleased to state

(a) the reasons for not taking the 14 skilled workers in the Carter Pooler, Calcutta, after taking over the factory by Government,

(b) the reasons for not providing any allowance to these workers when they are being kept out from entering the factory, and

(c) the reaction of Government thereto?

THE DEPUTY MINISTER IN THE MINISTRY OF LABOUR AND REHABILITATION (SHRI G. VENKAT-SWAMY) (a) to (c) Information is being collected

Non-Payment of Workers' Dues in Gouripur Container and Closure Ltd., West Bengal

2736 SHRI MOHAMMAD ISMAIL: Will the Minister of LABOUR AND REHABILITATION be pleased to state

(a) whether Government are aware that after taking over the Gouripur Container & Closure Ltd., West Bengal, the just dues that is bonus, leave wage, provident fund and E.S.I have not been paid to the workers of that factory, and

(c) if so, the steps proposed to be taken by Government to pay the dues?

THE DEPUTY MINISTER IN THE MINISTRY OF LABOUR AND REHABILITATION (SHRI G. VENKAT-SWAMY): (a) and (b). The required information is being collected and will be laid on the table of the House in due course.

Mini Steel Plants in Private Sector in Andhra and West Bengal

2737. SHRI R. V. SWAMINATHAN: Will the Minister of STEEL AND MINES be pleased to state.

(a) whether Union Government have allowed to set up two mini-steel plants in the private sector one in Andhra and the other in West Bengal;

(b) if so, when they are likely to be set up

(c) the total expenditure involved,

(d) whether Union Government are considering to allow more such mini steel plants to be set up in other States and

(e) if so, the main features thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUBODH HANSDA) (a) to (c) Presumably by the term 'mini-steel plants', the Honble Member is referring to scrap based electric furnace units for manufacture of billets/ingots either by the conventional or continuous casting method. If so no letter of intent was issued for any unit in the private sector in Andhra Pradesh in the recent past. However, Messrs Andhra Steel Corporation, Calcutta, were granted a licence on 10th April 1961 for setting up such a unit at Visakhapatnam for the manufacture of 4,800 tonnes of steel billets annually. This unit is in production.

Messrs General Alloy Steel Ltd., Calcutta were issued a letter of intent on 26th September, 1972 for the setting up of a new industrial undertaking at Purulia, West Bengal, for the manufacture of 25,000 tonnes of alloy and special steel wire rods and strips in the joint sector. According to the information furnished in their application, the project is estimated to cost Rs. 20 crores in fixed assets, viz., land, buildings and machinery. As the scheme is still in the initial stage, it is difficult to indicate when the unit would go on stream.

(d) and (e). The question of 'issue of further licences/letters of intent would be considered depending on the availability of scrap and power supply.

Steps to increase manufacture of Watches

2738. SHRI R. V. SWAMINATHAN:
SHRI P. M. MEHTA:

Will the Minister of HEAVY INDUSTRY be pleased to state.

(a) whether his Ministry has taken steps to increase the manufacture of watches in the country;

(b) the total number of watches manufactured every year and the total demand;

(c) whether Tamil Nadu Government have also desired to set up a watch factory in that State and whether Union Government have agreed to the request, and

(d) whether the Ministry is considering HMT proposal of making the essential sophisticated components and supplying them to various states which will then arrange for the assembly of these components through various entrepreneurs?

THE DEPUTY MINISTER IN THE MINISTRY OF HEAVY INDUSTRY (SHRI SIDDHESHWAR PRASAD) (a) and (b). Against the total estimated demand of 45 million numbers of wrist watches, by 1973-74, schemes for the manufacture of 23.19 lakhs per annum have been approved by the Government and the production against this during 1972 was of the order of 4,42,975 numbers of wrist watches. The proposals for another 22.40 lakhs numbers of wrist watches per annum are under consideration of the Ministry of Industrial Development.

(c) No, Sir.

(d) Yes, Sir.

70,000 tonnes of Hardware Scrap lying at Kirkee for Disposal

2739. SHRI ISHAQUE SAMBHALI Will the Minister of STEEL AND MINES be pleased to state:

(a) whether public sector steel Mills are in a position to melt hardware scrap generally disposed of by the Ordnance Depots of Ministry of Defence,

(b) if so, whether this Ministry is aware that about 70,000 tonnes of hardware scrap is lying at Kirkee for disposal; and

(c) if so, the efforts being made to purchase this scrap?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUBODH HANSDA). (a) and (c). The possibility of utilising scrap available with Defence Ordnance Depots, in the Public Sector Mills is being considered.

(b) According to the information available with Government, the total holdings of surplus ferrous items at Kirkee treated as scrap and available for disposal immediately is about 14,500 tonnes. Some additional quantity of surplus scrap is likely to become available for disposal later at Kirkee.

Recommendations of Central Action Committee on Public Sector Undertakings for Greater Decentralisation in Units of H.E.C.

2740. SHRI ISHAQUE SAMBHALI Will the Minister of HEAVY INDUSTRY be pleased to state:

(a) whether the Central action Committee on Public Sector Undertakings has recommended greater decentralisation in all the plants and units of Heavy Engineering Corporation;

(b) if so, the main features of their recommendations in this regard; and

(c) whether Government are likely to accept the recommendations and, if so, when these would be implemented?

THE DEPUTY MINISTER IN THE MINISTRY OF HEAVY INDUSTRY (SHRI SIDDHESHWAR PRASAD): (a) and (b). Action Committee on Public Enterprises have recommended rationalisation of the structure of Heavy Engineering Corporation. They have recommended that the top management of HEC should consist of a Managing Director and four full time functional Directors viz. (i) Director (Technical), (ii) Director (Administration), (iii) Director (Finance) and (iv) Director (Corporate Development), who should deal with overall policies connected with sales, Production planning, finance, personnel and long range corporate development and external relations. They have also suggested that the Board should have apart from the Chairman, 4 or 5 part-time directors. The Committee have recommended that the Heavy Machine Building Plant and the Foundry Forge Plant should be given the maximum degree of autonomy possible.

(c) Government have accepted with certain modifications the recommendations of the Action Committee on the organisational structure of HEC and they are being implemented in conformity with a time schedule.

Non-Graduate Employees of Joint Cipher Bureau

2741. SHRI SHASHI BHUSHAN: Will the Minister of DEFENCE be pleased to state:

(a) the total number of employees in the Joint Cipher Bureau of the Ministry of Defence and the number out of them who are non-Graduates and since when they are in service there;

(b) whether Government have taken a decision in the year 1966 that no

under-Graduate shall be promoted to the higher post above which he was working at that time;

(c) if so, the reasons for taking such a decision; and

(d) what other facilities are being provided to them and whether Government are thinking of revoking the decision of 1966 barring promotion to non-Graduates in the Joint Cipher Bureau?

THE MINISTER OF DEFENCE (SHRI JAGJIVAN RAM): (a) It will not be in public interest to disclose the number of employees in the Joint Cipher Bureau.

(b) and (c). The recruitment rules for Class I and Class II posts in the Joint Cipher Bureau were revised in 1966 when it was decided that having regard to the duties of the posts, under-graduates should not be eligible for promotion to Class I and Class II posts. However, for promotions within Class III posts, non-graduates continue to be eligible.

(d) Subject to the requirements prescribed in the recruitment rules, the employees are eligible for promotion to higher grades. A review of some of the provisions of the existing rules is at present under consideration.

Round Table Conference for Industrial Peace to Raise production

2742. SHRI SHASHI BHUSHAN:
SHRI RAJA KULKARNI:

Will the Minister of LABOUR AND REHABILITATION be pleased to state:

(a) whether Government propose to convene a Round Table Conference of all the Labour Unions and Managements of all the private sector, joint sector and public sector industries, Industrialists and Economists with a view to have an agreement for at least three years for industrial peace to raise production; and

(b) if so, the guidelines being prepared by Government in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF LABOUR AND REHABILITATION (SHRI G. VENKATSWAMY): (a) and (b). The Government is making every effort to ensure industrial peace to raise production.

Accumulation of High Grade Manganese Ore at Pitheads due to Ban on its Export

2743. SHRI K. M. MADHUKAR: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether the recent ban on export of high-grade manganese ore coupled with the low off-take by ferro alloy producers owing to the power cut has resulted in accumulation of stocks of high grade manganese ore at pitheads;

(b) whether the Minerals and Metal Trading Corporation of India has urged Government to lift the ban temporarily so that the surplus high grade manganese ore could be exported; and

(c) if so, what decision has been taken in the matter?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUBODH HANSDA): (a) Yes. Sir.

(b) No, Sir

(c) Does not arise.

Working of Coke-oven Batteries at Durgapur, Rourkela, Bhilai and I. S. C. O.

2745. SHRI SAMAR MUKHERJEE: Will the Minister of STEEL AND MINES be pleased to state:

(a) the reasons for the damage done to the batteries in Durgapur, Rourkela, IISCO and the reasons for the erratic

working of the Coke-oven batteries of Bhilai;

(b) whether recommendation of the Pandey Committee has been implemented properly in Durgapur;

(c) if not, the reasons therefor; and

(d) if so, the outcome thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUBODH HANSDA): (a) In the case of Durgapur Steel Plant, the damage to batteries 1 to 3 was assessed in 1967 as due to poor maintenance in the initial stages. The poor condition of the battery machines leading to frequent breakdowns and consequent irregular pushing of ovens also caused damage to the batteries. There have also been damages to the batteries as a result of frequent thermal shocks caused by work stoppages wild-cat strikes, bundhs, etc., since 1966. In the case of IISCO, Rourkela and Bhilai the information is being collected and will be laid on the Table of the House.

(b) The major recommendations of the Pandey Committee on Coke Ovens have been implemented by the Durgapur Steel Plant.

(c) Does not arise.

(d) As recommended by the Committee, Coke Oven repair work has been reorganised, with a separate group exclusively for coke oven repair working in coordination with the coke oven inspection staff and the staff of the refractory department. However, the progress of repair work has been slowed down due to other reasons like difficulty in getting quality bricks and inter-union and intra-union rivalry. Job specifications for the staff have been prepared but it has not been possible to implement these due to refusal of the unions to accept these specifications. As recommended by the Committee, a group rota system has been introduced and is working satisfactorily. The Committee had also recommended the re-examination of the existing bonus system. This

has been done but the revised scheme is not acceptable to the unions with whom negotiations are going on over several alternatives.

prove conditions in regard to certain aspects which were observed during the visit.

Refugee Settlers in Mana Camps in Madhya Pradesh

2746 SHRI SAMAR MUKHERJEE Will the Minister of LABOUR AND REHABILITATION be pleased to state

(a) whether the attention of Government has been drawn to the untold sufferings of the Refugee settlers in Mana camps and other places in Madhya Pradesh,

(b) whether any parliamentary delegation visited these camps recently,

(c) if so the facts of the matter and

(d) the action taken by Government to redress the grievances of the people of these camps,

THE DEPUTY MINISTER IN THE MINISTRY OF LABOUR AND REHABILITATION (SHRI G VENKAT-SWAMY) (a) to (d) The well-being of the displaced persons in camps is under constant review of the Government of India. No parliamentary delegation as such visited the camps. However, Deputy Minister of Labour and Rehabilitation accompanied by two Honourable Members of the Parliament who are Members of the Consultative Committee for the Ministry of Labour and Rehabilitation (Department of Rehabilitation), paid a visit to Mana on the 18th and 19th May, 1973. Action is in hand to im-

उगांडा से लौटे परिवारों को रहने की तथा व्यवसाय की सुविधाएं प्रदान करना

2747. श्री मनमोहन प्रबाल : क्या श्रम और पुनर्वासि मंत्री यह बताने की कृपा करेंगे कि उगांडा से लौटे कितने परिवार हैं और उनमें से कितने परिवारों को सरकार द्वारा रहने की तथा व्यवसाय की सुविधाएं प्रदान की गई हैं ?

श्रम और पुनर्वासि मंत्रालय में उष मंत्री (श्री जी० बंकटस्वामी) : 22 जुलाई 1973 तक उगांडा से 9962 प्रत्यवासी भारत आ चुके हैं ।

भारतीय पासपोर्ट वाले युगाण्डा से आए प्रत्यावासियों के पुनर्वास के लिए एक योजना भारत सरकार द्वारा पहले ही मंजूर की जा चुकी है । योजना राज्य सरकारों के माध्यम से कार्यान्वित की जा रही है । उनकी वास्तविक संख्या अभी उपलब्ध नहीं है जिन्हें पहले ही आवास तथा व्यवसाय सम्बन्धी सुविधाएं दी जा चुकी हैं ।

विदेशों में भारतीय संस्कृति का प्रसार करने के लिए योजना

2748. श्री मनमोहन प्रबाल : क्या विदेश मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार ने विदेशों में भारतीय संस्कृति का प्रसार करने के लिए कोई

बोझना ब्रह्मर्षि और विदेशों में भारतीय
वृत्तावासी को इस आशय के कुछ आदेश दिये
गये हैं ; और

(ख) यदि हां, तो तत्संबंधी मुख्य बातें
क्या हैं ?

विदेश मंत्रालय में राज्य मंत्री (श्री
सुरेन्द्र पाल सिंह : (क) और (ख) . सरकार
यह मानती है कि विदेशों के साथ सांस्कृतिक
आदान-प्रदान करना आपसी समझ-बूझ बढ़ाने
के लिए महत्वपूर्ण है । विदेशों में भारतीय
संस्कृति की जानकारी देने के उद्देश्य से,
भारतीय सांस्कृतिक संबंध परिषद ने विदेशों
में भारतीय सांस्कृतिक केन्द्र खोलने, भारतीय
विद्वानों, कलाकारों और विभिन्न क्षेत्रों के
विशेषज्ञों के विदेश जाने; भारतीय कला,
पुस्तक और दस्तकारी की प्रदर्शनियां लगाने
और विभिन्न भाषाओं में भारत विषयक
पुस्तकें प्रकाशित कराने; और भारत में
पढ़ने के इच्छुक विदेशी विद्यार्थियों को
अनुसंधान अनुदान और छात्रवृत्तियां प्रदान
करने के कार्यक्रम बनाए हैं । भारत ने
कई देशों के साथ करार किए हैं जिनके
अन्तर्गत इन देशों के साथ निकटतर सांस्कृति
संबंध बनाने की दिशा में निरंतर
सहयोग हो रहा है । हमारे राजदूतावास
इन सूचों तथा अन्य सूचों के जरिये भारतीय
संस्कृति को प्रस्तुत करने में बराबर लगे हुए
हैं और आवश्यकता पड़ने पर उन्हें समुचित
निर्देश दिए जाते हैं ।

सिर पर बोझा डोने की प्रथा को समाप्त
करने का प्रस्ताव

2749. श्री बनजाराह प्रवाल : क्या
अब और पुनर्वासि मंत्री यह बताने की कृपा
करेंगे कि :

(क) क्या सिर पर बोझा, डोने की
प्रथा को समाप्त करने का कोई प्रस्ताव
सरकार के विचाराधीन है; और

(ख) यदि हां, तो उसकी मोटी-
रूप-रेखा क्या है ?

अब और पुनर्वासि मंत्रालय में उप मंत्री
(श्री जी० बेंबडस्वामी) : (क) जी
नहीं ।

(ख) प्रश्न नहीं उठता ।

Indian Territory Occupied by Pakistan

2750. SHRI SHANKERRAO SAV-
ANT: Will the Minister of EX-
TERNAL AFFAIRS be pleased to
state:

(a) how much Indian Territory has
been illegally occupied by Pakistan
since partition;

(b) what steps have been taken to
get back this territory and with what
success; and

(c) what steps are proposed to be
taken to get back this territory in the
near future?

THE MINISTER OF STATE IN
THE MINISTRY OF EXTERNAL AF-
FAIRS (SHRI SURENDRA PAL
SINGH): (a) A part of the State of
Jammu and Kashmir is under the
illegal occupation of Pakistan since
1947-48. The area of such territory
presently under occupation of Pakis-
tan is approximately 30,200 square
miles (78,218 square kilometres). An
additional area of about 2,000 square
miles (5,180 square kilometres) in
Pakistan-occupied Kashmir was ille-
gally ceded by Pakistan to China
under the so-called Sino-Pak Agree-
ment of 1963,

(b) and (c). It is Government's
policy to settle the issue arising
out of Pakistan's occupation of a part
of Jammu and Kashmir peacefully
through bilateral negotiations.

Re-rolling Mills in India

2751. **SHRI ANNASAHLE GOTKHI-NDE:** Will the Minister of STEEL AND MINES be pleased to state:

(a) the number of Steel Re-rolling Mills in the country with their broad classification;

(b) how are the re-rolling materials distributed by Government among their names; and

(c) whether there are any Trade Associations of these mills, and if so, their names; and

(d) whether one or more of these Trade Associations are recognised by Government and if so, the criterion for granting recognition to such Trade Associations and what benefits accrue to the Members of the Trade Association that is recognised by Government?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUBODH HANSDA) (4) According to the information available with the Iron and Steel Controller, there are 123 billet re-rollers, and 104 scrap re-rollers in the country, besides 748 smaller units registered with the respective Directors of Industries which use re-rollable scrap as raw material.

(b) The Joint Plant Committee distribute 2/3rd of the re-rollable scrap arisings of the main steel producers to the re-rollers on the lists of the Directors of Industries, and 1/3rd to the scrap re-rolling mills on the lists of the Steel Re-rolling Mills Association.

(c) There are several Associations of steel re-rollers such as the Steel Re-rolling Mills Association All-India Steel Re-rollers Association, and many other associations representing small scale re-rollers.

(d) Government have not formally recognised any Trade Association of Re-rollers.

Shifting of H.Q. Sukinda Nickel Plant of Orissa to Bhubaneswar

2752. **SHRI ARJUN SETHI:** Will the Minister of STEEL AND MINES be pleased to state whether Government have decided to shift the Headquarters of the proposed Sukinda Nickel Plant of Orissa to Bhubaneswar or to the plant site?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUKHDEV PRASAD): Government have not yet taken any decision regarding the exact location of Headquarters in Orissa of the proposed Sukinda Nickel Project.

The question of shifting the Headquarters to Bhubaneswar or the plant site, therefore, does not arise.

Progress made by lead Project at Sargipallin in Sundargarh District

2753. **SHRI D. K. PANDA:** Will the Minister of STEEL AND MINES be pleased to state:

(a) whether any progress has been made in regard to the lead project at Sargipallin in Sundargarh District since its foundation stone was laid sometime back;

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

(c) the expenditure so far incurred on the project?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUKHDEV PRASAD): (a) and (b) The Hindustan Zinc Ltd., to whom a mining lease over the Sargipallin lead deposit has been recently granted by the Government of Orissa, have drawn up a scheme for exploiting the prospect, including advance action for opening up the deposit and continuance of further developmental work leading to the preparation of an economic feasibility report of the project. The Company has obtained ap-

proval of its Board and is expected to commence work shortly.

(c) About Rs. 6.11 lakhs have been incurred upto June, 1973 on drilling, development of mines, etc.

Capacity utilised in Public Sector Units

2754. SHRI D. K. PANDA: Will the Minister of HEAVY INDUSTRY be pleased to state:

(a) whether the average utilisation of capacity in public sector units under his Ministry was only 30 per cent;

(b) if so, the names of units which are utilising the capacity more than 30 per cent and those that are utilising the capacity less than 30 per cent; and

(c) what concrete measures Government propose to take to utilize the existing capacity?

THE DEPUTY MINISTER IN THE MINISTRY OF HEAVY INDUSTRY (SHRI SIDDHESHWAR PRASAD): (a) and (b). A statement showing the installed capacity, production during 1972-73 and percentage of utilized capacity in respect of the Public Sector Units under the administrative control of the Ministry of Heavy Industry is laid on the Table of the House. [Placed in Library. See No. LT-5370/73].

(c) In order to improve the working of these public sector undertakings, under the administrative control of the Ministry of Heavy Industry, Government have taken a number of measures. These measures include progressive introduction of rational personnel policy, incentive schemes, improved methods of production planning and control, timely planned procurement of raw materials and components, double/triple shift

working in appropriate areas, diversification of production programme, development of ancillary industries, strengthening of management, improvement of industrial relations etc. Apart from this, performance of all the public sector undertakings is monitored continuously by the Ministry.

Production of Pumps and Compressors in Public Sector

2755. SHRI BAKSI NAYAK: Will the Minister of HEAVY INDUSTRY be pleased to state:

(a) whether Government have plans to make pumps and compressors in the public sector;

(b) if so, main features of the plan; and

(c) the targetted capacity for the coming year and the financial implications thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF HEAVY INDUSTRY (SHRI SIDDHESHWAR PRASAD):

(a) Yes Sir, Government have set up Bharat Pumps and Compressors Ltd, Naini, near Allahabad, for this purpose

(b) Bharat Pumps and Compressors Ltd, will produce Centrifugal pump, Reciprocating Pumps and Reciprocating Compressors required by certain key industries such as Fertilizer, Oil refinery, Petrochemicals, Oil and Gas Exploration, Steel, Food and Breweries etc. They intend to manufacture 660 number of Centrifugal Pumps, 65 numbers of Reciprocating pumps and 60 numbers of Reciprocating Compressors by 1976-77.

(c) In 1974-75, the company plan to manufacture 350 members of Centrifugal Pumps, and 50 number each of Reciprocating Pumps and Compressors, the total value of which will be about Rs. 10 crores.

Progress made by Bonus Review Committee

2756. SHRI RAJA KULKARNI: Will the Minister of LABOUR AND REHABILITATION be pleased to state the progress made by the Bonus Review Committee so far and when it is likely to submit its final Report?

THE DEPUTY MINISTER IN THE MINISTRY OF LABOUR AND REHABILITATION (SHRI G. VENKATSWAMY): The Committee is still engaged in its deliberations.

Government take over of three closed Engineering concerns of Bombay

2757. SHRI RAJA KULKARNI: Will the Minister of HEAVY INDUSTRY be pleased to state

(a) whether Government have taken a decision to take over the three closed Engineering concerns in Bombay viz. Alycock Ashdown, Mecknon Mecknzies and Bharat Barrels; and

(b) if not, what steps Government intend to take to avoid loss of production capacity and unemployment of nearly 10,000 workers?

THE DEPUTY MINISTER IN THE MINISTRY OF HEAVY INDUSTRY (SHRI SIDDHESHWAR PRASAD): (a) and (b). It has been decided that it would not be feasible for the Government to takeover M/s Mckenzie Ltd., Bombay. However, in the case of M/s. Alcock Ashdown & Co. Ltd., Bombay, certain schemes for reactivation of this company are under consideration of the Government.

As regards M/s. Bharat Barrels, a Committee of Investigation was appointed on 18th September, 1972 to look into the affairs of this Company. The management of this Company have filed a writ petition in the High Court of Delhi against the order of appointment of the Committee of In-

vestigation. The Committee is not, therefore, in a position to submit its report as the matter is sub-judice. There were about 2,000 workers on pay rolls on both M/s. Alcock Ashdown and Company Ltd. and M/s. Mckenzie Ltd. at the time these companies closed down.

Statement made by Assistant Secretary of U.S. regarding transfer of arms to Third Countries

2758. SHRI MADHU LIMAYE: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Government's attention has been drawn to Mr. Sisco's statement (Assistant Secretary of State of U.S.) before a House of Representative's Sub-Committee on 11 June, 1973 in which he had conceded the transfer of these arms to third countries;

(b) if so, the reaction of Government to this revelation,

(c) whether the matter has been taken up with the U.S. President, and

(d) if not, the reason for not doing this?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SURENDRA PAL SINGH) (a) In the course of hearings before a Congressional Sub-Committee on June 6, Mr. Sisco was asked to comment on the possibility of transfer to third countries of US arms to be given to Saudi Arabia and Kuwait. Mr. Sisco is reported to have stated: "I cannot give you categorical assurances, the best I can do is to say we have reasonable confidence that this will not happen."

(b) to (d). Government of India have consistently emphasized to all Governments concerned that the transfer of arms to Pakistan, either directly or indirectly, will impede the process of normalisation in the subcontinent and will be a matter of grave concern to us.

I.B.M. of China

2759. **SHRI MADHU LIMAYE:** Will the Minister of DEFENCE be pleased to state:

(a) has the Government's attention been drawn to reports about China's experimental firing an Intercontinental Ballistic Missile in the direction of the Indian Ocean over Indian Space;

(b) whether the object is to exercise pressure over the countries of South Asia; and

(c) whether any protest has been lodged both against the explosion of a thermo-nuclear device and the proposed experimental firing of an intercontinental Ballistic Missile?

THE MINISTER OF DEFENCE (SHRI JAGJIVAN RAM): (a) Government have seen newspaper reports about the possibility of China test firing an I.C.B.M. over the Indian Sub-continent into the Indian Ocean,

(b) The development of Intercontinental Ballistic Missiles by China is likely to create apprehension regarding the security environment of all Asian countries.

(c) No, Sir.

Bhutto's statement regarding Scientific Preparation by Pakistan

2760. **SHRI MADHU LIMAYE:** Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Government's attention has been drawn to the statement made by President Bhutto about the scientific preparation by Pakistan of its negotiating position at the Simla Conference last year as a result of which Pakistan got back the captured territory without a *quid pro quo*; and

(b) if so, the reaction of the Government to the statement?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SURENDRA PAL SINGH): (a) In a recent interview to a Correspondent of the Washington Post, President Bhutto is reported to have said that Pakistan had "worked out scientific plans" for its negotiation with India. Remarks to the effect that India withdrew its forces from captured Pakistan territory without a *quid pro quo* from Pakistan, were, however, the Correspondent's own.

(b) Government's agreement to withdraw troops from occupied areas was in consonance with its policies and principles that India did not covet an inch of Pakistan territory. Government also continues to believe that the Simla Agreement provides a firm basis for establishing durable peace in the sub-continent.

Measures to improve relations with Indonesia and Iran

2761. **SHRI MADHU LIMAYE:** Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether in view of the growth of Chinese nuclear power and arms race in West Asia, Government propose diplomatic and other moves to improve relations with Indonesia and Iran; and

(b) if so, the nature of these moves; and

(c) if the answer to (a) is "no", the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SURENDRA PAL SINGH): (a) to (c). In the pursuit of her general policy of maintaining friendly relations with all countries, and independently of factors such as growth of Chinese nuclear power or the situation in West Asia, India has always worked towards maintaining and developing close and cordial relations with Indonesia and Iran.

With Indonesia which, like India, is a member of the non-aligned group of countries, India has close and regular consultations at various levels with the object of intensifying the ties in the political, economic and cultural fields. As regards Iran, Hon'ble Member are aware of the recent visit to that country of the Minister for External Affairs. We believe there is no conflict of interests between India and Iran and both countries have much to gain by increasing collaboration in economic and other fields to mutual benefit.

मध्य प्रदेश में तापीय बिजलीघरों के लिये कोयले की आवश्यकता

2762. श्री गंगाधरण दीक्षित : क्या इस्पात और खान मंत्री यह बताने की कृपा करेंगे कि :

(क) मध्य प्रदेश में तापीय बिजली घरों के लिये इस समय कितनी मात्रा में कोयले की आवश्यकता है ; और

(ख) उनकी कोयले की आवश्यकताओं को पूरा करने के लिये सरकार ने क्या कार्यवाही की है ?

इस्पात और खान मंत्रालय में उप मंत्री (श्री सुबोध हंसदा) : (क) इस समय मध्य प्रदेश में बिजलीघरों की कोयले की मासिक आवश्यकता लगभग 2,43,000 टन है ।

(ख) स्थायी संयोजन समिति ने, जिसे भारत सरकार ने देश भर के सभी ताप बिजली घरों के लिये कोयले का संयोजन निर्धारित करने के लिये गठित किया है, इन बिजली घरों को मध्य प्रदेश के समीपस्थ कोयला क्षेत्रों के साथ संयोजित किया है । इस समय इन बिजली घरों को अपेक्षित कोयले की मात्रा प्रदान की जा रही है ।

मध्य प्रदेश में सरकारी क्षेत्र उद्योगों द्वारा 8.33 प्रतिशत बोनस का भुगतान न किया जाना

2763. श्री गंगाधरण दीक्षित : क्या अन्न और पुनर्वास मंत्री यह बताने की कृपा करेंगे कि :

(क) मध्य प्रदेश में सरकारी क्षेत्र में उन उद्योगों के नाम क्या हैं जिनमें इस बारे में कानून के पारित करने के बादजुद अभी तक 8.33 प्रतिशत बोनस का भुगतान नहीं किया गया है ; और

(ख) उनके विरुद्ध सरकार ने क्या कार्यवाही की है ?

(ग) उनके विरुद्ध सरकार ने क्या कार्यवाही करने का विचार किया है ?

अन्न और पुनर्वास मंत्रालय में उप मंत्री (श्री जी० बेंकटस्वामी) : (क) सूचित किया गया है कि मध्य प्रदेश में केन्द्रीय कार्यक्षेत्र के प्रत्येक के सभी सरकारी क्षेत्र के उद्योगों ने लेखा वर्ष 1971-72 के लिये बोनस का भुगतान 8.33 प्रतिशत की दर से कर दिया है ।

(ख) प्रश्न नहीं उठता ।

Non Application of E.P.F. Act, 1952 to Transport Agencies in M.P.

2764. SHRI G. C. DIXIT: Will the Minister of LABOUR AND REHABILITATION be pleased to state:

(a) whether the Employees' Provident Fund Act, 1952 and the scheme formulated under it have still not been made applicable to most of the transport agencies in Madhya Pradesh, particularly, in its backward areas; and

(b) if so, the reasons therefor

THE DEPUTY MINISTER IN THE MINISTRY OF LABOUR AND REHABILITATION (SHRI G. VENKAT-SWAMY): The Provident Fund Authorities have intimated as under—

(a) 115 transport establishments in Madhya Pradesh region, including 15 in its backward areas have been covered under the Employees' Provident Funds and Family Pension Fund Act, 1952. The Employees' Provident Fund Organisation is not aware of any coverable establishment which has not been covered under the Act.

(b) Does not arise.

केन्द्रीय सरकार का फैसलियाँ या कार्य-
स्थलों के लिए इमारती लकड़ी और बांस
की खरीद

2765. श्री गणेशचरण दीक्षित : क्या
पूर्ति मंत्री यह बताने की कृपा करेंगे कि

(क) गत तीन वर्षों में केन्द्रीय सरकार
की फैसलियों और कार्यालयों के विषये कितनी
इमारती लकड़ी और बांस खरीदा गया तथा
उन निर्माताओं और फर्मों के नाम क्या हैं
जिनमें यह मान खरीदा गया।

(ख) क्या केन्द्रीय सरकार द्वारा लकड़ी
और बांस की खरीद के विषये मध्य प्रदेश
के किसी सरकारी क्षेत्र के सम्बन्ध के साथ
बातचीत की गई थी, और

(ग) यदि हाँ, तो इन सम्बन्ध में क्या
निर्णय किया गया है ?

पूर्ति मंत्री (श्री गणेश नारायण खाँ) :

(क) 3 विवरण, जिनमें (1) सागीत
(टीक) तथा अन्य सख्त लकड़ी (2) नरम
लकड़ी तथा (3) बांस से बनाई गई तम्बू
की बलियों की पिछले 3 वर्षों में की गई
खरीद की मात्रा और मूल्य तथा उन निर्माताओं

और फर्मों के, बिनस उक्त म - खरीदा गया
नाम दिये गये हैं अनुसूच-1, 2 तथा 3 के
रूप में सभा पटल पर रख दिये गये हैं।
[अख्य में रखे गये। देखिये संख्या
LT/1=171/73]।

(ख) पूर्ण और निपटान महानिदे-
शासक ने उमागरी लकड़ी तथा बांस के सामान
का कार्य करने वाले मध्य प्रदेश के किसी
सरकारी क्षेत्र के सम्बन्ध में बातचीत नहीं की।
परन्तु ये बातचीत मध्य प्रदेश के मध्य नन
पाल (गु) के साथ की गई थी और उन्हें
13000 घनमीटर टाक तथा 3000 घन-
मीटर सख्त लकड़ी के आर्डर मिले हैं।

(ग) प्रश्न उत्पन्न नहीं होता।

मध्य प्रदेश सरकार द्वारा ट्रैक्टर की मांग का
बारे में प्रस्ताव

2766. श्री गणेशचरण दीक्षित : क्या
भारी उद्योग मंत्री यह बताने की कृपा करेंगे
कि

(क) क्या मध्य प्रदेश सरकार ने वर्ष
1973-74 में ट्रैक्टर की मांग के बारे में
किसी प्रस्ताव प्रेषित किया ?

(ख) यदि हाँ तो केन्द्रीय सरकार ने
उस पर क्या कार्यवाही की है ?

भारी उद्योग मंत्री (श्री उपेन्द्र नाथ सिंह)
(श्री गणेशचरण दीक्षित) : (क) मध्य प्रदेश सरकार
ने राज्य में ट्रैक्टरों की मांग के बारे में
आवृत्ति करने के लिये 30 ट्रैक्टरों का नियतन
करने हेतु जनवरी 1973 में आवेदन दिया
था।

(ख) उनको 13-3-1973 को 30
इन्टरनेशनल ट्रैक्टरों का आवंटन किया गया
था।

**Closure of Good Year Unit at
Faridabad**

2767. DR RANEN SEN Will the Minister of LABOUR AND REHABILITATION be pleased to state—

(a) whether the attention of Government has been drawn to the news report appearing in the *Patriot* dated 10th July, 1973 under the caption "Workers allege closure of Good Year unit deliberate",

(b) if so, what steps Government intend to take to curb this approach of the management; and

(c) whether Government propose to bring forward any legislation to bring the management under certain legal control?

THE DEPUTY MINISTER IN THE MINISTRY OF LABOUR AND REHABILITATION (SHRI G VENKAT-SWAMY) (a) to (c) The matter falls essentially in the State sphere. The Government's attention was drawn to the lock out

**Costly Machines in Durgapur Alloy
Steel Plant not used**

2768 DR RANEN SEN Will the Minister of STEEL AND MINES be pleased to state—

(a) whether costly machines in Alloy Steels Plant at Durgapur have not been used since their installation in the end of 1972,

(b) if so, the reasons therefor, and

(c) how much Government had spent in bringing and installing these machines in the plant?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUBODH HANSDA): (a) and (b) Towards the end of 1972, three Sheet Polishing Machines were installed in the Sheet Mill of the Alloy

Steels plant. The erection of these machines was completed on the 1st November, 1972 and they were commissioned on the 28th November, 1972. However, it has not been possible to operate the machines as there are certain industrial problems relating to the manning for these machines. The matter has been taken up at the central level with all the unions but a settlement is yet to be reached.

(c) The cost of the three Sheet Polishing machines in the sheet mill are given below —

	Lakhs (Approx)
(1) Equipment Cost	16 47
(2) Frection and Installation cost	1 26
Total	17 73

**Statements by the Elder Sister of the
Chogyal of Sikkim in Hongkong
Making Allegations against certain
Indian Intelligence Men**

2769 SHRI H M PATEL Will the Minister of EXTERNAL AFFAIRS be pleased to state—

(a) whether attention of Government has been invited to a series of statements made in Hongkong by the elder sister of the Chogyal of Sikkim alleging that certain Indian Intelligence men were involved in the agitation against her brother,

(b) whether Government have examined the implications of these statements, and

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

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SURENDRA PAL SINGH) (a) to (c) Yes, Sir

Government have seen a report which appeared in the *Indian Express* dated 12.4.73 wherein the elder sister of the Chogyal had said that Indian Intelligence men in Sikkim had interfered in the internal affairs of that State. This allegation is not

true and has been refuted publicly by H.H. the Chogyal himself and also by the Maharajkumar of Sikkim.

Implementation of Programmes and Policies of Agricultural Labour by States

2770. SHRI DEVINDER SINGH GARCHA: Will the Minister of LABOUR AND REHABILITATION be pleased to state whether the States have not implemented the programmes and policies uniformly in respect of the agricultural labourers?

THE DEPUTY MINISTER IN THE MINISTRY OF LABOUR AND REHABILITATION (SHRI G. VENKAT-SWAMY): Agriculture being a State subject, the responsibility for chalking out programmes and framing policies in respect of agricultural labour is that of the State Governments. Lack of uniformity in the policies, e.g. in the fixation of minimum wages under the Minimum Wages Act, may arise from the differing economic conditions in the various States.

Problems created by owners of Mines taken over by Government

2772. SHRI S. M. BANERJEE: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether the private mine owners whose mines have been taken over by Government are creating serious problems in some of the mine; and

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

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUBODH HANSDA): (a) and (b). Some private mine owners had been posing some serious problems at the initial stage of the take over of the mines. These pertained to non-

maintenance of statutory registers regarding employment, some owners functioning as union leaders, irregular maintenance of records regarding ownership of assets, etc. These problems have either been sorted out or are in the process of being sorted out.

Expansion of Bhusawal Ordnance Factory

2773. SHRI S. M. BANERJEE: Will the Minister of DEFENCE be pleased to state:

(a) whether the Ordnance Factory, Bhusawal is being expanded to meet the requirements of the Armed Forces and Indian Oil Corporation; and

(b) if so, what amount has been sanctioned for such expansion during the Fourth Plan?

THE MINISTER OF STATE (DEFENCE PRODUCTION) IN THE MINISTRY OF DEFENCE (SHRI VIDYA CHARAN SHUKLA): (a) Ordnance Factory, Bhusawal is already meeting the requirements of Indian Oil Corporation to the extent possible from its existing capacity. There is no proposal to expand the factory's capacity for this purpose.

(b) Does not arise.

Delay in Payment of Project Allowance to Workers of Ordnance Factory Varanasi

2774. SHRI S. M. BANERJEE: Will the Minister of DEFENCE be pleased to state:

(a) whether Project Allowance for 1964-65 has not yet been paid to the workers of Ordnance Factory, Varanasi;

(b) if so, the reason for this abnormal delay; and

(c) when payment is going to be made?

THE MINISTER OF STATE (DEFENCE PRODUCTION) IN THE MINISTRY OF DEFENCE (SHRI VIDYA CHARAN SHUKLA): (a) and (b). The question of payment of a project allowance to the workers of Ordnance Factory, Varanasi for the year 1964-65 has been carefully examined and it has not been possible for Government to agree to the same. The project allowance has, however, been sanctioned with effect from 1.4.1965.

(c) Does not arise.

Bonus to Central Government Employees

2775. **SHRI S. M. BANERJEE.** Will the Minister of LABOUR AND REHABILITATION be pleased to state:

(a) whether Pay Commission has not considered the question of grant of Bonus to Central Government employees, including Defence, Railways and P & T employees; and

(b) whether necessary instructions have been issued to include this question within the terms of reference of the Bonus Review Committee, if not, the reasons for the same?

THE DEPUTY MINISTER IN THE MINISTRY OF LABOUR AND REHABILITATION (SHRI G VENKAT-SWAMY): (a) The Pay Commission has not made any recommendation with regard to bonus as such.

(b) No instructions in this regard have been issued to the Bonus Review Committee. They have, however, elicited the views of the various Government Departments on this subject.

वर्ष 1972-73 के दौरान आयातित इस्पात लघु उद्योगों को वितरण

2776. **डा० लक्ष्मीनारायण पांडेय :** क्या इस्पात और खान मंत्री यह बताने की कृपा करेंगे कि :

(क) वर्ष 1972-73 के दौरान लघु उद्योगों को किसनी मात्रा में आयातित इस्पात का वितरण किया गया ; और

(ख) इन नेवेसियों द्वारा विदेशों में इस्पात को किस दर पर खरीदा गया और देश में इसका निर्यात किस दर पर किया गया ?

इस्पात और खान मंत्रालय में उप मंत्री श्री लूबोच हुंसदा : (क) और (ख). माध्यम अभिकरण आयातित इस्पात का वितरण मुक्त निर्यात आयात-निर्यात, द्वारा जारी किये गये गिनीज आर्डर का आधार पर करने है। क्षेत्रगत निर्यात के आकड़े नहीं रखे जाते हैं। आयात के खर्च के अनुसार प्रत्येक देश का मूल्य अलग-अलग होता है। विश्व का मांग और उपनिधि के आधार पर अंतर्राष्ट्रीय बाजार में मूल्य में उतार-चढ़ाव के कारण भी समय-समय पर मूल्य में अंतर हो जाता है।

Rehabilitation of Persons Displaced from Indo-Bangladesh and Indo-Pakistan Borders

2777. **DR. H. P. SHARMA:** Will the Minister of LABOUR AND REHABILITATION be pleased to state:

(a) whether there has been little progress in the rehabilitation of the people displaced from Indo-Bangladesh and Indo-Pakistan borders during 1971 conflict;

(b) the progress made in this regard in respect of each sector and the number of persons and families who still remain to be rehabilitated; and

(c) the expenditure incurred in this regard so far?

THE DEPUTY MINISTER IN THE MINISTRY OF LABOUR AND REHABILITATION (SHRI G. VENKAT-SWAMY): (a) and (c). The Government of India have already authorised the Governments of the border

States concerned to incur expenditure on giving necessary relief and rehabilitation assistance to such displaced persons at the prescribed scales and the entire expenditure is borne by the Government of India. A sum of Rs. 2855 lakhs has so far been released to the State Governments for the purpose.

(b) The information in this regard is being obtained from the State Governments concerned and it will be laid on the Table of the Sabha as soon as it is received.

Effect of President Nixon's triangular diplomacy on Indian position

2778 SHRI B V NAIK: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether President Nixon's triangular diplomacy has not weakened India's position with reference to Asian balance of power; and

(b) if so, whether the proposal for Asian Collective Security by USSR will be reconsidered by Government?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SURENDRA PAL SINGH): (a) No, Sir. We do not believe in concepts of balance of power.

(b) There has been no change in Government's position on the proposal for Asian Collective Security.

दुकानों पर काम करने वालों को सुविधायें

2779. श्री सूरतलाल डाला : क्या धर्म और पुनर्वास मंत्री यह बनाने की कृपा करेंगे कि :

(क) क्या श्रमिक नियमों के अन्तर्गत दुकानों पर काम करने वाले गुमाशतों या

सुविधायें या अन्य कर्मचारियों को वेतन संहिता छुट्टी सविषय निधि, बोनस तथा अन्य सुविधायें प्राप्त करने का हक है, और

(ख) यदि नहीं, तो इस सम्बन्ध में सरकार या कानून बनाने पर विचार कर रही है ?

अस और पुनर्वास मंत्रालय में उपसचिव (श्री जी० वेण्कटरामो) : (क) और (ख).

(1) सवेतन छुट्टी भाग में दुकानों और वाणिज्यिक प्रतिष्ठानों के कर्मचारियों की कार्य-दशाएं अधिनाश। राज्य सरकारों द्वारा पारित अधिनियमों और उनके अधीन बनाए गए नियमों द्वारा शासित होती है। ये अधिनियम अन्य बातों के साथ-साथ दैनिक और मासिक कार्य घंटा विश्राम अंतराल, प्रतिष्ठानों के खुलने और बंद होने के समयों, मजदूरी-भुगतानों, गणपति पूजन दिवस छुट्टियां, वाषट्क छुट्टी, बच्चा और युवक व्यक्तियों के प्राप्ति नियंत्रण को प्रभावित करते हैं। दुकानों में काम करने वाले कर्मचारी सबेले छुट्टी से हकदार हैं।

(2) नविष्ठ निधि कर्मचारी सविषय निधि और परिवार पेंशन अधिनियम, 1952 में गणपति व्यक्तियों का नियोजित करने वाली दुकानों पर लागू होता है। अधिनियम की धारा 2(च) में परिभाषित सभी कर्मचारी निधि योजना 52 में निर्धारित शर्तों के अधीन सविषय निधि के लाभ के लिए हकदार हैं।

(3) बोनस बोनस भुगतान अधिनियम, 1965, उसकी धारा 1 (3) देखिए, ऐसे प्रत्येक कारखाने और प्रत्येक अन्य प्रतिष्ठान पर लागू होता है जिसमें किसी लेखा वर्ष के दौरान किसी भी दिन 20 या अधिक व्यक्ति नियोजित किए जाते हैं। सरकार ने एक बोनस पुनरीक्षा समिति नियुक्त की है ताकि वह बोनस भुगतान अधिनियम

के कार्यकरण की पुनरीक्षा करें और उसमें उल्लिखित योजनाओं में समुचित संशोधनों सम्बन्धी सुझाव दें। समिति से अपेक्षा की गई है कि वह अन्य बातों के साथ-साथ इस प्रश्न के सम्बन्ध में सिफारिशें करे कि क्या 20 से कम व्यक्तियों को नियोजित करने वाले कारखानों के अतिरिक्त, अन्य प्रतिष्ठानों को अधिनियम के अन्तर्गत लाया जाए और यदि हा तो नियोजन की किस सीमा तक ? समिति की रिपोर्ट प्रतीक्षित है।

अन्य सुविधाएँ औद्योगिक विवाद अधिनियम, 1947 और मजदूर सच अधिनियम, 1926 दुकानों में काम करने वाले कर्मचारियों पर लागू होते हैं।

Supply of Foot-wear to Miners

2780. SHRI R. N. SHARMA: Will the Minister of LABOUR AND REHABILITATION be pleased to state:

(a) the latest position of supply of foot-wear to the miners in view of the representation made by Glace Kid Private Limited, Calcutta, dated 17th July, 1973; and

(b) whether in view of the decision of the Third Mines Safety Conference, Government propose to persuade the mine owners to place orders in phases for supply of approved type of goods?

THE DEPUTY MINISTER IN THE MINISTRY OF LABOUR AND REHABILITATION (SHRI G. VENKAT-SWAMY): (a) and (b). The representation made by Glace Kid Private Limited, Calcutta, and the recommendation made by the Third Conference on Safety in Mines are receiving attention of the Government. However, 67,913 workers out of 3,11,307 have been provided with foot-wear in coal mines and 60,937 out of 2,06,457 in non-coal mines.

Visit by Mr. Andre Malraux to India

2781. SHRI P. G. MAVALANKAR: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the noted French intellectual and statesman, Mr. Andre Malraux, visited India earlier this year;

(b) if so, whether he was in India at the invitation of the Government of India and if not, at whose invitation the said eminent guest was in India; and

(c) whether the said visit proved fruitful also in terms of some cultural agreement between France and India?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SURENDRA PAL SINGH): (a) and (b). Yes, Sir. He came to India in April 1973 at the invitation of the Government of India

(c) The visit provided an opportunity for a useful exchange of views on various matters of common interest. A cultural agreement between India and France exists already.

Setting up of Heavy Industries in Gujarat during 4th and 5th Plans

2782. SHRI PRAVINSINH SOLANKI: Will the Minister of HEAVY INDUSTRY be pleased to state:

(a) the names and number of Heavy Industries proposed to be set up in the Gujarat State during the Fourth and Fifth Five Year Plans; and

(b) the progress made so far in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF HEAVY INDUSTRY (SHRI SIDDHESHWAR PRASAD): (a) and (b). To the extent information is available with the Ministry of

Heavy Industry, there is no proposal to set up Public Sector units in the field of heavy industry in the State of Gujarat during the remaining period of the Fourth and the Fifth Five Year Plan.

Misuse of Steel Quota by Industrial Units in Delhi Region

2783. SHRI PRAVINSINH SOLANKI: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether from 1971 to June, 1973, 150 industrial units in Delhi region have misused the steel quota; and

(b) if so, the names of the units and the action taken against these units?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUBODH HANSDA): (a) and (b) The position in this regard is being ascertained and will be laid on the Table of the House.

Modernisation and Expansion of Wagon Manufacturing Units in Public and Private Sectors

2784. SHRI C. K. JAFFER SHAHRIEF: Will the Minister of HEAVY INDUSTRY be pleased to state:

(a) whether Government propose to encourage modernisation and expansion of the existing Railway wagon manufacturing units whether in public or private sector and also to allow them to set up new units; and

(b) if so, the number of expansion schemes allowed in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF HEAVY INDUSTRY (SHRI SIDDHESHWAR PRASAD): (a) and (b). The installed capacity to manufacture wagons appears adequate to meet the requirements during the Fifth Five Year Plan. Proposals for modernisation have to be

considered unitwise on a variety of factors including the viability of the modernization programme.

Despatch of Soft Coke to Delhi by Bharat Coking Coals Limited

2875. SHRI R. N. SHARMA: Will the Minister of STEEL AND MINES be pleased to state:

(a) the quantity and value of soft coke despatched to Delhi by the Bharat Coking Coals Ltd., and the quantity and value as shown in the sale thereof from 1st January to 30th June, 1973;

(b) the discrepancies in quantity and value at the time of despatch and receipt and the measures taken by Government in this regard; and

(c) the expenditure incurred on the establishment at Delhi in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUBODH HANSDA): (a) to (c). The information is being collected and will be laid on the Table of the House

Alleged business transactions by Officers of Rourkela Steel Plant with the Steel Plant on behalf of their relations

2786. SHRI GAJADHAR MAJHI: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether it is known to HSL authorities Rourkela, that many Officers of the Rourkela Steel Plant have been carrying on business in the names of their relatives with the Steel Plant in supplying spare parts, etc., for different units of the plant; and

(b) if so, whether an inquiry by CBI is proposed to be undertaken in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUBODH HANSDA): (a) Ac-

cording to the information furnished by the Rourkela Steel Plant authorities, it is not a fact that many officers of the Rourkela Steel Plant have been carrying on business in the names of their relatives for supply of spare parts, etc., for the different units of the plant.

(b) Does not arise.

Coordination and Planning Research on Rural Labour

2787. SHRI VASANT SATHE: Will the Minister of LABOUR AND REHABILITATION be pleased to state.

(a) whether Government propose to integrate the Research Staff and studies conducted, under progress, proposed under the Rural Labour Bureau Inquiry, Intensive Type Studies on Rural Labour in Labour Bureau with the proposed Expert Cell on Agricultural Labour to ensure better coordination and planning in research on Rural Labour, and if not, the reasons therefor; and

(b) whether Government propose to set up a cell for studying the problems of unorganised urban labour in all its ramifications for understanding and remedial action programme?

THE DEPUTY MINISTER IN THE MINISTRY OF LABOUR AND REHABILITATION (SHRI G VENKAT-SWAMY): (a) Government have no such proposal.

(b) No.

Indo-Australian move for creating a Zone of peace in Indian Ocean

2788. SHRI HARI SINGH: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether India and Australia have agreed to co-operate with each other to create a Zone of Peace in the Indian Ocean; and

(b) if so, the measures taken by the two countries to achieve the objective so far?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SURENDRA PAL SINGH): (a) and (b). Yes, Sir, During the visit to India of Mr. E. G. Whitlam, Prime Minister of Australia from 3 to 6 June, 1973, the Prime Minister of India and Australia agreed that the Indian Ocean area should be free from international tensions, Great Power rivalry and military escalation. They reaffirmed their support for the concept of the Indian Ocean as a Zone of Peace. Both Australia and India have supported the U.N.G.A. Resolution No. 2992 (XXVII) establishing an Ad hoc Committee to study the implications of the proposal about the Indian Ocean as a Zone of Peace.

Direct Import of Steel by Exporters

2789. SHRI JYOTIRMOY BOSU: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether steel import is a "canalised" item,

(b) whether until recently Hindustan Steel was the sole agency for the import of steel;

(c) if so, whether Government have now decided to "decanalise" this item and permit the exporters to directly import steel to meet their own requirements, and

(d) if so, on what grounds?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUBODH HONSDA): (a) Import of most of the mild steel and special steel items is canalised.

(b) No, Sir, Hindustan Steel Limited and Minerals and Metals Trading

Corporation have been the canalising agencies.

(c) and (d). No, Sir. However, as an export promotion measure, to facilitate direct import of entitlements under Registered Exporters' Import Policy, the licensing authorities have been authorised to grant facilities regarding Letter of Authority for items other than Stainless Steel, tin plate and tin plate waste on request from the entitlement holders.

C.B.I. Enquiries against Firms having Licence, for Steel Industry

2790. SHRI JYOTIRMOY BOSU: Will the Minister of STEEL AND MINES be pleased to refer to the reply given to Unstarred Question No. 8318 on 26th April, 1973 regarding the Central Bureau of Investigation enquiries against the firms having licences for steel industries and state:

(a) what further follow up action has been taken against each of the firms charged by Central Bureau of Investigation with fraudulent activities;

(b) whether these companies have been black-listed; and

(c) if not the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUBODH HANSDA): (a) to (c). Details of the follow up action taken against each of the firms charged by the Central Bureau of Investigation are given in the Statement laid on the Table of the House. [Placed in Library. See No. LT-5372/73].

Federation of Executives of H.S.L. Units

2791. SHRI YAMUNA PRASAD MANDAL: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether the executives of H.S.L. units have formed a Federation recently; and

(b) if so, the aims and objects of the federation?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUBODH HANSDA): (a) Yes, Sir.

(b) The aims and objects of the Federation are reported to be as indicated below.

(a) The federation will strive for the growth and development of the steel industry on sound lines and assist in the achievement of national targets for production of steel.

(ii) It would promote the exchange of professional information and knowledge pertaining to the steel industry on an inter-unit basis as well as with other plants in the country and abroad.

(iii) It will seek introduction of a progressive industrial culture in the management and strive for planned development of cadres of professional steel executives through a fair and rational personnel policy and its uniform implementation.

(iv) It will promote solidarity amongst the members of the steel fraternity to effectively uphold professional dignity and well-being of the members.

Debarring Matriculates for Jobs of LDCs in the Ordnance Factories

2792. SHRI YAMUNA PRASAD MANDAL: Will the Minister of DEFENCE be pleased to state:

(a) whether Matriculates have been debarred for recruitment as LDCs in the Ordnance factories according to the Ministry's latest notification; and

(b) if so, the reasons therefor?

THE MINISTER OF STATE (DEFENCE PRODUCTION) IN THE MINISTRY OF DEFENCE (SHRI VIDYA CHARAN SHUKLA): (a) No, Sir.

(b) Does not arise.

Distribution of Imported Steel

2793. SHRI D. P. JADEJA-
SHRI VEKARIA.

Will the Minister of STEEL AND MINES be pleased to state

(a) whether Government have put any restriction on the distribution of imported steel, and

(b) if so, what are the conditions?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUBODH HANSDA): (a) and (b) Imported steel is supplied against release orders issued by Chief Controller of Imports and Exports/al'ocations issued by the Sponsoring Ministries/Department of Economic Affairs. No restriction beyond what is prescribed in the import policy/procedures announced through Public Notices issued by the Chief Controller of Imports and Exports, has been imposed.

Production of B.C Grade Aluminium

2794 SHRI VEKARIA: Will the Minister of STEEL AND MINES be pleased to state:

(a) the quantity of BC grade aluminium produced in India during the last three years, year-wise; and

(b) the total need of BC grade aluminium of the country, annually?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUKHDEV PRASAD): (a) and (b). There is no BC grade of aluminium. The question presumably refers

to E.C. (Electrical Conductor) grade aluminium. The quantity of E.C. grade Aluminium produced in India during the last three years, year-wise, is as under:—

1970	1971	1972
(In tonnes)		
81,375	93,700	89,412

2. The internal demand for Aluminium during 1973-74 is estimated at about 230,000 tonnes, 50—60 per cent of which would be in the form of E.C. grade metal.

Overall performance of Undertakings under Ministry of Heavy Industry during 1972-73

2795 SHRI S. R. DAMANI Will the Minister of HEAVY INDUSTRY be pleased to state:

(a) the unit-wise overall performance of the undertakings under the charge of his Ministry during 1972-73 and how it compares with the previous two years;

(b) whether studies have been made to ascertain the under-utilisation of capacities in the units and if so, what are the findings, and

(c) the action taken thereon?

THE DEPUTY MINISTER IN THE MINISTRY OF HEAVY INDUSTRY (SHRI SIDDHESHWAR PRASAD): (a) The units under the administrative control of the Ministry of Heavy Industry have shown good progress in 1972-73 as compared to previous two years. A comparative statement showing production and profit/loss during the last three years is laid on the Table of the House. [Placed in Library. See No. LT-5373/73].

(b) and (c). The Action Committee of Public Enterprises constituted by the Bureau of Public Enterprises had gone into the working of the more im-

portant undertakings under the administrative control of the Ministry of Heavy Industry with a view to maximising the utilisation of the installed capacity.

As recommended by the Action Committee, the undertakings have been asked to draw up detailed and time-bound programme to achieve optimum production. The other measures taken/being taken for improving the working of the public sector undertakings include progressive introduction of a rational personnel policy, inventory control, improved methods of production, planning and control, double/triple shift working in appropriate areas, diversification of production programme, development of ancillary industries, strengthening of management, incentive schemes etc. Apart from this, performance of the public sector undertakings is reviewed periodically and where found necessary, expert groups are appointed to go into the working of these units and suggest ways and means for improvement. Further, a regular monitoring cell is being set up in the Ministry. As a result of these measures, it is expected that the performance of the public sector units will further improve in the coming years.

Order position of Durgapur Plant for Supply of Wheels and Axles to Railway Wagon Building Industry

2796. SHRI S. R. DAMANI: Will the Minister of STEEL AND MINES be pleased to state:

(a) the order position of Durgapur Plant for the supply of wheels and axles to Railway Wagon-building industry and its actual capacity to produce these items;

(b) whether the plant is able to effect deliveries according to the time schedules of contracts; and

(c) if not, the orders which have fallen behind delivery schedules and the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUBODH HANSDA): (a) to (c). The installed capacity of the wheel and axle unit at the one million tonnes stage of the Durgapur Steel Plant, was 45,000 sets per year. This was raised to 75,000 sets per year under the scheme of expansion of capacity of the Steel Plant to 1.6 million tonnes a year. However, according to a reassessment made by the Central Engineering and Designs Bureau of Hindustan Steel (now Metallurgical and Engineering Consultants (India) Ltd.), the capacity is only about 58,000 sets a year. There is some doubt whether even this represents the correct capacity.

2. The order position of different types of wheel sets for supply to the Railway wagon building industry is as under:

	Type of set	Quantity	Date of	Balance to be
		ordered	order	despatched on as
		(Nos)		15.7.73(Nos)
1.	12 tonne MG Sets	6,000	19.5.69	3,285
2.	10 tonne MG Sets	1,385	26.3.70	710
3.	16 tonne PB Sets	3,000	25.9.70	1,040
4.	20 tonne RB Sets	8,000	17.5.72	5,780
5.	16 tonne semi-finished axles	2,000	18.6.68	629

The delivery date for orders at SL Nos. 1, 2 and 3 is upto March, 1974.

3 There have been delays in the deliveries of wheel sets to the Railways. In such cases the Railways were requested to extend the delivery dates suitably

4 The failure to execute the orders in time is due to low production mainly as a result of (i) low labour productivity, (ii) shortage of wheel and axle steels, (iii) high percentage of process rejections and (iv) equipment break-downs.

State-wise Locations of Heavy Industries

2797 SHRI R N BARMAN Will the Minister of HEAVY INDUSTRY be pleased to state

(a) the names of the States where Heavy Industries are functioning, and

(b) the names of Heavy Industries proposed to be set up under the Five Year Plan, State-wise?

THE DEPUTY MINISTER IN THE MINISTRY OF HEAVY INDUSTRY (SHRI SIDDHESHWAR PRASAD) (a) Andhra Pradesh, Bihar Gujarat Haryana, Jammu & Kashmir, Kerala, Madhya Pradesh Maharashtra, Mysore, Punjab, Rajasthan Tamil Nadu, Uttar Pradesh and West Bengal are the States where heavy industry units under the purview of this Ministry are functioning

(b) A new unit in the public sector is proposed to set up under the Fifth Five Year Plan for manufacture of Chemical and Fertiliser equipment. It is also proposed to set up capacity for heavy machine building, machine tools and heavy plates and pressure vessels. The location of the units will be decided on techno-economic considerations only after the feasibility reports are finalised.

Celebration of 25th Anniversary of India's Independence by Missions Abroad

2798 SHRI R. N. BARMAN: Will the Minister of EXTERNAL AFFAIRS be pleased to state,

(a) the Countries where the 25th Anniversary of India's Independence has been celebrated, and

(b) the total expenditure incurred by the Indian Missions on these celebrations?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SURENDRA PAL SINGH) (a) and (b) The required information is being collected from the Indian Missions abroad and will be placed on the Table of the House as soon as it is received

Displaced Persons settled in Chotanagpur and Santhal Parganas in Bihar

2799 SHRI S C BESRA Will the Minister of LABOUR AND REHABILITATION be pleased to state

(a) the number of refugees and displaced persons given settlement in Chotanagpur Division and Santhal Parganas District in Bihar,

(b) the facilities provided to them,

(c) whether they have been given permanent settlement in those areas or they have been adjusted there temporarily, and

(d) the amount spent on them so far?

THE DEPUTY MINISTER IN THE MINISTRY OF LABOUR AND REHABILITATION (SHRI G VENKATSWAMY) (a) to (d). The information is being collected from the State Government and will be laid on the Table of the Sabha.

**Employment to Persons rendered
Jobless due to Nationalisation of
Collieries**

2800. SHRI S. C. BESRA: Will the Minister of STEEL AND MINES be pleased to refer to the reply given to Unstarred Question No. 9954 on the 10th May, 1973 regarding the employment to persons rendered jobless due to the nationalisation of collieries and state whether the information has since been collected?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUBODH HANSDA): The information has since been collected and shows that it is not a fact that over 5000 miners have been rendered jobless due to nationalisation of collieries in Chotanagpur and Santhal Parganas.

12 hrs.

PAPERS LAID ON THE TABLE

REPORTS OF MONOPOLIES AND RESTRICTIVE TRADE PRACTICES COMMISSION, ETC.

THE DEPUTY MINISTER IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI BEDABRATA BARUA): I beg to lay on the Table:—

(1) A copy each of the following Reports of the Monopolies and Restrictive Trade Practices Commission under section 62 of the Monopolies and Restrictive Trade Practices Act, 1969:—

(i) Report under section 23(6) of the said Act on the proposal of M/s Karam Chand Thapar and Bros. (Coal Sales) Limited for acquisition of certain equity shares of M/s Malwa Sugar Mills Company Limited, together with Government's order thereon.

(ii) Report under section 23(6) of the said Act in the case of amalgamation of Sarabhai Sons Private

Limited and Sarabhai M. Chemicals Private Limited with Telerad Private Limited.

(2) A statement explaining the reasons for not laying the Hindi version of the above Reports simultaneously. [Placed in Library. See No. LT-5361/73].

NOTIFICATIONS UNDER INDIAN IRON AND STEEL COMPANY (TAKING OVER OF MANAGEMENT) ACT, 1972

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUBODH HANSDA): I beg to lay on the Table a copy each of the following Notifications (Hindi and English versions) under sub-section (3) of section 16 of the Indian Iron and Steel Company (Taking over of Management) Act, 1972:—

(1) The Advisory Board (Additional Functions) Rules, 1973, published in Notification No. G.S.R. 279(E), in Gazette of India dated the 16th May, 1973

(2) The Advisory Board (Remuneration of the Members) Rules, 1973, published in Notification No. G.S.R. 280(E) in Gazette of India dated the 16th May, 1973 [Placed in Library. See No LT-5362/73].

NAVAL CEREMONIAL, CONDITIONS OF SERVICE AND MISCELLANEOUS (THIRD (AMENDMENT) REGULATIONS, 1973

THE DEPUTY MINISTER IN THE MINISTRY OF DEFENCE (SHRI J. B. PATNAIK): I beg to lay on the Table a copy of the Naval Ceremonial, Condition of Service and Miscellaneous (Third Amendment) Regulations, 1973 (Hindi and English versions) published in Notification No. S.R.O. 12(E) in Gazette of India dated the 27th July, 1973, under section 185 of the Navy Act, 1957. [Placed in Library. See No. LT-5363/73].

**NOTIFICATIONS UNDER COAL MINES
LABOUR WELFARE FUND ACT**

**THE DEPUTY MINISTER IN THE
MINISTRY OF LABOUR AND RE-
HABILITATION (SHRI G. VEN-
KATSWAMY):** I beg to lay on the
Table a copy each of the following
Notifications (Hindi and English ver-
sions) under sub-section (3) of sec-
tion 10 of the Coal Mines Labour Wel-
fare Fund Act, 1947:—

(1) The Coal Mines Labour Wel-
fare Fund (First Amendment) Rules,
1973, published in Notification No
G.S.R. 504 in Gazette of India dated
the 12th May, 1973.

(2) The Coal Mines Labour Welfare
Fund (Fourth Amendment) Rules,
1973, published in Notification No
G.S.R. 621 in Gazette of India dated
the 9th June, 1973 [Placed in Libra-
ry. See No LT-5364/73]

12.02 hrs.

MESSAGES FROM RAJYA SAPHA

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

(i) "In accordance with the pro-
visions of rule 127 of the Rules of
Procedure and Conduct of Business
in the Rajya Sabha, I am directed
to inform the Lok Sabha that the
Rajya Sabha, at its sitting held on
the 8th August, 1973, agreed with-
out any amendment to the Mysore
State (Alteration of Name) Bill,
1973, which was passed by the Lok
Sabha at its sitting held on the 30th
July, 1973."

(ii) "In accordance with the pro-
visions of rule 127 of the Rules of
Procedure and Conduct of Business
in the Rajya Sabha, I am directed
to inform the Lok Sabha that the

Rajya Sabha, at its sitting held on
the 8th August, 1973, agreed with-
out any amendment to the Laccadi-
ve, Minicoy and Amindivi Islands
(Alteration of Name) Bill, 1973,
which was passed by the Lok Sabha
at its sitting held on the 30th July,
1973."

12.03 hrs

**SUPPLEMENTARY DEMANDS FOR
GRANTS (RAILWAYS), 1973-74**

**THE MINISTER OF RAILWAYS
(SHRI L. N. MISHRA):** I beg to
present a statement showing Supple-
mentary Demands for Grants in res-
pect of the Budget (Railways) for
1973-74

12.05 hrs.

MATTER UNDER RULE 377

ATROCITIES ON HARIJANS

MR SPEAKER I have received
this notice under Rule 377 about the
murder of Harijans

SHRI JOYTIRMOY BOSU (Dia-
mond Harbour) Yes, Sir.

MR SPEAKER You are very
impatient

SHRI JYOTIRMOY BOSU It is
true, I know my drawback

MR SPEAKER When you know
it, why not suppress it? The notice
under Rule 377 is to raise the matter
regarding the murder of and inhuman
treatment meted out to Harijans in
Andhra Pradesh and Bihar I have
received it in the following order:

**Shri Ramavtar Shastri, Shri Bho-
gendra Jha and Shri Jyotirmoy Bosu.**
Shri Shastri.

श्री रामावतार शस्त्री (पटना) :
अध्यक्ष जी, हरिजनों पर अत्याचार का

सिलसिला पिछले कुछ दिनों से हमारे देश में जारी है। यह कम होने के बजाय दिन-प्रतिदिन बढ़ता जा रहा है। मैं इसकी हाल की घटनाओं की तरफ आपके द्वारा सरकार का ध्यान आकर्षित करना चाहता हूँ। आज के 'पेट्रियोट' अखबार में एक समाचार छपा है—

"Hyderabad, August 8: The murder of 2 Harijans, one in Nalgonda district and the other in Warrangal district as early as June this year, which was kept a secret by police authorities in the State came to the light here today. The police officials at the district headquarters who never miss any opportunity to announce to the press Naxalite raids and their deaths in encounters, did not part with this information though the chargesheet was filed against 19 persons in connection with the two murders."

अध्यक्ष जी, आन्ध्र प्रदेश में राष्ट्रपति शासन लागू है, वहाँ की शासन व्यवस्था की देखभाल की मीथी तवाबदेही भारत सरकार पर है और यह घटना जन में होती है जब कि आज 9 अगस्त है, आज हम इस पर विचार कर रहे हैं। इतने दिनों तक पुलिस अधिकारियों ने इस घटना को छिपा कर रखा, क्योंकि यह हरिजनों की हत्या का मामला था। इस तरीके में पुलिस व्यवहार करें—राज के जमाने में, यह बहुत ही रोष की बात है। मैं गृह मंत्री जी से जानना चाहता हूँ—जिन अधिकारियों ने इस तरह की बात की है, यानी इस सूचना को दबा कर रखा है, क्या उनके खिलाफ आपने कोई कार्यवाही की है या आप कोई कार्यवाही करने का विचार रखते हैं, तब आइन्दा इस तरह की घटनाओं की सूचना सम्बन्धित सरकारों को पुलिस अधिकारी जल्द द।

इसी तरह से बिहार की घटना है—बिहार में 10 बटाईदारों की हत्या पिछले

दिनों हुई है और यह सिलसिला दिन-प्रति-दिन बढ़ता ही जा रहा है। बिहार में इस सवाल को लेकर बहुत रोष है। जिन बटाईदारों की हत्या की गई है, उन में हरिजनों की तादाद काफी है। अध्यक्ष जी, मुझे माफ करेंगे, इसके पीछे वहाँ के कांग्रेस के एम०एल०ए० और विधान सभा के डिप्टी स्पीकर का हाथ है, उनके खिलाफ पुलिस की डायरी है और बिहार की कम्युनिस्ट पार्टी ने एक मत से प्रस्ताव पास करके मांग की है कि उनको गिरफ्तार किया जाय, लेकिन आज तक गिरफ्तार नहीं किया गया और वह अभी भी डिप्टी स्पीकर बने हुए हैं। (अध्यक्ष) उन के खिलाफ कार्यवाही होनी चाहिये। यह आपन बात है, इसलिये मेन्शन कर रहा हूँ। कोई छिपी हुई बात नहीं है।

अध्यक्ष महोदय ऐसी बात मुश्किल में डाल देती है।

श्री रामावतार शास्त्री . मैं चाहता हूँ कि दोनों घटनाओं की तरफ मंत्री जी का ध्यान जाय, वरना आप हमको इस सदन में बहस करने की इजाजत द।

श्री विभूति मिश्र (मोतीहारी) बिहार के डिप्टी स्पीकर का नाम लिया गया है, मैं चाहता हूँ कि उसको एकसपज किया जाय।

MR. SPEAKER: No reference to the Deputy-Speaker of the Bihar Assembly can be made.

SHRI BHOGENDRA JHA (Jainagar): Are you not calling me, Sir?

MR. SPEAKER: He has already raised it.

SHRI BHOGENDRA JHA: 12 persons have been murdered in my constituency, 9 of them Harijans, on 15th

[Shri Bhogendra Jha]

July The Deputy-Speaker of the Bihar Assembly organised these murders My valued colleagues have been killed

MR SPEAKER You cannot bring in the Deputy-Speaker or the Speaker off-hand It is for the State Assembly to take note of it

SHRI JYOTIRMOY BOSU Every man in the country is supposed to be equal

MR SPEAKER When you make such allegations, you must give notice.

SHRI SHYAMNANDAN MISHRA (Begusarai) The case is in the court It is *sub judice*

SHRI BHOGENDBA JHA Will you allow a calling attention on this? Then I will not press it now

MR SPEAKER If it is a *sub-judice* matter, how can I allow it? (Interruptions) If you get excited, it is very difficult then

SHRI INDRAJIT GUPTA (Alipore) I would request you to go into the matter in your chamber and satisfy yourself The matter is very urgent

MR SPEAKER It is urgent

SHRI INDRAJIT GUPTA You satisfy yourself whether a Calling Attention Notice can be admitted

MR SPEAKER I will satisfy myself first If it is not *sub-judice* I will allow it

SHRI JYOTIRMOY BOSU Sir, I gave a notice that 200 and odd Harijan families of Madhwani village in Jhajhar district of Haryana are living in terror Their lands have been taken away We know what they have done in Monghyr The DSP led a raiding party there which had gone to the extent of raping Harijan women In Madhubani, in Bihar,

the same thing happened. What is happening in our country? The Home Minister is here He should tell us what he is doing to prevent atrocities against Harijans

I also gave a notice about the release of Pakistani prisoners of war Are they going to be kept perpetually at our cost and at the cost of our reputation before the whole world? Let the Government make a statement on it

MR SPEAKER Mr Samar Guha, I have not got any notice from you

RE HUNGER-STRIKE BY EMPLOYEES OF FOOD CORPORATION OF INDIA

SHRI SAMAR GUHA (Contai) With your kind permission, on 28th July, under Rule 377 I raised an issue about the hunger-strike of the Food Corporation employees I also raised the matter in the meeting of the Opposition leaders with the Prime Minister After that, the Minister of Agriculture Shri Fakhruddin Ali Ahmed, told me to see him I met him and I gave him a long memorandum and also to the Prime Minister The hon Minister agreed that he would look into the matter personally He also agreed that this week he will meet the representatives of the Food Corporation employees But on the very night a large number of employees had been arrested Every day, the arrests are continuing under the DIR The food situation is very delicate and is very complicated These employees who are prepared to implement the policies of the Prime Minister and of the Government are being victimised The hon Minister agreed that he will meet their representatives These arrests should not continue Something should be done Otherwise, it will precipitate into another crisis

SOME HON MEMBERS rose—

MR. SPEAKER I allowed those who sent notices. (*Interruptions*).

श्री प्रदत्त बिहारी वाजपेयी (बालियर)
अध्यक्ष महोदय, आप को यदि होया कि जब
हरिजनो का मामला उठा जा ता आपने
कहा था कि गृह मंत्री महोदय बयान देगे ।
मैं जानता चाहता हू कि बयान देने के लिये
उन्हे कितने दिन चाहिये ।

MR. SPEAKER I will look into the proceedings

SHRI RANABAHADUR SINGH

**RE DROUGHT CONDITIONS IN
SIDHI (MADHYA PRADESH)**

SHRI RANABAHADUR SINGH (Sidhi) Mr. Speaker, Sir, last week I had raised a matter under rule 377, I brought to the notice of the House the drought conditions prevailing in my constituency We belong to the north-eastern portion of Madhya Pradesh Unfortunately the clouds do not go by the State boundary There have been reports that Madhya Pradesh has been having good rains But, unfortunately, the area bordering Mirzapur has not had rains I brought this matter to the notice of the House last week and I wrote to you another letter about three days ago. I have requested you to ask the Minister of Agriculture to make a statement on this. Yesterday too ...

MR. SPEAKER: I will look into it.

SHRI RANABAHADUR SINGH I have pointed out again that there have been no rains There are no foodgrains People are out of jobs. I would request you, Sir, to prevail upon the Minister to make a statement on this.

RE BOMBINGS IN CAMBODIA

SHRI INDRAJIT GUPTA (Alipore) Several members have written to you emphasizing the desirability of the Government coming forward with a statement regarding the repeated bombings which are taking place in Cambodia on the plea that they are accidental bombings Thousands of civilians are being massacred every day Every day the excuse is brought out that it was an accidental bombing This way we may also be accidentally bombed Sir, you will please impress on the Government that they should express the sentiments of the country by making a statement on this question (*Interruptions*)

SHRI S M BANERJEE (Kanpur) Why should Government not make a statement on this? They should come out with a statement Sir, are you admitting a call-attention on this?

MR. SPEAKER I cannot say that in the House (*Interruptions*) I am going to call one of the members to decide which call-attention is to be taken up because the number goes upto 50 I think, after the Session we will keep sitting to dispose of these things (*Interruptions*)

इतना टाइम तो इधर उधर की बातों में लग गया ।

We have already lost two days We are very much behind the schedule I request you to properly utilise the time that we have saved by not having call-attention today—because of the discussion we are having on the Report on the accident to Indian Airlines' Boeing in the afternoon, I did not place any Call-Attention this morning—just to dispose of this business

12.18 hrs.

**STATUTORY RESOLUTION RE:
PROCLAMATION IN RELATION TO
UTTAR PRADESH—Contd.**

MR. SPEAKER: We shall now proceed with the further discussion on the Resolution re: Proclamation in relation to Uttar Pradesh. We have 45 minutes, and three members are yet on the list. At what time should I call the Minister? I think, 2.15 p.m. will be all right. One hour may be taken up by three or four members....

**THE MINISTER OF PARLIAMEN-
TARY AFFAIRS (SHRI K. RAGHU
RAMAIAH):** The Minister may be called at 2.00 p.m.

MR. SPEAKER: Near about 2.00 p.m.—2.10 or 2.15. If the time taken is a little more, then the other business will be postponed a little and the time for that may be extended a little to regain that loss. I think, this should be acceptable.

Shri Shyamnandan Mishra

मिश्रा जी, एक बात कह दूँ, अगर आप गुस्सा न करें तो। आप वक्ता लीजिए, हम के दिमाग से में नहीं जा रहा हूँ जा यहाँ दिया है 8 मिनट। लेकिन आप खुद जरा ध्यान रखिये।

SHRI SHYAMNANDAN MISHRA (Begusarai): This development in Uttar Pradesh highlights the tragedy of a party physically substantial but spiritually bankrupt. It proves that though the ruling Party has the body of an elephant, it has the spirit of a mouse and the elephantine body and the mousy spirit cannot go together.. (Interruptions). I have been a student of English literature and I know there is an adjective like 'mousy'.

Now, it is as clear as daylight that the whole massive edifice of the ruling party was built on sands and it is collapsing almost everyday. And, if

they cannot run a government with a strength of 272 in a House of 421, the conclusion is clear that they cannot run this country with a strength of 370 in a House of 526 or 527. This is a clear admission that this Party lacks the capacity to run the country, to run democracy. In fact, UP has sounded the tocsin, warning to all of us that democracy is not safe in their hands, that legislative or parliamentary majority does not equal political stability, that strength is not a function of numbers but of the quality behind the numbers, of the discipline, strength and character behind the number, of the policies on which the number is built and the policies which the number is capable of implementing. That has been made absolutely plain by the developments in Uttar Pradesh.

This makes us wonder what would happen if a similar contingency arose at the Centre and if the Party in power threw up its hands, threw up the sponge and said that it could not run the administration of the country. You may say that the President can ask the Government to remain in power as a care-taker Government and then ask the country to go to polls. But, then there is no constitutional obligation on the outgoing Government to function as the care-taker Government. Can any constitutional pundit tell me that there is a constitutional obligation cast on the outgoing Government to remain as care-taker Government and if the outgoing Government refuses to function as a care-taker Government, what is the provision in the Constitution to meet such a contingency? Therefore, I would say that we have now to address ourselves to this task not as a remote possibility, but as a political threat to our democracy.

I have absolutely no manner of doubt that it is not the failure of an individual in the UP, the individual

called Pandit Kamalapati Tripathi, but it was the failure of the Party as a whole. Had it been the failure of an individual, the Party which has such a massive numerical strength could have elected another leader in his place. But the Party was so thoroughly demoralised and paralysed that it refused to elect another leader in the place of Pandit Kamalapati Tripathi and thus it announced to the whole wide world that there was something rotten in the State of Denmark, that the failure was collective and total, that the failure was not partial but it was indeed the total collapse of a Party.

Look at the pathetic appeal made by the outgoing Chief Minister? He thought that the state of affairs in the UP could be improved by the Centre temporarily taking over the administration of the State. No one knows it better than Pandit Kamalapati Tripathi that things are no better at the Centre, at Delhi than they are in Lucknow. Yet, the outgoing Chief Minister was made to make this pathetic appeal under duress.

It is said that this was the resignation of the outgoing Chief Minister Pandit Kamalapati Tripathi. I think there could not be a greater subterfuge than this. It is absolutely clear that it was a case of dismissal. The supreme leader at Delhi wanted the resignation of the outgoing Chief Minister. Pandit Kamalapati Tripathi had many faults; I have no doubt that he had many faults, and many defects in his administration too. But Pandit Kamalapati Tripathi wanted to stand up to the supreme leader. So, Delhi wanted to carry out a coup in Lucknow. It is nothing less than a coup carried out by Delhi in Lucknow. Mr. Kamalapati Tripathi has gone on record as saying umpteen times that he was not going to resign. He said so two or three times before coming to Delhi. But when he comes to Delhi he is asked, to behave, he is asked to resign. And

he goes back to Lucknow and then on the 12th of June he sends in his resignation. It was therefore, not the resignation of the Chief Minister, it was the virtual dismissal of the Chief Minister Pandit Kamalapati Tripathi.

Sir, we have been talking about the many ills and miseries from which this Pradesh is suffering. The main reason for all the miseries and all the ills of this State lies in the fact that there was a dual rule in U.P.—the role of Chief Minister No. 1 Shrimati Indira Gandhi and the rule of Chief Minister No. 2 Pandit Kamalapati Tripathi. No State is functioning under such a dual role. The *de facto* Chief Minister of UP was Shrimati Gandhi and Pandit Kamalapati Tripathi was only *de jure* Chief Minister of State. Ultimately, he said he would not fall in line with the diktat of the supreme leader. We have been reading in the newspapers that the supreme leader of Delhi wanted him to drop 11 Ministers in one stroke; the Chief Minister stood his ground saying, nothing doing, no non-sense here. He ultimately had to go away, but did not stand the non-sense of Delhi.

However, I know that this was a totally weak inefficient and even corrupt Government. But the main reason for that is that the supreme leader Shrimati Indira Gandhi divided the loyalty of the legislators in such a way that such a weak Government, inefficient Government was bound to function there. This party was bound to collapse. The moral law works inexorably. This is a party of defectors. Can anybody deny that the elephantine size was not contributed by the defectors from other parties? The ruling party had the strength of only 92 at the time of the President's election; it went up to 110 after the President's election. Now it has got a strength of 272. It is so because of the power of patron-

[Shri Shyamnandan Mishra]
age and financial resources that they commanded.

Now, the other day, the hon. Home Minister said, he was not collecting money. He would be proved wrong completely because he happens to be the treasurer of his party. And to what use is that money put? About that, Sir, I don't want to say anything at the moment.

The defections took place from all parties—from the party of my hon. friend, Shri Atal Bihari Vajpayee, from the S.S.P. the major contribution had been from my party to which you must be thankful to us—from the B.K.D. and Muslim Majlis. There could not be a more, real zoo than the party that you have put up. Therefore, it is not surprising that the people in that State were suffering so terrifically. I shed no tears—none should—that such a Government has gone. And yet I say that it is a blatant misuse of the Constitution for the aggrandisement of the ruling party, for the sake of the narrow interests of the ruling party. It could be done only by a party which has a scant regard for the Constitution and which is hell-bent to disaster. Article 356, according to my reading of it, was never meant for misuse of this kind. Article 356 is not a 'clinic' or 'rehabilitation' clause of the Constitution. This was never meant for the hospitalisation of party, for the hospitalisation of a sick party and a sick Chief Minister so that when he recovers, he can come back. We of course knew of the hospitalisation of the sick mills, which passes for nationalisation, under the present regime. But we have never known of the hospitalisation of a sick party and a sick Chief Minister.

Article 356 is being used as a device per suspension—let me make it clear—of Assembly. Suspension of Assembly is indeed diabolical. It is bad Constitutionally the only clean and straight course is dissolution.

So, we demand that the Assembly should not remain suspended any more and that it should be dissolved right now, and let the ruling party go to the country. But, this party has no courage to go to the people to seek their mandate. It had a strength of 272; if they can not run the Government with this strength, with what face are they going to seek the mandate from the people? Can anyone say that they are going to get greater strength than they had? May I tell you that a very important meeting is said to have taken place on the 29th of last month between the Prime Minister and some of her advisers here? Many of the advisers told her: 'Madam, you are in an excellent position. You are going to get 80 per cent of the seats.' But the madam is very realistic. She asked: 'But, what has happened in the election in KABAL towns? In the panchayat election what happened? What has happened in the Pramukh election? In all these they have failed miserably. That is what the Prime Minister thought.'

My further submission would be now I am making a demand for the dissolution of this Assembly let not this thoroughly discredited and rotten ministry be brought back to power. We would like the Government to note that there is going to be stiff opposition to any such move.

SHRI DINESH CHANDRA GO-SWAMI (Gauhati): Can you improve your language?

SHRI SHYAMNANDAN MISHRA: 'Rotten ministry' is not a bad language. It was, in my humble opinion, not right of the Governor to have extolled the services of the outgoing Chief Minister and to have agreed with him that it was an act of self-abnegation on his part. The Governor knows this, and probably, the Governor was a party to it, that the Chief Minister was made to resign. The truth has been stated in the report.

If the Chief Minister wanted to resign and the Governor also thought that it was a moral duty on the part of the Chief Minister to resign, then the appropriate time for him was the 20th May when the Lucknow University was set on fire and the P.A.C. had revolted.

But the Governor did not insist on that, nor did the supreme leader insist upon that on that occasion, so that the outgoing Chief Minister had been placed in a ridiculous position.

Now, it sounds all the more pathetic that the outgoing Chief Minister recommended to the Governor that the suspension of the Assembly should be temporary. If the suspension of the Assembly becomes temporary, then the position of the Governor is reduced to that of a *durwan*, the outgoing Chief Minister saying 'Close the door when I go out, and open the door when I come in'. Now, would you like....

THE MINISTER OF HOME AFFAIRS (SHRI UMA SHANKAR DIKSHIT): I do not think that it is proper on his part to use the expression 'durwan' and liken the Governor to a 'durwan'.

SHRI SHYAMNANDAN MISHRA: I have not likened him to a *durwan*....

MR. SPEAKER: Mr. Mishra should not reflect on the Governor in this fashion.

SHRI UMA SHANKAR DIKSHIT: He should know nicety of language.

SHRI SHYAMNANDAN MISHRA: In fact, I am trying to safeguard the dignity of this great office, and it is out of my solicitude for this great office that I ask the Government not to permit the use of article 356 in a manner that would make the position of the Governor that of a *durwan*.

It is Shyamnandan Mishra who is trying to save the dignity of the great office.

I have not used any wrong expression. Let anybody be asked. Let Prof. Mukerjee be asked.

MR. SPEAKER: Why does he involve Prof. Mukerjee in this?

SHRI H. N. MUKERJEE (Calcutta-North-East): He is perfectly all right, if I may be permitted to say so.

SHRI SHYAMNANDAN MISHRA: I was saying that that would reduce his position. I did not want that his position should be reduced to that. I really do not know why hon. Members are so hypersensitive and exhibit almost a kind of feudal sensitivity in this matter. Democracy does not function in such an atmosphere.

अध्यक्ष महोदय आप गवर्नर को दरबान न कहिये ।

श्री श्रुटल बिहारी राजवंशी (खानियर): अध्यक्ष महोदय, सच्चाई यह है कि अगर कोई दरबान की बातों पर आपत्ति करे, तो समझ में आ सकता है । राज्यपाल के बारे में आपत्ति करने की जरूरत नहीं है । राज्यपाल इनके हाथों का खिलौना बन गया है । यह मजाक का विषय बन गया है । कोई स्वाभिमानी आदमी इनके अन्तर्गत राज्यपाल बनना पसन्द नहीं करेगा ।

SHRI SHYAMNANDAN MISHRA: My submission, however, is that the Governor must not be asked to open the door for this thoroughly discredited and rotten Ministry.

अध्यक्ष महोदय आपने सब कुछ कह कर बाद में यह कह दिया है कि हम गवर्नर की डिगिटी को सेफगाई करना चाहते हैं ।

श्री श्यामनन्दन मिश्र : हम यहाँ भी यही कहेंगे, जब नो-कार्नाफैंस मोशन आयेगा।

This is what we are meant for.

अध्यक्ष महोदय : वह कौन सा दरजा है ?

श्री श्यामनन्दन मिश्र : फिर से मिनिस्ट्री को ले आने का।

Now, I am summing up and saying that he must not open the door for this thoroughly discredited and rotten Ministry

I am perfectly in order. What else am I expected to say?

MR SPEAKER: That door is opened by the members of the House and not the Governor

AN HON MEMBER: No, Sir

SHRI SHYAMNANDAN MISHRA
The Assembly should be dissolved immediately. Let us go to the polls and let UP be the test case. We have absolutely no manner of doubt that the people are going to give a massive verdict against this Government which has been a massive failure.

यह तो बिल्कुल ऐसी भाषा है कि इसके बारे में आप कुछ नहीं कह सकते।

श्री राय स्वर्ण (राबर्ट्सगंज) : अध्यक्ष महोदय, उत्तर प्रदेश में राष्ट्रपति शासन लागू करने के संबंध में मंत्री जी ने जो प्रस्ताव रखा है, मैं इस का समर्थन करने के लिए खड़ा हुआ हूँ। उत्तर प्रदेश में राष्ट्रपति शासन अभी लागू हुआ, इस के बारे में उन्होंने विस्तार से चर्चा की थी.....

अध्यक्ष महोदय : आप ने "दरबान" शब्द तो वापस ले लिया था ?

श्री श्यामनन्दन मिश्र : जी नहीं।

It would reduce the post of the Governor to that of a *Jurwan*. I can speak on it if any attempt is made to take it off the record. There is nothing wrong about it. It must be on record.

अध्यक्ष महोदय, मैं इस को देखूँगा और आप से बात करूँगा कि हो सकता है या नहीं हो सकता है।

श्री राय स्वर्ण : राष्ट्रपति शासन लागू होने के पूर्व उत्तर प्रदेश का प्रशासन बहुत अच्छे ढंग से चल रहा था। वहाँ पर कांग्रेस का प्रबल बहुमत था - इस में कोई दो राय नहीं हो सकती। पिछले दो-ढाई सालों में वहाँ प्रदेशीय शासन जिस रूप में चल रहा था, वह किसी भी अन्य प्रदेश में किसी मायने में कम नहीं था और उस शासन को किसी भी तरह से "रीटन" या अन्य किसी शब्द से सम्बंधित नहीं किया जा सकता। उत्तर प्रदेश शासन के लिए एक बहुत बड़ी निन्दनीय बात होगी कि इस तरह का रूटि-फिकेट हम उन को दे, जिस क अभी श्री श्यामनन्दन जी मिश्र ने दिया है।

वहाँ पिछले दो-ढाई सालों में जो विकास हुआ है, वह पहले कभी नहीं हुआ था। चाहे ग्राम विद्युत्करण की योजना हो, सिंचाई की योजना हो, भूमि सुधार के सम्बन्ध में जो विकास हुए हैं, वे पहले के सम्बन्धों के मुकाबले बहुत अधिक हुए हैं। इस सम्बन्ध में यह कहना कि कुछ हुआ ही नहीं, वहाँ की मिनिस्ट्री को रीटन कहना, इसी लिए उस को डिस्मिस किया गया - यह गलत बात है। वहाँ एंथ्रॉपिक भी शिकायत नहीं थी, जिस में कि उस को इस तरह से सम्बंधित किया जाय।

यह जो राष्ट्र-पति शासन लागू हुआ है, उस के तहत वहाँ पर कुछ सलाहकार रखे गये हैं जो वहाँ के शासन को चलाने में राज्य-पाल की सहायता करते हैं। इस लिए इस शासन की सार्थकता, उपयोगिता तभी सामने आयेगी, जब वहाँ की स्थिति में कुछ सुधार होगा। जैसा बतलाया गया है—वहाँ विद्युत की कमी हो गई थी, अकाल ने तो वहाँ की आर्थिक स्थिति को काफी बिगाड़ दिया था, अन्तःशासनहीनता ने भी स्थिति को काफी बिगाड़ा — इन्हीं सब कारणों से राष्ट्रपति शासन लागू करने की सिफारिश की गई थी ताकि वहाँ की स्थिति में सुधार हो जाय। अब देखना यह है कि इस समय जो शासन चल रहा है, जो सिलमिला वहाँ काम कर रहा है, वे अपने प्रयास में कितने सफल होते हैं। हम प्रदेश को इस स्थिति में ला दें कि वह अच्छी तरह से काम कर सके और भूखमरी से जो जिले पीड़ित हैं उन को राहत पहुँचा सके।

मैं बहुत ज्यादा हम पर चर्चा न कर के गृह मंत्री जी से यही अनुरोध करना चाहता हूँ कि उस प्रदेश में चाहे बिजली की योजना हो सिंचाई की, योजना हो, चाहे भूमि सुधार को लागू करने की योजना हो, या दूसरी विकास योजनाएँ जो उन में सलाहकार और राज्यपाल अपने प्रभाव का उपयोग करके केन्द्र सरकार से उत्तर प्रदेश को उचित अधिकार दिलाने की चेष्टा करें और वहाँ की स्थिति से, कठिन स्थिति से उबारने का प्रयास किया जाय। हम ने देखा है कि पूर्वी जिले — जिन की संख्या 12 है, हमेशा दूसरे तीसरे साल अकाल से पीड़ित हो जाते हैं। लेकिन इस साल मानसून आने में जो देरी हुई, उस से 23 जिले प्रभावित हो गये। करोड़ों लोगों के सामने काम की और दूसरी तकलीफें आ गई थी, वहाँ की भदई फसल जीपट हो गई थी, भाज भी वहाँ के बहुत से जिलों में लोगों के पास खाने के लिए अनाज नहीं है, जितना गला वहाँ पहुँचना चाहिए

था, उतना नहीं पहुँच पाया है। हालाँकि वहाँ पर कुछ दुकानें खुली हुई हैं, जो सस्ते दामों पर अनाज बेचने के लिए हैं, लेकिन उन के द्वारा रेगुलर सप्लाई नहीं हो पा रही है, जिस में वहाँ के लोगों में भूखमरी की आशंका हो जाती है — प्रशासन को इस चीज को देखना चाहिए।

अध्यक्ष महोदय, मैं भी उन पूर्वी जिलों से आता हूँ। मेरा जिला मिर्जापुर है, जहाँ पीने के पानी का बहुत अभाव है। इस अभाव को दूर करने के लिए मोन नदी पर लिफ्ट-स्कीम की योजना थी, जिस पर 17 करोड़ रुपये खर्च आना था। 30 से 40 एल (11) नें भी इस योजना को एक अच्छी योजना बतलाया था, लेकिन अभी तक वह मजूर नहीं हुई है। मैं चाहता हूँ कि इस को मजूर करके शीघ्र चालू किया जाय ताकि उस क्षेत्र की कठिनाई दूर हो सके।

मैं उम्मीद करता हूँ कि राष्ट्रपति शासन वहाँ की कठिन परिस्थितियों का मुकाबला करते हुए सफल होगा, तभी मैं ममजूरा कि देश में राष्ट्रपति शासन उपयोगी रहा।

५ श्री मधु ललित (बाबा) अध्यक्ष महोदय उत्तर प्रदेश में जो घटनाएँ घटी हैं उन में एक बात बिलकुल सफाई हो जाती है कि वहाँ छुलकर सविधान की हत्या की गई है और लोकतन्त्र का गला काटा गया है।

अध्यक्ष महोदय उत्तर प्रदेश के गवर्नर के द्वारा राष्ट्रपति जी को जो पत्र लिखा गया है उस की ओर हम सदन का ध्यान नहीं गया है। यदि उस पत्र को ठीक तरह यह सदन देखेगा तो उसे पता चलेगा कि उस में ऐसे सिद्धान्तों का निरूपण किया गया है कि जो लोकतन्त्र प्रणाली में श्री हमारे सविधान के बिलकुल खिलाफ है। अध्यक्ष महोदय, मैं केवल दो जुमले गवर्नर साहब के पत्र से आप के सामने उद्धृत करना चाहता हूँ —

[श्री मधु लिमये]

"The resignation gives detailed reasons and is coupled with the recommendation that I should request you to exercise your powers under article 356 of the Constitution and to take over the administration of the State for a temporary period "

आग चल कर गवर्नर साहब श्री कमलापति त्रिपाठी की इस सिफारिश को स्वीकार करते हैं और कहते हैं -

"There is one other aspect of the matter. The advice as to the alternative arrangements having been tendered by the Council of Ministers while continuing to enjoy an absolute majority in the Legislative Assembly, I should be loath to reject it except for compelling reasons."

इस का मतलब है कि श्री कमलापति त्रिपाठी को राष्ट्रपति शासन जारी करने की सिफारिश करने का अधिकार है - यह गवर्नर साहब मानते हैं और इतना ही नहीं, बल्कि त्रिपाठी सरकार का विधान सभा में बहुमत था, इस लिए उन की सिफारिश को मैं ठकरा नहीं सकता, यह भी गवर्नर साहब कहते हैं। कुछ साल पहले स्पीकर्स कॉन्फ्रेंस हुई थी और इस के बारे में अब दो रायें नहीं हैं कि बहुमत वाली सरकार का मुख्य मंत्री अपनी कैबिनेट की सलाह से विधान सभा को बरखास्त कर के नये चुनाव कराने की सलाह राज्यपाल को दे सकता है। राज्यपाल को वह सलाह माननी पड़ेगी। इंग्लैंड में भी यही परिपाटी है और हमारे देश में स्पीकर्स कॉन्फ्रेंस ने और इस सदन ने भी कई बार इस सिद्धान्त को माना है। लेकिन अब यह कौन सा नया लोकतान्त्रिक सिद्धान्त आ रहा है कि लोकतान्त्रिक सरकार समाप्त करो, संविधान की हत्या करो, लोकतन्त्र का गला घोटो,

ऐसा कहने का मुख्य मंत्री को अधिकार है। ऐसी सलाह देने का मुख्य मंत्री को कब से अधिकार प्राप्त हो गया? यह कौन सी परिपाटी है? क्या मंत्री महोदय इस बात का समर्थन करते हैं कि यह नहीं परिपाटी हमारे देश में अब कायम होने जा रही है कि लोकतन्त्र को खत्म करने की सलाह भी मुख्य मंत्री दे सकते हैं - यद्यपि उन का राज्य विधान सभा में बहुमत हो।

अध्यक्ष महोदय, इस लिए मैं मानता हूँ कि राष्ट्रपति शासन जारी करने के लिए गवर्नर साहब ने यह जो मुख्य कारण बतलाया है कि बहुमत वाली सरकार के मुख्य मंत्री ने इस्तीफा दिया और इस्तीफा देते समय उन्होंने यह सलाह दी कि मैं राष्ट्रपति को सिफारिश करूँ कि वह राष्ट्रपति शासन जारी करे -

अध्यक्ष महोदय : यह बिल्कुल लोकतन्त्र विरोधी काम है और भविष्य में इस तरह का काम नहीं होना चाहिए। मैं तो यह चाहूँगा कि राज्यपाल के इस काम के बारे में इस सदन में बाकायदा प्रस्ताव आना चाहिए और आप को हम लोगो को मौका देना चाहिए कि इस की हम लोग निन्दा करें।

अध्यक्ष महोदय प्रस्ताव आपके सामने है।

श्री मधु लिमये यह भलग है। यह वेल ऐस्टेबलिशड क्वेश्चन है कि बहुमत वाले दल का मुख्य मंत्री अपनी कैबिनेट की सलाह से विधान सभा बर्खास्त करने और नये चुनाव कराने की राय दे सकता है। लेकिन किसी भी हालत में लोकतान्त्रिक सरकार को समाप्त करने की सलाह वह नहीं दे सकता।

उत्तर प्रदेश में एक बात स्पष्ट हो गयी कि अब तक कहा जा रहा था कि यह जो मिली-जुली सरकारें हैं अनेक दलों की यह स्वच्छ और स्थिर शासन नहीं दे सकती एक दलीय सरकार ही यह कर सकती है, यह बेमतलब है।

इन्दिरा गांधी ने 1972 के चुनाव में और 1969 के मध्यावधि चुनाव में मनदाताओं से यह कहा कि चूक मिलीजुली सरकारें स्थिर शासन नहीं दे सकती हैं इसलिये एक दलीय शासन चाहिए, और अकेली कांग्रेस पार्टी ही ऐसी पार्टी है जो देश को एक दलीय शासन दे सकती है। आन्ध्र प्रदेश में एक दलीय शासन हुआ, उत्तर प्रदेश में इतना विशाल बहुमत विधान सभा में है कि आज जिस ओर बिरोधी दल से इस सरकार के अस्तित्व को खतरा नहीं है। लेकिन फिर भी राष्ट्रपति शासन आन्ध्र प्रदेश में और उत्तर प्रदेश में कायम किया गया है, जिससे स्थिर सरकार का नारा बिल्कुल धोखा साबित हुआ है; अब मनदाताओं को समझ लेना चाहिए कि केवल एक दल वाली बात भी निरर्थक साबित हुई है। राष्ट्रपति शासन से यह बिल्कुल साफ हो गया है कि कांग्रेस पार्टी इतनी निकम्मी पार्टी है कि विशाल बहुमत देने के बाद भी वह सरकार चलाने की स्थिति में नहीं है। स्वच्छ और स्थिर शासन की बात तो अलग है।

उत्तर प्रदेश में देश को तीन प्रधान मंत्री दिये और हम के एवज में उत्तर प्रदेश को क्या मिला? गरीबी और शोषण का अनावा कुछ नहीं मिला।

अध्यक्ष महोदय, केवल चार तथा चार मुद्दे मैं उत्तर प्रदेश के बारे में रखना चाहता हूँ। पहला यह कि 1960 से 1970 तक ही के बीच न कांग्रेस सरकार में और केन्द की सरकार ने उत्तर प्रदेश में निरक्षरों की संख्या में तकरीबन 90 लाख की वृद्धि करायी।

दूसरा यह कि उत्तर प्रदेश में फ्री व्यक्ति जो अक्सर आमदनी है और भारत की जो फ्री व्यक्ति अक्सर आमदनी है, दोनों की तुलना करेंगे तो भारत की अक्सर आमदनी से अधिक तो है ही नहीं, लेकिन 25 प्रतिशत उत्तर प्रदेश की पर कौपिटा इनकम अखिल भारतीय औसत से कम है, और यह घटती

जा रही है। अध्यक्ष महोदय, 1960-61 में यह अनुपात 0 प्रतिशत था। आज यह घट कर 75 प्रतिशत हो गया। यानी पहले 20 प्रतिशत कम था आज 25 प्रतिशत कम है।

तृतीय नौ अव्ययता का सम्बन्ध मैं मेरा तीसरा तर्क यह है कि उत्तर प्रदेश गेहूँ, मक्का, अरहर और चीनी सब से अधिक पैदा करता है तो देश की अर्थी की समस्या के ऊपर उत्तर प्रदेश में क्या होता है उस का बना असर होता है। लेकिन आखिर भारत में जो खेती के उत्पादन की वृद्धि की दर है उस से उत्तर प्रदेश के उत्पादन वृद्धि की दर एक प्रतिशत कम रही है, और

चौथी बात यह है कि विगत 18 सालों में जब से अधिक नियोजन शुरू हो गया केन्द्र के द्वारा जो सहायता विभिन्न राज्यों को दी गयी उस में उत्तर प्रदेश और बिहार का नम्बर सब से आखिर में रहा। 99 करोड़ फी व्यक्ति सहायता बिहार को 17 सालों में मिली और उत्तर प्रदेश को 101 करोड़ जब कि दूसरे राज्यों को 200,25,300,350,400 करोड़ दी गयी। तो हम से पता चलता है कि उत्तर प्रदेश की अपेक्षा की गयी है।

केन्द्र में वापसी शासन रहा और 10, 12 महीने छोड़ कर उत्तर प्रदेश में भी कांग्रेसी प्रशासन था। केन्द्र का राष्ट्रपति शासन रहा और उत्तर प्रदेश की इस बीच में यह हालत हो गयी। विगत 1,2 वर्षों में विश्वविद्यालयों को भी चौपट कर दिया गया।

अध्यक्ष महोदय आप यकीन जानिये कि जो आपकी पार्टी का हिस्सा था समय का उस से ढाई तीन गुना ज्यादा समय आप को दिया।

और मधु लिखते हैं बात नम्बर के ऊपर नहीं चलती है। मैं 5 मिनट में खत्म करता हूँ।

अध्यक्ष महोदय, इन की मुख्यवस्था के कारण उत्तर प्रदेश के विश्वविद्यालय चौपट हो गये। सभी जगह पुलिस, पी० ए० सी० और सी० आर० पी० लगा रहे हैं। जब पी० ए० सी० मुसलमानों को शेरता थी, छावनों पर लाठी चलाती थी, मजदूर आन्दोलन को बचाती थी, तब तक पी० ए० सी० के जवानों के बारे में कहा जाता था कि वह बड़े अनुशासित हैं। लेकिन जब उन्होंने आई० जी० पी० से ही प्रेरणा पा कर, उन की सहानुभूति से अपना ऐसोमियेशन बनाने का प्रसला किया और अपने अधिकारों के बारे में वह जागरूक होतें लगे, वह कहतें लगे कि अफसरों के बूट पालिश करना हमारा काम नहीं है, अफसरों के जानवरों के लिये घास काट कर लाना हमारा काम नहीं है, समाजों में इन्दिरा गांधी खिन्दाबाद का नारा देना हमारा काम नहीं है, जब प्राण यह कहा कि छावनों पर वर्बरता के साथ हम लाठी नहीं चलायेगे, अ पसंक्षकों को नहीं पीटेंगे तो तत्काल कहा गया कि यह विद्रोही बन गये। और उन की ओर से एच० भ० श्याम अखबार में छपतें नहीं दिया गया। पहली बार माननीय के० सी० पन्त के बयान से मालूम हुआ कि "विद्रोह" किया गया है।

अभी अभी खाद के बारे में आप ने सुना होगा कि फ़ैजाबाद के शिपो में लाखों रुपये का गबन हुआ है। फ़ाटलाइजर के बारे में मैं ऐसे पचासों मामले रख सकता हूँ। मंत्री महोदय से मैं जानना चाहता हूँ कि क्या इन बातों के बारे में कोई ख़ासा इन के पास है? और राष्ट्रपति शासन लोकतांत्रिक सरकार की कमी भी जगह नहीं ले सकता है। इसलिये मेरी मांग है कि विधान सभा जो निलम्बित आप ने रखा है यह अवस्था नहीं है। आप विधान सभा को तत्काल बहाल कीजिये, राज्यपाल को बदलिये क्योंकि उन्होंने संविधान की मानहानि की है और तत्काल उत्तर प्रदेश में चुनाव कराइये ताकि इस निकामी पार्टी को बह

से निकाल बाहर करने का बीका उत्तर प्रदेश की जनता को मिल सके।

अध्यक्ष महोदय: मंत्री जी को 2 16 या 2 15 पर बोलना है। राब कीरेख सिद् जो, आप 10 मिनट लेगे? अभी लगे या बाद में? अगर अभी लेना है तो आप उठ खड़े होइये, उस के बाद हम लंच को चलते हैं।

SHRI BIRENDER SINGH RAO (Mahendragarh): I would request that the time may be extended....

MR. SPEAKER: Enough time has already been taken.

SHRI BIRENDER SINGH RAO: I will mention one thing. Yesterday's incident was very sad. Seven Members from the Treasury Benches consecutively spoke. This has never happened before.

MR. SPEAKER: You are forgetting how many Members spoke from the other side.

SHRI BIRENDER SINGH RAO: Very few. The time was not properly distributed.

MR. SPEAKER: That is not so. The time is quite properly distributed. You will have 10 minutes. After that, the Minister will reply.

SHRI NARENDRA SINGH BISHT (Almora): Will I have some time to speak?

अध्यक्ष महोदय: मैं ने ए० डेडलाइन सेट की है कि 2 10 पर या 1, 2 मिनट ऊपर हो जाय तो कोई हर्ज नहीं है, मंत्री जो रिप्लाई देंगे वही कि उन्हें काफ़ी समय लेना है।

13. hrs.

SHRI BIRENDER SINGH RAO (Mahendragarh): Under the Constitution emergency powers of the Pre-

sident in article 356 are invoked whenever administration in a State fails or the Government of the State cannot be run according to the Constitution. Presidential rule has been imposed in Uttar Pradesh. I do not say that there was any other alternative, but, Sir, the stand taken by the Government is very inconsistent. If Government had admitted clearly that the administration in the State had failed completely and Government by the people could not be carried on, we would have been happy, and that is the only condition for imposition of Presidential rule. But the Government has been saying that Presidential rule has been imposed in spite of the overwhelming majority of the ruling party because of famine conditions, because the PAC constabulary rose in revolt and they have to be disciplined. They are not very clear about the Constitutional provisions

Many hon. members in this House have said things which are correct. They have justified the Presidential rule by saying that the State of Uttar Pradesh has been a sick State for a long time, that the administration could not be carried on there. I toured Uttar Pradesh two months back. What I heard from the people was that there was *Brashtachar ka raj*, there was *decoits' raj*, in Uttar Pradesh; nobody amongst the common people ever said that it was Pandit Kamalapati Tripathi's Government or it was Congress Government; or people's government, it was anybody else's Government in U.P. but not Congress or Pandit Tripathi's Government. I would not say what other names were used for this Government....

MR. SPEAKER: The hon. Member will continue after Lunch. He will continue for ten minutes and after that, the Minister will reply. The Minister will start his reply at 2.10 p.m.

We adjourn for Lunch to reassemble at 2.00 p.m.

13.02 hrs.

The Lok Sabha adjourned for Lunch till Fourteen of the Clock.

The Lok Sabha re-assembled after Lunch at five minutes past Fourteen of the Clock.

[MR. DEPUTY SPEAKER in the Chair]

STATUTORY RESOLUTION RE. PROCLAMATION IN RELATION TO UTTAR PRADESH -Contd.

[MR. DEPUTY SPEAKER in the Chair]
Birender Singh Rao.

SHRI BIRENDER SINGH RAO: I was saying that it was agreed that Presidential rule in UP was inevitable. For the past many years Uttar Pradesh could be aptly described as 'utter chaos'. Administration has failed. Corruption was rampant. Development works did not make any progress. People were suffering from famines and floods and the very foundation of the civil authority of a popular government had collapsed. The Police of the State on which rests a government, an elected government of the people, rose in revolt. But the people have a suspicion and it is being talked that the imposition of the Presidential rule in UP in spite of all these conditions was politically motivated. There are good reasons for that. Specially after 1967, this Article 356 was used by the Central Government in some cases where a popular government was running a State and where there was majority with the government in the legislature. In Haryana, a real government of the people, a popular government was ruling the State but all of a sudden, for no rhyme or reason, on absolutely lame excuses, for the mistakes which the Congress had committed in inducing people to defect, the Government was blamed, the

[Shri Birander Singh Rao]

whole Assembly was blamed and it was dissolved. In the same way, the same day, a popular government in West Bengal was dissolved in November 1967. Now in U.P. perhaps this action of the Government would have drawn praise from all sections if it had been taken in time. When the Army was used to suppress a Police revolt, then definitely Art 356 was attracted. I would have been very happy if before sending the Army to fight against the Police, before sending the Indian military forces to use their arms against their Indian brothers of the armed police, they had imposed the Presidential rule and dissolved the Assembly. Even now, the Assembly is not dissolved. It is kept in an animated suspension. The Assembly is kept in a similar suspension in Andhra Pradesh. There is no provision in the Constitution for keeping an Assembly in animated suspension for over six months. The Constitution is clear that if the Assembly does not meet in six months, it stands dissolved. It goes. But in Andhra it is continuing. I would like to know from the hon. Home Minister why and under what provisions of the Constitution it is done. If the government in U.P. and if the Assembly of U.P. State was not fit to rule with the popular will of the people behind them and was not fit to administer the State, will they be fit now after the MLAs and Ministers had rested for a while? If the Chief Minister of U.P. had been given respite for three or four months, can you say that he will become an efficient man? To my mind, the Government is beating about the bush. They are not facing the real problem. They are fighting shy of admitting the fact and the real malady of the sickening state of affairs in U.P. They are not looking deeper into the causes. The real cause is that this State is such a large State that cannot be properly administered. There are 55 districts. I will request you to ask the hon.

Minister who himself belongs to U.P. whether he can name all the 55 districts of U.P. He would not be able to remember half the names. Yet, he is administering that State from Delhi. Is this vast sprawling state not bigger than our neighbouring countries? It is bigger than Bangla Desh. It is much bigger than Nepal. It is much bigger than Pakistan. It is next to a continent, the continent of Australia, in population. Such a large State cannot be properly administered as one single unit. That is why it is suffering from famines. That is why it is suffering from floods. That is why the administration has failed. That is why the people are dissatisfied. The police force in the State is so large that it can take up arms against the army. Why not divided it? Why not allow the people to make progress like other small States like Haryana and Punjab? Other States have been created on the basis of history, culture, language and administrative convenience. Why not divide it into Brij Pradesh for the the Brij Bhasha speaking people and Oudh for the Eastern UP? They were clubbed by the British. Why should the people continue to be punished even after independence? Why should it remain a single large State? For that there are political reasons. (Interruptions) Vishal Haryana—if you do not like, do not make it now. But it will come one day. One day you will be forced to accept Vishal Haryana as a reasonable demand. You will be forced to divide UP and it is only because it is too big a State. As it is a large State it requires also a leader of a great stature, but the Congress Party has not been able to provide a leader of such a big stature as UP needs. The State is so big that they cannot find a suitable leader. Perhaps the Prime Minister could have ruled the State properly, but the Centre needs her....

SHRI P. G. MAVALANKAR (Ahmedabad): Instead of Tripathi's rule, Rashtrapati rule has come!

SHRI BIRENDER SINGH RAO: Rashtrapati rule is only in the name. If Mr. K. P. Tripathi has failed and if other Chief Ministers before him have failed and if they cannot find a man, why should you allow the people to suffer perpetually? Why cannot they divide it and declare here and now that UP will be divided and the people will be given a chance to make speedy progress and the administration will be toned up.

There are only one or two points more and I will finish. It has been an accepted principle that under the Presidential rule, major policy decisions will not be taken. But we have seen in UP the Governor of the State passes an order imposing the language of Urdu in the schools, ordering all Government employees to learn Urdu and pass a test in Urdu within three months. I am not opposed to Urdu. I like the language and I myself studied Urdu and I would like it to make progress. But if it is imposed, there is bound to be a reaction. UP has been a Hindi-speaking State and Hindi has been the State language. Now to make this change and later on, if the people and the elected representative of the people want to change this decision, it will be quite embarrassing to them. It is not the Governor who goes there for votes..

MR. DEPUTY-SPEAKER: Can you tell me if all these arguments are in support or against the Proclamation?

SHRI BIRENDER SINGH RAO: I am only appealing to the Home Minister that while there is this Presidential rule in U.P. he should not allow this rule to be misused by certain people and should not allow the whims of a Governor to have its way because it is not justified. . .

MR. DEPUTY-SPEAKER: Ultimately you support the Proclamation?

SHRI BIRENDER SINGH RAO: I support the Presidential rule because it is unavoidable. But they should admit and accept the failure

and they should dissolve the Assembly and hold elections because the Assembly cannot be suspended as its leaders have failed and in two or three months' time they cannot become of efficient administrators. That is why I said that this Presidential rule period should not be used for political decisions, to try and attract more votes of a particular section. I mentioned this because this is not an isolated incident. This has been happening and in the name of language and secularism people's sentiments are being exploited. Sometime ago, we heard that certain section of the people refused to accept Vande Mataram on religious grounds. Taking their cue from this (*Interruptions*)... secularism should not mean opposition to religion.... This goes a long way. It has its repercussions very wide. Taking its cue from the decision of the UP Government, the neighbouring State of Bihar went one step further. The Government there placed a ban on all rites, prayers and religious ceremonies in public functions and in opening ceremonies. These things are bound to injure the feelings of a vast majority of the people in the country. So, it is now the Parliament's responsibility, the Home Minister's responsibility, who belongs to UP, to see that during this period of the Presidential rule, nothing happens in UP which is fundamentally opposed to the policies so far followed by the people's representatives in that State.

MR. DEPUTY-SPEAKER: It was announced by the Speaker before Inch that immediately after Shri Birender Singh Rao finishes his speech, the Home Minister would be called. Even so, I have a letter from the Minister of Parliamentary Affairs requesting very earnestly that three more members may be accommodated—two from the Congress and one from the Opposition. If you agree, I will give them five minutes each and then I will call the Minister.... (*Interruptions*). I know, but if Mem-

[Mr. Deputy-Speaker]
bars want, we cannot be too rigid.
We will call the Minister after that.

Also I would like to say that in case somehow we overstep the limit of 8 pm., we shall continue with this debate until we finish it and then take up the next item, maybe a little after that.

Shri Raj Deo Singh.

श्री राजदेव सिंह (जीनपुर) उपाध्यक्ष महोदय, गृह मंत्री जी ने जोस्टैंडवूटरी रेजोल्यूशन उत्तर प्रदेश के प्रेजिडेंट रूल के बारे में रखा है और जिस पर दो दिन से बहस चल रही है— मैं उसका समर्थन करता हूँ।

विरोध पक्ष के बहुत से लोगो ने तरह तरह की बातें कही हैं, श्री श्यामानन्दन मिश्र जी ने कहा कि कांग्रेस पार्टी डिफैक्टर्स की पार्टी है। दूसरी विरोधी पार्टियां जिनमें लोग कांग्रेस में आये हैं—श्री मिश्रा जी की उनमें पूछना चाहिये—कि वे लोग क्यों छोड़ कर आये हैं। जहां तक हमें मालूम है, उन लोगो का स्टेटमेंट है कि वे पार्टियां सड़ गई हैं और हम प्रोग्रेसिव विचारों के हैं ये प्रोग्रेसिव विचार हमें कांग्रेस के भीतर मिलते हैं, दूसरी पार्टियों में नहीं मिलते हैं, इसलिये छोड़कर आये हैं। उन्होंने और भी बहुत सी बातें कही हैं, अगर उन सब बातों का निचोड़ निकाला जाय—विरोधी पक्ष के लोगो की दलीलों का—तो वे एक-दूसरे को काटते हैं। हम तो इतना जानते हैं कि आज अगर इन पार्टियों की हुकूमत वहां पर होती तो जिस तरह की बातें आज वे करते हैं, उस तरह की बातें न करते।

आज जो स्थिति वहां पड़ा हुई है—वह पी० ए० सी० के रिबोल्ट की वजह से पैदा हुई है। पी० ए० सी० का रिबोल्ट एक-दो दिनों की बात नहीं थी, सालों से कुछ दिक्कतें थी, कुछ उनके ऊंचे अफसरों का बर्ताव अच्छा नहीं था—ये सब एकुमुलेटिव फैक्टर्स

हैं जिनकी वजह से रिबोल्ट हुआ, उसी समय सखनऊ यूनिवर्सिटी में हड़ताल चल रही थी, जिससे उन्हें शह मिली।

जहां तक यूनिवर्सिटीज में विद्यार्थियों के अनरेस्ट का सवाल है, जाहिर बात है कि यूनिवर्सिटीज से अगर पोलिटिक्स को दूर कर दिया जाय, पोलिटिकल ऐलीमेंट्स जो ऐडमिशन लेते हैं खामख्याह इलैक्शन लड़ने के लिये उन्हें भ्रमगकर दिया जाय और सेलेक्टिव ऐडमिशन यूनिवर्सिटीजों में लागू कर दिया जाय तो आज जो हमें वहां तमाशा देखने को मिलता है यह सब खत्म हो जायेगा और विद्यार्थी पढ़ेंगे और अच्छी तरह से पाम करेंगे।

दूसरी बात जो मैं कहना चाहता हूँ वह यह है कि प्रेसोडेंट रूल 13 जून को हुआ उस समय डाउट नहीं था क्योंकि यू० पी० में ज्यादातर मानसून का रज। वक्त है वह 20 जून के बाद में होता है और 13 जून को प्रेसोडेंट रूल लागू किया गया और विरोधी पार्टियों ने भी यह कहा कि कोई कास्टी-ट्यूशनल बैंक डाउन नहीं था। हा एक सीरियस मिचुगन वहां पैदा हुई जिसकी वजह से सेंट्रल गवर्नमेंट को हस्तक्षेप करना पड़ा और अपनी ही पार्टी के बहुत बड़ी मंजोरिटी में लोग थे, यह कांग्रेस की ताकत का सबूत है कि सेंटर में भी अपनी पार्टी और वहां भी अपनी पार्टी और तब भी वह मंजोरिटी रहते हुये भी इस्तीफा देते हैं, यह सिर्फ कांग्रेस पार्टी ही कर सकती है। शायद इन लोगो की पार्टी होती तो न करते। तब भी जिस समय वहां की कैबिनेट ने तय किया कि हम इस्तीफा देंगे, गवर्नर को सबमिट कर दें, तो माननीय चन्द्र भानु गुप्त और माननीय चरण सिंह आदि ने इन लोगो को परसुएड किया कि इस्तीफा मत दीजिये, बल्कि काम चलाइये, हम आप की मदद करेंगे। लेकिन

बहु के खोग समझते थे कि पी० ए० सी० का रिबोल्ड मुमकिन है कि आसपास में फैले उस सेन्टर की हुकूमत रद्दगी तो उसे डोल करने में आसानी रहेगा ।

यू० पी० बहुत बड़ा प्रान्त है जिनमें 9 करोड़ का पोपुलेशन है और 55 जिले हैं । आधे से ज्यादा जिले इकोनोमिकली बैकवर्ड हैं, और डेड महीने बाद बारिश हुई जो कि 20 जून से होनी चाहिये थी वह 27 जुलाई से हुई । तो यह जिले ऐसे थे जहाँ बारिश नहीं हुई और इसमें पचास परसेंट पैड़ी एरिया है वह बिल्कुल खरब हो गया । वह 23 जिला का इलाका जो इकोनोमिकली बैकवर्ड था, डेड महीने मानसून न पहुँचने की वजह से वहाँ फसल नहीं है और लागे में इतना दम नहीं है कि अपने पैरो पर खड़े हो सकें । इसलिये मेरा गृह मंत्री जी से अनुरोध है कि कोई कास्टीट्यूशनल ब्रेक डाउन नहीं था, आपके काम में कोई स्कावट न पड़े, एक मजं था वह फीलन न पाये इसलिये सेन्ट्रल ब्ल वहाँ हुआ, अब उसे समाप्त करके पोपुलर गवर्नमेंट बहा बनानी चाहिये । क्योंकि मैं जानता हूँ कि तीन ऐडवाइजरर्स बहा रखे गये, जैसा कि मैंने पहले कहा कि 23 जिले इकोनोमिकली बैकवर्ड हैं, देर से बारिश हुई उन 23 जिलों में से 12 जिलों को सूखाग्रस्त डिक्लेयर किया गया और यह इसलिये किया गया कि ज्यादा झट्ट न हो, यह अफसर परेशानी से बचना चाहते हैं, ज्यादा पब्लिक कमिटमेंट का काम नहीं लेना चाहते, इसलिये 23 जिलों से से उन्होंने 12 जिलों को ही सूखाग्रस्त अनाउन्स किया । तो कहने का मतलब यह है कि अगर यह हालत चलती रही तो वह तीन ऐडवाइजरर्स के वस की बात नहीं है कि 23 जिलों में राजकाज कर सक, भुखमरी की हालत बहा हो चुकी है, इसलिये जल्दी से जल्दी लोकप्रिय सरकार की स्थापना की जाय जिससे उन विकट समस्याओं से निपटा जा सके ।

इन शब्दों के साथ जो स्टेटुटरी रिजोल्यूशन हमारे सामने हैं, उसका मैं समर्थन करता हूँ ।

श्री रामरतन शर्मा (बाँदा) : उपाध्यक्ष महोदय, उत्तर प्रदेश में राष्ट्रपति शासन घोषित किया गया । इसके पक्ष और विपक्ष में हुई बातों को मैंने बड़े ध्यान से सुना । मुझे इस बारे में कुछ नहीं कहना है, सबैधानिक बातें यहाँ पर तय होंगी । मैंने कल माननीय के० डी० मालवीय, माननीय तारकेश्वर पांडे, माननीय रघु प्रताप सिंह और माननीय दिनेश मिश्र की बातें सुनी । मुझे बहुत आश्चर्य है कि यह सब लोग उत्तर प्रदेश से आते हैं और हमारे लोग भी जो उस प्रान्त से आते हैं और यहाँ पर बैठे हैं वे अच्छी तरह से इस बात को जानते हैं कि 1969 से, जब से श्री कमलापति त्रिपाठी उत्तर प्रदेश में मुख्य मंत्री हुये तब से बहुत राज्य से हम लोग पीड़ित हैं । और मुझे आश्चर्य होता है कि सदन के बाहर कुछ कहा जाता है, लेकिन सदन के अन्दर कुछ और ही कहा जाता है, पता नहीं इनकी जबानी पर ताला क्यों लग जाता है, मुझे याद है माननीय मालवीय जी ने एक स्टेटमेंट दिया और उन्होंने कहा था कि मुख्य मंत्री को तुरन्त इस्तीफा दे देना चाहिये

SHRI K D MALAVIYA (Domoria-gan) May I have your permission to contradict the Statement?

SHRI R R SHARMA I stand corrected

अगर वह कहते हैं कि नहीं दिया है तो फिर आर्गुमेंट सेक मैं माने लेता हूँ । लेकिन इस सदन में बैठे हुये उत्तर प्रदेश के सभी ससद सदस्य और उत्तर प्रदेश के जितने एम० एल० ए० हैं उनमें से तीन चौथाई लोगों ने श्री कमलापति त्रिपाठी के खिलाफ बग़ावत कर दी थी ।

[Shdi R. R. Sharma]

पी० ए० सी० रिबोल्ट, भूख और सूखा कोई कारण नहीं है कि वहां पर राष्ट्रपति शासन लागू करने का। कारण केवल एक है कि वहां पर अगर श्री कमलापति त्रिपाठी कुछ दिन और रखे जाते तो कांग्रेस का पकड़ा उलट जाता, इसलिये उनको कई बार दीड़ाया गया। और यह बात सत्य है कि श्री कमलापति त्रिपाठी ने कहा था कि "मैं इस्तीफा देने को तैयार नहीं हूँ।" उन को यहां पर बारबार दीड़ाया गया और झुका दिया गया कि तुम इस्तीफा दे दो वरना तुम्हारे खिलाफ बहुत बुरी कार्यवाही होगी। इस दबाव से उन्होंने इस्तीफा दिया है।

कांग्रेसी सदस्य कहते हैं कि वहां पर बड़ी अमनचैन थी। एक तरफ कहा जाता है कि श्री कमलापति त्रिपाठी के प्रशासन में तमाम प्रदेश की प्रगति हुई हर प्रकार की उन्नति हुई है। फिर मैं पूछना चाहता हूँ कि इस्तीफा देने की क्या जरूरत थी? मैं आप का ध्यान दिलाना चाहता हूँ कि उत्तर प्रदेश में पहले भी भूखमरी थी, अकाल था और बूंदेलखंड और पूर्वी जिले जो कि सूखे से पहले भी पीड़ित थे, पिछले साल और इस साल भी वहां पर मौतें भूख से हुई हैं, और इस बात को शासन के सामने बारबार लाया जाता रहा कि राष्ट्रपति शासन में भी कोई स्थिति बहुत अच्छी नहीं हो गयी है। मैं मंत्री जी से अनुरोध करूंगा कि उत्तर प्रदेश की तरफ ज्यादा ध्यान दें। राजनीति किस तरह से चलती है उस तरह से चलेगी, यहां के भाषणों का कोई बहुत बड़ा असर शासक दल पर पड़ने वाला नहीं है। लेकिन मैं उन से कहता हूँ जो उत्तर प्रदेश से आते हैं कि वे अपने हृदय पर हाथ रख कर सोचें कि क्या यह बात सही नहीं है कि तीन, चार साल से, जब से श्री कमलापति त्रिपाठी का वहां शासन रहा, हम लोग भ्रष्टाचार से दुखी रहे? और वही ब्यूरोक्रेसी आज भी वहां पर हावी है, उसी तरह से भ्रष्टाचार भी पनप रहा है। कोई काम, कोई फाइल बिना लिये दिये नहीं चलती है।

सभी सदस्यों ने माना है कि कोई काम अगर ऐसे के नहीं हो सकता। इस तरह की अनिश्चितता में हम कब तक रह सकते हैं। मुझ को सूचना मिली है, मैंने भ्रष्टाचारियों में पढ़ा है अभी आप की हिम्मत नहीं है कि उत्तर प्रदेश में चुनाव करवा सके। मेरा यह दावा है कि अभी उत्तर प्रदेश में चुनाव नहीं कराये जा सकते क्योंकि अभी अभी कांफिडेंशियल रिपोर्टें, दो, तीन दिन पहले श्रीमती इन्दिरा गांधी को भेजी गयी है जिस में कहा गया है कि अगर जल्दी उत्तर प्रदेश में चुनाव हो गये तो वहां पर सरकार बनाने का स्वप्न मिट्टी में मिल जायगा। मैं आप से अप्रह्न करता हूँ कि राष्ट्रपति शासन तुरन्त और अविलम्ब समाप्त करे और उत्तर प्रदेश में नये चुनाव कराये ताकि कोई पोपलुस सरकार आ जाय और कांग्रेस का भ्रष्टाचार अविलम्ब समाप्त हो।

श्री नरेन्द्र सिंह बिष्ट (भलमोड़ा) : आपने मुझे इस चर्चा में भाग लेने के लिए जो पांच मिनट का समय दिया है उसके लिए मैं आपको धन्यवाद देता हूँ। सदन में उत्तर प्रदेश पर दो दिन से चर्चा चल रही है। मैं पिछले बीस साल तक निरन्तर उत्तर प्रदेश में या तो असैम्बली के मੈम्बर की हैमियत से या डिप्टी मिनिस्टर या मिनिस्टर की हैसियत से रहा हूँ। इस वास्ते मुझे बहुत अनुभव पिछले बीस साल में वहां के हालात का हो चुका है। मैं वहां की दस करोड़ जनता के हित की बात कहूँ गा। सरकार वहां की कही जाए मुझे इससे कोई वास्ता नहीं है। मैं आपका ध्यान दस करोड़ जनता की ओर दिलाना चाहता हूँ जोकि पंद्रह बीस साल से निरन्तर पिछड़ती जा रही है भले ही आप उत्तर प्रदेश की पर कपिटा इनकम को देखें, एग्रिकल्चर को देखें, इन्स्ट्रिज को देखें इलेक्ट्रिसिटी को देखें, सूखा को देखें बाढ़ को देखें, कीमती को बढ़ती को देखें, चीजों की कमी को देखें, बेरोजगारी को देखें। वहाँ की इकोनोमिक तथा सामाजिक हालात या किसी भी

हलात को देखें अंग्रेज के जाने से ले कर अब तक के इतिहास को देखें आपको पता चलेगा कि वह पिछडनी ही गई है । उसका मूल कारण यही रहा है कि वहा कोई स्टेबल गवर्नमेंट अब तक नहीं बन सकी है । इसका एक कारण तो बहुत दूर तक यह सही हो सकता है कि उत्तर प्रदेश एक विशाल प्रदेश है, दस करोड की अबादी का सम्भाले कैसे । यह भूलने की बात नहीं है कि पूज्य पत जी जिस तरह से उत्तर प्रदेश की व्यवस्था को सुचारु रूप से चला रहे थे उनके बाद जितने भी वहाँ चीफ मिनिस्टर हुए चाहे डा० सम्पूर्णानन्द जी हो श्रीमती मुचेंता श्यामलानी हो, गुप्ता जी हो, चरण सिंह जी हो, टी० एन० सिंह हो या कमलापति जी त्रिपाठी हो, इन सभी के कार्यकाल को आप देखें तो यही आपको दिखाई देगा कि बाज़र की कोठरी में कैमी ही लागी गयी, एक रेख बाज़र की लागी है पै लागी है । कोई भी हो उस पर कोई न कोई लाछन लगते रहे कोई न कोई टीका टिप्पणी उसकी होती रही । फलस्वरूप पंद्रह सोलह सालों में उत्तर प्रदेश की बहुत बुरी हलात हो गई । यह बहुत गम्भीर विषय है और गम्भीरता से इसको हल किया जाना चाहिये । वहा की दस करोड जनता को अर्थकार में छोड़ देना और यह कह देना कि राष्ट्रपति का शासन हम लागू करते हैं काफी नहीं है । मैं नहीं समझता हूँ कि उत्तर प्रदेश का यह सही हल हो सकता है । वहा बहुमत की सरकार थी । उनके साथ 272 एम० एल० ए० थे । कोई कारण नहीं था कि सरकार उसी इम तरह से जाती । लेकिन सुनने में आता है कि इसके और भी कई कारण थे । एक मूल इका का कारण पी० ए० भी० होगा लेकिन उसने अलावा कई अभिचार के मिनिस्ट्रो के ऊपर घूसखोरी के आरोप भी थे और कई किस्म की चर्चियाँ थी । मैं आप से जानना चाहता हूँ कि अगर यह सही है कि सरकार को चाहिये वह इसकी पूरी पूरी जांच कराए और जनता उससे क्यों

सफर करे, कुछ पालिटिशियन के लिए, कुछ उन आदमियों के लिए जो आपस में भ्रात्री हो भाई भे लगे रहे उनके हितों की रक्षा करने के लिए बग की दम करोड जनता हमेशा के लिए क्यों बरबाद होती जाए , यह एक बहुत ही गम्भीर प्रश्न है इसलिए भी कि 1/6 हिस्सा मारे हिन्दुस्तान का उत्तर प्रदेश है उत्तर प्रदेश हिन्दुस्तान का हृदय है और अगर वह बिगड़ता है तो सारी स्टेट्स पर उसका असर पड़ता है ।

उपाध्यक्ष महोदय, यह समय ऐसा नहीं है कि हम एक दूसरे की टीका टिप्पणी करे या दोषारोपण करे जैसे अपोजीशन ने किया है । उसने कहा है कि कांग्रेस में यह दोष है वह दोष है । मैं चाहता हूँ कि वह अपने दोषों को भी देखें । प्रेमीडस रून के बाद अभी अभी सारी विरादी पार्टियों के नेता लखनऊ से जमा हुए उन सब मिलना चाहते थे आपस में ? लेकिन बाई उनका मेल नहीं हो रहा सका । डा० बालू बागस की टीका टिप्पणी करे और अटीकणी करे कांग्रेस पर इससे कुछ भी मिलन वाला नहीं है कोई भी समस्या हल होने वाली नहीं है । बहुत ही आपत्तिजनक घटना उत्तर प्रदेश में घटी । अंग्रेज हिन्दुस्तान से गया इसलिए नहीं गया था कि हमने हिन्दुस्तान का आजाद करो का नारा लगाया था बल्कि इसलिए गया कि यहा की फौज में रिवोल्ट पर दिया था । इसका देखते हुए उसको भागना पड़ा । इसी तरह से उत्तर प्रदेश में पी० ए० सी० ने रिवोल्ट कर दिया था । जब रक्षक ही भ्रम होन लगे जब ला एड आर्डर की स्थिति में खराब होने लगे तो इसे को कोई माफूगी घटना नहीं कहा जा सकता है । इसबा नतीजा यह हुआ कि प्रसीडेन्स रूल वहा लागू किया गया जिसका मैं हृदय से समर्थन करता हूँ ।

मैं साथ साथ यह भी कहना चाहता हूँ कि यह समय ऐसा नहीं है कि हम खाली यही

[श्री नरेन्द्र सिंह बिष्ट]

सोचें कि हम किस तरह से सीटें जीतें कैसे हमारी हकूमत वहां बने हम लोगों को अपनाएं इन छोटी छोटी बातों को उनको बता कर बल्कि इन से ऊपर उठा कर वहां की दस करोड़ जनता जो बेकसूर है इतने घरसे से दुखी चली आ रही है उसके दुख दर्द दूर करने की कोशिश करे उसकी हालत सुधारने की कोशिश करें।

मैं पर्वतीय क्षेत्र से आता हू। मैं दो दिन से यहां पर जो चर्चा चल रही है उसको सुनता रहा हूं। उत्तर प्रदेश के सब जिलों की चर्चा हुई लेकिन जो आठ पर्वतीय जिले हैं, जो बहुत ही पिछड़े हुए हैं उनकी कोई चर्चा नहीं की गई है। गेहूं में जिम तरह से घुन पिस जाता है वैसे ही उत्तर प्रदेश के सब जिलों में पर्वतीय प्रदेश भी पिस गया है। सबसे पिछड़ा हुआ पर्वतीय प्रदेश है। पर कपिता में वह सब जिलों से पिछड़ा हुआ है। यही उसकी हालत दूसरे मामलों में भी है। उसकी तरक्की हो इस तरफ कोई ध्यान नहीं दिया गया है। श्रीमती इंदिरा गांधी की कुछ कृपा दृष्टि उधर गई है जिसके लिए मैं उनको धन्यवाद देता हूं। एक सैल बना है प्लानिंग कमीशन में वहां के लिए। एक कारपोरेशन भी बनी है। श्री पनो, लीएम०पी० वहा कारपोरेशन के चेयरमन थे। उनको डिसमिस कर दिया गया और बइज्जत करके निकाल दिया गया। श्री कम ना-पति बिपाठी स्वयं हिल डिवनपमेंट बोर्ड के चेयरमन बन गये। यह वह भी ले गए हैं वह भी नहीं रहे हैं। उममें कोई काम नहीं हो रहा है और न ही कारपोरेशन में कोई काम हो रहा है। वहा कोई विकास का काम नहीं हो रहा है। मैं दीक्षित जी से हाथ जोड़ कर प्रार्थना करता हूं कि प्रेजीडेंट्स कूल में कम से कम उस इलाके की ओर विशेष ध्यान देने की वह धृति करे। मात्रकल वहां खाने को कुछ नहीं है। कीमते ज्यादा होने के कारण यहां लोग दुखी हैं वहां तो और भी ज्यादा परेशानी है। वहां बरोजगारी भी भयंकर

रूप में है। मैं आपका ध्यान आठ पर्वतीय जिलों की ओर आकर्षित करता हूं और प्रार्थना करता हूं कि वहां जो हाहाकार मची हुई है अन्न का संकट है उन सब संकटों की ओर आप विशेष ध्यान दें और उनके निराकरण के उपाय करें।

श्री सरजू पांडे (गाजीपुर) : यह दुर्भाग्यपूर्ण है कि हमें उत्तर प्रदेश में राष्ट्रपति शासन जो लागू हुआ है उसको मंजूरी देने के लिए बहस करनी पड़ रही है। उत्तर प्रदेश में आज भी एक पार्टी की मैजोरिटी है। पहले इन्वेक्शन में कहा गया था स्वयं प्रधान मंत्री ने कहा था कि एक पार्टी की सरकार बनाएं ताकि काम ठीक से चल सके स्वायत्तता सके। उत्तर प्रदेश में एक पार्टी की सरकार बनी। यह उसका राजनीतिक दिवालियापन है कि आज भी उस पार्टी की मैजोरिटी होते हुए भी उसकी सरकार चल नहीं सकी उसको त्यागपत्र देना पड़ा। मुख्य मंत्री अगर दोषी थे और और उनको हटा दिया गया तो दूसरी सरकार बनाई जा सकती थी। मुख्य मंत्री के बारे में मुझ कुछ नहीं कहना है। सारा प्रान्त जानना है उनके व्यक्तिगत आचरण के बारे में, उनके कामों के बारे में। यहां भी उसकी बहुत ज्यादा चर्चा हो चुकी है। मैं समझता हूं कि जिन नीतियों को आपने जनता के सामने रखा उनका यह दिवालियापन ही है कि आपको उत्तर प्रदेश में राष्ट्रपति शासन लागू करना पड़ा। मैं चाहता हूं कि जितनी जल्दी हो सके, वहां एक सरकार का आप निर्माण करें। आपने अपने इलेक्शन मैनिफेस्टो में भी कहा था कि हम स्थायी सरकार लोगों को देंगे। उसको आप स्थापित करें। ऐसी सरकार का निर्माण आवश्यक है।

जहा तक गल्ले के व्यापार को सरकारी हाथ में लेने का सम्बन्ध है, मैं समझता हूँ कि पूरे देश में सबसे कम गल्ला उत्तर प्रदेश में बसूल हुआ है। इसका कारण यह है कि कांग्रेस के लोग स्वयं तो गल्ला बे नहीं रहे हैं और जो बेते हैं उनका खुले आम विरोध करते हैं। बड़े बड़े कांग्रेसी हैं, विधायक हैं, एम० पी० हैं जिनके पास अनाज काफी है लेकिन सरकार को बे अनाज नहीं दे रहे हैं। आज भी वहाँ जब की आडिर्नस बना हुआ है अनाज देने के लिए वे अनाज दे नहीं रहे हैं और नही अनाज बसूल किया जा रहा है और तरह तरह से वे इस काम में बाधा पहुचाने की कोशिश कर रहे हैं। कांग्रेस पार्टी की मीटिंग में सुना गया है कि कहा गया है कि जो कांग्रेसी गल्ला नहीं देंगे उनको पार्टी से निकाल दिया जाएगा। बहुत सी फिजूल की बातें कांग्रेस करती है। कुछ निर्णय भी लेती है लेकिन उन पर अमल नहीं होता है। देश में खाद्य समस्या को हल करने के लिए बहा पापुलर गवर्नमेंट बने जो सख्ती से गल्ला बसूली का काम करे और लंबी लगाई जाए ताकि खाने को अनाज मिल सके। हमारे प्रदेश में लोग भूखें मर रहे हैं। आधा उत्तर प्रदेश बाढ़ों से परेशान है। जहा तक पूर्वी उत्तर प्रदेश का सम्बन्ध है वहा लोगो को अनाज बिन्कुल नहीं मिल रहा है किसी भी कीमत पर और वे भूख मर रहे हैं। अनाज वहा बाजार में नहीं है। इस और आपका विशेष ध्यान जाना चाहिये।

अब मैं लैंड रिफार्म के बारे में कुछ कहना चाहता हूँ। इसकी बहुत चर्चा होती है। यहा भी होती है और बाहर भी होती है, कि देश में जो भूमिहीन है उनको जमीन मिलेगी। उनको जमीन मिलना तो दूर रहा, उनकी जमीने भी छीनी जा रही है। जगह जगह पर सरकारी जमीनो पर, गांव सभाओं की जमीनो पर तमाम शरारती और बदमाश लोग कब्जा किए बैठे हैं। सरकार एक भी आदमी को निकाल नहीं सकती है। हमने तीन एडवाइजर मुकर्रर कर दिये हैं। सारी

असेम्बली के लोग बैठे हुए हैं। उनको तनखाह दी जा रही है। लेकिन तीन आदमी जो सबसे रद्दी और निकम्मे हैं उनको एडवाइजर बना दिया गया है। हम लोगो के पत्रों का वे उत्तर तक नहीं देते हैं। मैंने खुद पत्र लिखे और प्रदेश की स्थिति से अवगत कराया लेकिन वे ज्ञान प्रकाश और लाल आदि बैठे हुए हैं, यह त्रिमूर्ति बैठी हुई है, महोदय महादेव बैठे हुए हैं जो न बोलते हैं और न सुनते हैं। ब्यूरोक्रेसी वहां बहुत जुल्म कर रही है। मैं एक मिसाल देता हूँ। लखीमपुर खीरी में सम्पूर्णनन्द नगर के थानेदार के खिलाफ प्रदर्शन हुआ जो लगातार तीन साल से भ्रष्टाचार कर रहे हैं। उस थानेदार ने 42 आदमियों को गिरफ्तार करके जेल में डाल दिया, उनको मारा पीटा और उन पर आरोप यह लगाया कि वे पुलिस को भड़का रहे थे। इतना बड़ा झूठ दुनिया के किसी काने में हो नहीं सकता है। हम होम सैक्रेटरी में मिले। उन्होंने स्वयं कहा कि मैं मानना हूँ कि गलत आरोप लगाया गया है। आज भी वे बन्द पड़े हैं। हर तरह की आजादी नौकरशाही के जरिये बहा छीन ली गई है मैं चाहता हूँ कि डेमोक्रेटिक इस्टीट्यूशन्स को आप मैटेन करे और पापुलर गवर्नमेंट बहा बनाए और अगर ऐसा नहीं हो सकता है तो कम से कम परामर्शदात्री समिति बनाए जो ब्यूरोक्रेसी पर रोक लगा सके, मुनाफा-खोरी को रोक सके, पुलिस के जो अत्याचार हो रहे हैं, उनको रोक सके। यह ब्यूरोक्रेसी सबसे बड़ा प्रेत है। आप कोई कानून बनाते हैं उस पर अमल ही नहीं होता है।

पी० ए० सी० के बारे में एक बात चाहता हूँ। उनकी जो मांगें थी सही मांगें थी, उनकी एसोसिएशन भी बननी चाहिये थी। लखनऊ विश्वविद्यालय के कुछ बदमाश लड़कों के साथ मिल कर पी० ए० सी० के लोगो ने विश्वविद्यालय में पेट्रोल डालकर आग लगाई और नारा लगाया, "माँमा अपन जिन्दाबाद।" इस तरह पी० ए० सी० के लोगो ने प्रति-

[श्री सरजू पांडे]

क्रियावादियों के साथ मिल कर एक गलत भूमिका ग्रहण की। पी० ए० सी० और लखनऊ विश्वविद्यालय के कुछ बदमाश लड़के युनाइटेड हो गये और प्रतिक्रियावादियों ने उन को हवा दी।

लेकिन इस सम्बन्ध में सारा दोष हम सरकार का है। पुलिस वालों की जो दुर्दशा हमारे देश में है, वह दुनिया के किसी देश में नहीं है। लेकिन इसका मतलब यह नहीं है कि इस सरकार के बुरे और रूढ़ी कारनामों की वजह से उन प्रतिक्रियावादी शक्तियों को आगे बढ़ने का मौका दिया जाये, जो देश में दमन चलाना चाहते हैं, जो यहाँ डिक्टेटरशिप कायम करना चाहते हैं। आज ऐसे लोग आगे बढ़ते चले जा रहे हैं।

इसलिए मेरी अपील है कि उत्तर प्रदेश में पापुलर गवर्नमेंट बनाई जाये और पापुलर पालिसीज को इम्प्लीमेंट कराने की कोशिश की जाये। मुझे आशा है कि मन्त्री महोदय इस पर ध्यान देंगे।

THE MINISTER OF HOME AFFAIRS (SHRI UMA SHANKAR DIKSHIT): Mr. Deputy-Speaker, Sir, I have heard practically all the speakers patiently... (*Interruptions*). I expect that the Houses, the Members opposite, in particular, will listen to me patiently in respect of the various points which have been raised in this House. A large number of hon. Members have spoken, and they have made quite a number of points. I wish to confine my remarks mostly to the important and salient points which have been raised by the leading Members of the Opposition.

Sir, except for a brief—I do not say so brief—initial, early period, when the House got bogged into a kind of unnecessary wrangle, the level of the debate had been of a high standard.

One important point has emerged out of the entire discussion so far as the State of Uttar Pradesh is concerned, as it is strictly relevant to the proposition before the House, namely, to approve the proclamation made by the President under the provisions of article 356 of the Constitution. On this proclamation, I can say—I hope without any serious opposition—that there has been no opposition to that proposition.

Other points have been raised. It has been pointed out that there were difficulties; that progress in Uttar Pradesh was slow; that development was not good; that the Congress party did not function well and things of that sort. But I do not think anybody has made a point that in the circumstances that arose, constitutionally there was any alternative to the action which the Governor took and which the President took ultimately. (*Interruptions*). Even in respect of the last speaker and of several other Members who appeared to be criticising, the substance of their speeches was that they did not oppose, particularly at this stage, the proclamation that the President has issued.

SHRI JYOTIRMOY BOSU (Diamond Harbour): Very wrong. (*Interruptions*).

SHRI UMA SHANKAR DIKSHIT: I know some Opposition Members are opposed to it. I do not doubt that. But what I am saying is that by and large that consensus has emerged from the speeches. (*Interruptions*). Mr. Jyotirmay Bosu will give me this opportunity to explain my points.

One more central point that has emerged, of a positive, constructive character, is that there is virtually a consensus, not only a consensus but almost unanimity, on the fact that the State of Uttar Pradesh has not received that measure of assistance and help in the matter of creating the *infra-structure* necessary for its economic development. My hon.

friend, Mr. Atal Bihari Vajpayee, said that; Mr. Jyotirmoy Bosu also said that, Members on both sides, virtually all of them, who have taken care to understand the situation, have confirmed this.

I believe that the lesson of this consensus of opinion will not be lost on the Planning Commission and the Finance Ministry of the Government of India. There is a reason for it. I want to be believed on this point. U.P. is well known for its liberalism. The officers coming from U.P. have been greatly in demand for their impartiality. They have been somewhat self-diffident. They have been feeling that they should rather put down their State than be called partial to U.P. That is why you find in economic matters U.P. has not received a fair deal; I confess it has unfortunately received a raw deal. I believe this long discussion that has taken place will have served a great public purpose if it is realised that a large State with 9 crores of population, with men known for their integrity, impartiality and capacity to work should be given a better treatment economically so that they can build their *infra-structure* and make better progress in the industrial and agricultural sectors.

I will give some figures which Mr. Bosu is not aware of. So far as electric power is concerned, I find that while the average per capita of electric power for the entire country was 94, it was only 59 in U.P. with the present installed capacity on 31st March, 1973.

SHRI JYOTIRMOY BOSU: Kindly explain it more fully as a teacher does.

SHRI UMA SHANKAR DIKSHIT: You may call me a teacher, but I do not want to call you pupil. Even the estimated installed capacity per capita as on 31st March, 1974 would be 62 in U.P. as against 128 in the whole of India.

SHRI INDRAJIT GUPTA (Alipore): Are they units or what?

SHRI JYOTIRMOY BOSU: What unit of electricity is he talking about?

SHRI UMA SHANKAR DIKSHIT: I am giving the per capita electric power in U.P. as compared to the whole country.

PROF. MADHU DANDAVATE (Rajapur): Per capita political power?

SHRI UMA SHANKAR DIKSHIT: Not political power. I am talking of electric power. The per capita political power also has been deteriorating because of this situation.

The net installed capacity by the end of the Fifth Plan would be 112 for U.P. as against 192 for the rest of India, provided the provision in the Fifth Plan is increased by Rs. 140 crores. As at present, even that position would not be reached. On behalf of my State I feel grateful that the important point of industrial and economic under development in that State has been mentioned by most members, especially those of the opposition.

श्री राम बेब सिंह (महराजगंज) :
प्रिडिन्ट रूल का आचित्य क्या है, यह तो बतलाइये ।

श्री उमाशंकर दीक्षित जिन बातों को आप उचित समझते हैं, उनको मैं भी उचित समझ कर उत्तर दे रहा हूँ । केवल गालियों का जवाब गालियों से नहीं दूंगा, बाकी सब चीजों के उत्तर दे रहा हूँ ।

श्री ज्योतिर्मय्य बसु . हम लोग भी चन्दा उठा कर कुछ रुपया भेज देंगे ।

SHRI UMA SHANKAR DIKSHIT: In that connection, I want the ear of

[Shri Uma Shankar Dikshit]
the House. I want to point out that only an advocate who has no case or a poor case on merits will resort to abuse or will resort to the kind of expressions which one of the leaders of one of the parties used in the context of the Governor of a State of India. It is a well-known fact that so long as you have strong facts with which you can refute, you will not go down to abusing the opponent; you will not stoop to that level.

AN HON. MEMBER: Who has done it?

SHRI UMA SHANKAR DIKSHIT:
If you see that records, you will know who has done it. All that I can say is that I totally disagree with his facts.

SHRI JYOTIRMOY BOSU: Which Governor are you talking of?

SHRI UMA SHANKAR DIKSHIT:
Well, I do not think it will enhance the prestige of the House if I answer the kind of questions which the hon. Member has been asking.

SHRI JYOTIRMOY BOSU: It is better you keep your mouth shut too.

SHRI UMA SHANKAR DIKSHIT:
I will first take up a few points, not all of which necessarily are major points, which Shri Bosu raised. Because, in most of these cases his facts were contrary to the known truths. So far as the policemen are concerned, he referred to the special fund or welfare fund of Rs. 2.75 lakhs. After this point was brought to the notice of the Government, before the trouble arose, Government had agreed to raise the fund from Rs. 2.75 lakhs to Rs. 12.75 lakhs.

SHRI JYOTIRMOY BOSU: Before the rebellion it was Rs. 2.75 lakhs.

SHRI UMA SHANKAR DIKSHIT:
He referred to partial facts, part truths, half-truths, quarter truths and

three-quarter truths while speaking in this House instead of referring to basic truths where he cannot be attacked.

Referring to the drought-prone areas, he made fun of the exceedingly small amount that is said to have been set apart and utilized for this purpose. He said that a sum of Rs. 35 lakhs was set aside and, if I heard him aright, he said that only Rs. 23.53 lakhs had been spent. I have got the facts with me and I can say without fear of contradiction that during the two years when the Congress Ministry headed by Shri Kamalapati Tripathi was in office, the sum allotted was Rs. 4.02 crores and the amount utilized was Rs. 5.09 crores. Here again our friend used a very partial fact. May be initially he got this figure somewhere, goodness knows where, and he has mentioned it in this context. It is travesty of truth.

SHRI JYOTIRMOY BOSU: Sir, on a point of order. I picked up this figure from a publication of the Ministry of Information and Broadcasting. I can lay it on the Table in two minutes. It is lying outside.

SHRI UMA SHANKAR DIKSHIT:
If all those papers the hon. Members has been referring to are laid on the Table of the House it would not be worth going there. I will tell you how in point after point he has referred to falsehoods. He referred to the backward districts and procurement. He knows next to nothing about districts, the procurement was not being done because we were afraid, because the officers were afraid of rich people and so on. The facts of the matter are these. Firstly, there are seven hill districts. They are deficit districts. There is question of procuring anything from there. There are 23 districts of which eight districts are marginal districts and the others are known deficit districts. You, certainly, cannot pre-

cure anything from there. Where there is hardly anything produced, where there is drought or scarcity, you don't want to procure. To some extent, the procurement was made from those districts also. When the officers found that it was not possible to distribute foodgrains adequately, in a certain number of districts—I do not know the exact number—they relaxed inter-district movement. By that method, they saved the situation. I think, this is a matter of which there should be appreciation of the work they have done.

Apart from that—I am referring to procurement—in the remaining 17 districts, nothing has been done to stop procurement. Only because of heavy rains, *khaffis* have been closed. The people do not bring foodgrains as they used to do formerly. A lot of other people have promised a raise in the prices. A number of things happened. But the officers, the Government of Uttar Pradesh.

श्री सरबुपाशे : य सारी बातें गलत कह रहे हैं। भ्रफसरों ने गेहूँ प्रोत्थार कर के बेचा है। उन्होंने 78 रुपये में खरीदा और बनिये के हाथ 105 रुपये और 110 रुपये में बेचा है—मैं साबित कर सकता हूँ।

श्री उमाशंकर दीक्षित : भ्रगर भ्राप साबित कर सकते हैं ती ऐसे भ्रफसरों को ऐसे। जमह पहुचाया जायेगा, जहाँ उनको हुचना चाहिए। और नही कर सकेंगे तो उन को क्षमा प्रार्थना करनी होगी। मैं जिम्मेदारी लेना हूँ।

I will take the responsibility that if the hon. Member is able to prove a case where an officer has acted in the manner suggested by him, namely; he purchased at a low level and made a personal profit, and I promise in this House with full responsibility of the Government of India, that I shall see to it that adequate action is taken to prosecute the officer con-

cerned.

SHRI JYOTIRMOY BOSU: On a point of order, Sir. Mr. Dikshit just now said that I have said something which is untrue. I have quoted from the publication designed and produced by the Planning Commission, by the Directorate of Advertising and Visual Publicity, the Ministry of Information and Broadcasting, printed at the Indraprastha Press, New Delhi. This is the publication. I can throw it on the bin; I will not throw it at you. Come to p. 35, "Progress of Drought-prone Areas"...

SHRI UMA SHANKAR DIKSHIT: He has started another speech. I am not going to yield. Let the hon. Member send me the papers and I will explain to him. There are many pamphlets printed. Unless he reads them all, no purpose will be served.

SHRI JYOTIRMOY BOSU: I am on a point of order, Sir. Will you ask the gentleman to sit down? He has already mentioned my name and said that I have said something which is untrue, that I have lied before the House. This is a very serious charge. (Interruptions).

SHRI UMA SHANKAR DIKSHIT: I have said, he has quoted correctly but the effect of it is untrue.

SHRI JYOTIRMOY BOSU: The Chapter is "Drought-prone Areas"... (Interruptions).

SHRI KARTIK ORAON (Lohardaga): What is the date of the publication of the pamphlet?

15.00 hrs.

SHRI JYOTIRMOY BOSU: Progress of drought prone areas... (Interruptions). I am on a point of order. You have to give me protection...

MR. DEPUTY-SPEAKER: Order please. A point of order was raised. The Minister has yielded, he has sat down to listen to him. I do not understand why the members on that

[Mr. Deputy-Speaker]

side should disturb him. Let him finish his point of order.

SHRI JYOTIRMOY BOSU: I have given the name of the publisher, the author, the printing press, etc...

MR. DEPUTY-SPEAKER: Yes; you have already done that.

SHRI JYOTIRMOY BOSU: Drought Prone Area Programme: Progress of Drought Prone Areas, Table No. V, Page 35; it says that for 1970-71, the amount allocated for Uttar Pradesh was Rs. 35 lakhs and the expenditure incurred, Rs. 23.33 lakhs. For 1971-72, it says that the amount allocated for Uttar Pradesh was Rs. 239 lakhs and the amount spent, Rs. 136 lakhs.

Mr. Dikshit, if you want you can have this book. (Interruptions).

AN HON. MEMBER: He is throwing like this! There must be a limit to everything.

SHRI K. P. UNNIKRISHNAN (Badagara): Are we to tolerate this kind of behaviour? (Interruptions).

श्री डी० सोहनलाल (करोलबाग) :
भगर आज इनसे माफ़ी नहीं मंगवाई गई
तो हम भी इनके मुंह पर कोई चीज़ फेंक सकते
हैं ।

MR. DEPUTY-SPEAKER: Order, please. I am not concerned with who has spoken the truth, who has not spoken the truth. That is before the House. But, I think, this is a very indecorous and very objectionable behaviour on the part of a member to be throwing a paper like that. He could have handed over the paper to me...

SHRI JYOTIRMOY BOSU: Why?

MR. DEPUTY-SPEAKER: For examination. I take a strong objection to the behaviour of this Member.

SHRI JYOTIRMOY BOSU: He called me a liar. He should withdraw that... (Interruptions).

AN HON. MEMBER: On a point of order.

MR. DEPUTY-SPEAKER: Order, please. I am already seized of the point of order. The point of order here is the proper behaviour of a member in the House. I have said that I take strong objection to this kind of behaviour. Now I leave it to the House what they want to do about it.

SHRI B. P. MAURYA (Hapur): He should be asked to apologise to the House.

SHRI JYOTIRMOY BOSU: May I make a submission? You do not take notice when the Minister calls me a liar.

MR. DEPUTY-SPEAKER: That is a different matter. I can attend to that... (Interruptions) Order, please. I am now concerned with the behaviour of a member here. That is a different matter; we shall come to that; whether the Minister called Mr. Jyotirmoy Bosu a liar or not, I do not know. (Interruptions) Order, please. I do not know. This has to be gone into. As far as I heard, I did not hear the word 'liar' being used. There may be a difference of opinion, but I am seized with the matter of the proper behaviour of a member in this House. If you think that the ends of the debate in this House and the ends of this House would be met, by just a mere expression of disapproval from me, the matter ends there. I leave it to the House.

SHRI UMA SHANKAR DIKSHIT: Now, only one other point...

MR. DEPUTY-SPEAKER: I think we should dispose of that.

SHRI JYOTIRMOY BOSU: What about the other ends? He called me a liar.

SHRI VAYALAR RAVI (Chirayinkil): He never said it.

SHRI UMA SHANKAR DIKSHIT: Sir, I respect your opinion and your ruling. But really the matter is... (Interruptions) Whether the gentleman does the right thing or not, that is his business. But, so far as we are concerned, I am willing to accept this proposition and to treat that part of the matter closed with your decision or ruling. Let me proceed.

Now, he said that the communal situation has deteriorated in recent years. I have gone into those relevant figures and I have found that that again is not correct. I am not saying that anybody has lied or anybody has done anything deliberately wrong. I am only telling you that this also is not correct. I have collected the figures. During the year 1970-71, there were 521 communal incidents. During 1971-72, there were 321 incidents. During 1972-73, there were 240 incidents of a communal character. Now, therefore, if these figures are correct and I claim that these figures are correct, then, it is not correct to say that during that period the communal situation deteriorated gravely as the hon. Member in question has said. Even that is not also really relevant. The relevant thing is the action taken in regard to the imposition of the President's rule and what happened afterwards. But so far as our friend to whom I just referred is concerned, he made these main points and I have referred to them and replied to them to the best of my ability.

Mr. Banerjee made a very interesting speech with quite a part of which I find myself in complete agreement. He referred to the PAC incident, because he belongs to Kanpur and he knows what happened in Kanpur, Lucknow and in other parts of U.P. Whichever Party he may belong to, he has the interests of the State at heart. What did he say? He says:

"पा० ए० सा० को बड़काया गया। जहर बड़काया गया। यह उनके शब्द हैं। मेरे शब्द नहीं हैं। बड़काया गया। यह सलत है कि पा० ए० सी० ने ठीक नहीं किया, लेकिन ए० सी० कोई सलती नहीं हुई कि उन पर गोली चलाई गई।" यह उन्होंने कहा सारास जहा तक पा० ए० सा० का सम्बन्ध है।"

I am raising this issue....

SHRI MADHU LIMAYE. Do you agree with that?

SHRI UMA SHANKAR DIKSHIT: I may tell you—you can draw your own conclusions—I speak loud enough and in a language clear enough that anybody can understand. Now my friend will easily understand what I am going to say. A responsible member of this House, belonging to the Opposition, has said that the PAC was instigated. The only difference that my friend—I hope he will allow me to call my friend—

SHRI S. M. BANERJEE (Kanpur): One thing he was forgetting. They had genuine grouses.

SHRI UMA SHANKAR DIKSHIT: I will deal with those grouses and how we have dealt with them and how we are dealing with them now. Our friend, Mr. Madhu Limaye objected to my mere mention of a former Chief Minister of Bihar going to U.P. He particularly objected to that.

Mr. Jyotirmoy Bosu objected to that. I mentioned that he was a former head constable, not to lower him, because I said that he was a respected person, well-known leader of the State. Therefore, I showed my respect for him. I mentioned that fact because being a former head constable he could have known their difficulties and had been taking interest in the subject. And what Mr. Limaye said did not weaken my argument. It strengthens it. Mr. Madhu Limaye said, what is wrong with it..

श्री मधु लिमये : मेरा व्यवस्था का सवाल है। मैंने यह कहा कि पी० ए० सी० की जो सही मांगें हैं उनको प्रोत्साहन देने में कोई गलती नहीं है, और मैं हजार दफे कहना चाहता हूँ कि हम सही मांगों का समर्थन करेंगे।

श्री उमाशंकर दीक्षित : हजार दफे उन्हें जो करना हो वह करे, लेकिन उन्होंने यह कहा कि : "व्हाट इज रांग बिद इट। इस में क्या खराबी हुई।" आज भी वह कह रहे हैं कि अब भी सपोर्ट कर रहे हैं और आगे भी करेंगे।

श्री मधु लिमये : मैं अब भी करता हूँ।

SHRI UMA SHANKAR DIKSHIT: The point is quite evident. This statement, Sir, is quite enough for the argument that I am making for your appreciation, that is to say, it establishes in the mouths of two responsible members of the House that the PAC in UP was instigated. Now, my friend said, it was supported, it was encouraged, was still being supported. Now, Sir, the position is this.

SHRI SAMAR MUKHERJEE (Howrah): Mr. Deputy-Speaker, Sir, instigation has a special political meaning. To support one's demand does not mean instigation. Instigation has a particular motive. What you are saying is in order to justify your actions there.

SHRI UMA SHANKAR DIKSHIT: Earlier it was instigating, afterwards, it was encouraging.

SHRI SAMAR MUKHERJEE: That is the meaning which you were trying to give.

SHRI UMA SHANKAR DIKSHIT: Actually, Sir. I don't want to hurt

anybody's feelings. I consulted the dictionary. It gives the meaning as, to urge on, to set on, to foment, and one or two other similar words are there. I have seen several similar words. It is not necessarily either an unparliamentary or defamatory or any such undesirable expression.

श्री मधु लिमये : अंग्रेजी इस्तेमाल करना कोई जरूरी है? क्राउस फैक्ट्स कहते हैं।

श्री उमाशंकर दीक्षित : नहीं जरूरी है। लेकिन जो मैं कह रहा हूँ उस को कृपा करके सुने।

श्री मधु लिमये : आप बड़िया हिन्दी बोलते हैं इसलिये हिन्दी में बोलिये। गलत बातें क्यों कह रहे हैं।

श्री उमाशंकर दीक्षित : जरूर बालता हूँ, आप सुन लीजिये।

Sir, the point is whether the situation was serious or not. I will not give too many instances. One hon. friend gave an illustration. It was the particular incident where one of these PAC men who had lost his head, due to this kind of instigation or encouragement, whichever way you like to put it, had taken away illegally two bags of wheat into his house and when a sub-inspector asked him to produce them, the bags were produced. Then the sub-inspector was gheraoed, he was taken round the streets with many other members of the PAC walking along with him, and that sort of thing happened. Now, Sir, regarding what happened in Lucknow, I will refer to the main incidents that will prove my point.

In Lucknow, the army was called in and it arrived at about 8 O'clock in the morning.

Sir, the P.A.C. men, who were guarding the University, at that time, failed to protect. In some cases they actually participated with the unruly elements—students and others—who had entered there. The university was burnt and Rs. 30 to 40 lakhs worth of property was burnt and important records were destroyed. The police people stood outside. Ignition material was given; petrol was given; rags were provided. This happened in Lucknow. What happened in Kanpur? It was felt that some serious action should be taken after holding detailed discussions and consultation with the Centre. When the army people approached the 14th Battalion, they could have agreed to surrender, as it happened elsewhere. Sir, on the contrary, here the first fire came from the P.A.C. Unless something sudden, something undesirable or some indoctrination had taken place to the effect that this was something good or something patriotic, it would never have happened. They fired the first shots and a few army jawans fell. Of course they too returned the fire. Unfortunately, some casualties took place elsewhere also. In Jahangirabad some four or five officers were taken as hostage and the PAC people held out there. They would not allow anybody to enter place.

Finally, the Inspector General went there and the men were persuaded to surrender. The facts are known—they were reported in the Press—and what I want to point out now is this. Firstly, the signs of dissatisfaction among the P.A.C. came to light late. Unfortunately two things had happened. I must admit. One is that the L.I.U.—Local Intelligence Units—were affected. Whoever planned it, they planned it exceedingly well with the result that nobody else knew what was happening. (Interruptions). I am saying this after ascertaining the facts. The leaders were from the L.I.U. A large number of members were from the L.I.U. They kept this matter developing—

brewing. The higher officers know nothing about it. That is one fact to be noted. Secondly, the Chief Minister, his advisers, his Cabinet and his officers must thought: 'The P.A.C. have some genuine complaints and grievances. Let us consider and settle their grievances.' They met the leaders and negotiations were held. Their main demand was for an association for representing their grievances. The Chief Minister agreed to have an association for the PAC and started it under the Police Forces Restriction of Rights Act. They refused to join it. They said that they had started their own Parishad, a separate association, where only constables and head constables would be represented. Finally, shortly before the trouble broke out, this demand also was granted. In fact this gave them a wrong impression. But, so far as their main point was concerned, they wanted a representative machinery of their own for bringing up their difficulties to the higher authorities. And that demand was granted. Only they were asked to have the draft of its constitution amended in accordance with the provisions of the said Act, as otherwise it would have been illegal. Thus every reasonable care was taken in the beginning to meet the legitimate grievances. For instance, there was increase in the Amenities Fund from Rs. 275 lakhs to about Rs. 12.75 lakhs; then, grant of civil dress allowance to LIU, CID and SD, and grant of actual DA instead of a fixed allowance of Rs. 10 per month.

SHRI K. S. CHAVDA (Patan): What was the justification for imposing President's rule in UP? He has not said anything about that. That is the main point.

SHRI UMA SHANKAR DIKSHIT: The justification was the trouble over the PAC. That is the main point and I am dealing with that. Then, the minimum duty period for food

[Shri Uma Shankar Dikshit]

allowance which was formerly 18 hours in writing—although not fully enforced—was in writing reduced to 9 hours. There were other facilities also given but since hon. Members are getting impatient and they do not want me to enter into all those details, I do not want to do so. But I want to give this assurance that whatever their complaints or requests could be accepted immediately, they were accepted immediately. Their central demand for an association was first met by starting an association according to the law. When that was not accepted, they finally told their head representative, one Mr. Roy, 'Well, you can have your own association, provided you amend the provisions of its constitution according to the Act'. But he did not do so; on the other hand, his sympathy was utilised as an evidence of weakness. People rushed from there all over the State, and more members of the Parishad were enrolled. The idea was that they should hold the armoury and hold the arms with themselves, and no matter what happened, they should be able to have their way. What actually was in their minds, God alone knows or those who were in association with them might know. As for us, we can only imagine. But we need not imagine beyond the fact, to which I am drawing your attention here, namely that the situation that had occurred was not of a minor dimension; it was a very serious situation.

In a State, it is not the traffic police that keeps order or ensures the security. It is not the district civil police who keep security and law and order. It is the PAC, the armed constabulary that does so, and in different situations it is their services that are demanded. The U.P. Government had come to the conclusion that the idea of the PAC, was not to settle their grievances, but something beyond that. The Chief Minister, in consultation with the Central Gov-

ernment then decided to take certain adequate measures. He felt confident that he would be able to deal with the situation. He was able to deal with the situation for a certain time. But matters went beyond the States jurisdiction. Originally, he did not think that it was anything more than a mere accumulation of grievances, and he thought if Government showed a reasonable attitude he would be able to solve the problem. But when he found that that was not so and he got information from other States, when he found that in another State also, in Madhya Pradesh, there was some such talk going on, he had second thoughts. You may condemn him, you may condemn us. But, let me say this, and it is due to him in all truth and all conscience that he himself declared that we should examine all possible alternatives. These were his words and not mine. He suggested that we should examine all possible alternatives and then decide what we should do about the situation. He saw that what happened in one State might happen in another State or two. If it really spread, then the Army should have to be sent to other places also. That was the situation. Therefore, the Chief Minister took some time. He had two or three meetings in Delhi and then he went back to Lucknow and held discussions with his senior colleagues and with his Cabinet. Then, finally, when everybody agreed, he came to the final conclusion. Whatever may be his merits and demerits; we, most of us, have got our demerits also. But what you cannot say about him is that he can be driven to accept something which he does not want to accept. He may have taken it up as a national task; he may have considered that it was good for the country. He is a patriot whatever else he may or may not be. People have said certain things about him which really do not behove this House. Somebody used a very bad word about

him. Personally, I do not know a more clean person than Shri Kamlapathi Tripathi. In administration, he may have made mistakes. We all make mistakes and the Opposition who had joined hands in coalition in U.P. made mistakes. Nobody can say that he cannot make mistakes. But personal integrity is something different. Things have been said which should never have been said. Sometimes things happen in such a way that you are not able to correct them. It was he who had second thoughts that matters had gone beyond his ken. I must also admit that the Government of India also thought that it was a serious situation, so much so that even supposing Shri Kamlapathi Tripathi, or whoever might have been the Chief Minister had thought that he could just carry on, and set things right, even so, we wanted that there should be an all-India approach according to which the situation should be judged. I want to tell you this frankly that so long as I am in this Ministry, I shall not want these forces, the security forces, the law and order forces, to be politicalised.

SHRI JYOTIRMOY BOSU: It is a trade union matter.

SHRI UMA SHANKAR DIKSHIT: This is not a trade union matter. This is my opinion. The point is that they should not be reduced to a party-political level, because once party politics enter, we know what happens. I know what has happened in various public and private sector undertakings. I shed tears when I see wonderful public sector undertakings being spoiled by a multiplicity of unions. We are a democracy. Do not expect us to act like dictators. We consult and we try to go as far as we can together with the other people. They may talk whatever they may like. But no action has been taken where in serious matters either the Cabinet or the Opposition has not been taken into confidence. You may not agree with me entirely. But the point I am making is that a very

serious situation had occurred in which the State leadership and the Central leadership agreed that the matter had gone beyond the State and a pattern had to be evolved and certain action had to be taken so that when normalcy was restored, they could go back to the previous position.

It is said that this has been done due to party faction, that we are trying to take party advantage out of this situation. I have been thinking about it. I want to know how and I am willing to carry on correspondence on the subject. I find that we are passing through a great disadvantage. What is the advantage we have derived out of it. The officers often do not care for representatives. Those of the opposition who have been in office in Kerala, in UP and Madhya Pradesh know that it makes a world of difference between being in office and out of it. And when you deliberately do that, they say that it is for a party advantage. Our own people are dissatisfied. Our own people tell us every day: please finish this business quickly.

We have our own views about officers. Not all of them are bad, not all of them are good. I hold no brief for them. But this has been done out of a compulsion. It became inevitable.

Now about the Governor. Because he does not dress like an overlord or like an Englishman or like some of our new Congressmen, therefore, does he become less of a Governor? He is one of the most decent men I have come in contact with. As you know, he belongs to Hyderabad. When you go to him, he would act like a *durwan*. He will open the door for you and ask you in. That only shows his sense of courtesy and decorum. That does not make him a *durwan*. That only raises him in our estimation, as a man of dignity, as a man of self-respect, as a man of the old traditions. He is keeping those traditions. For that you want to call him

(Shri Uma Shankar Dikshit)

a *democras*? Is that the way you want to treat such a dignity? Tomorrow, the day after or the day following the hon. member himself becomes a Governor. Who knows—though I do not think it will happen so soon.

So far as the Opposition is concerned, every responsible Opposition thinks that at some time or other it will be called upon to take up responsibility. Of course, some party may think that that will never happen and therefore they may take up a wholly English copy-book maxim attitude that the duty of the Opposition is to oppose. If we do a good work, they say: We oppose it because our duty is to oppose; therefore you must do bad work. If that is their line of action, I have nothing to say. (Interruptions). A responsible Opposition expects that sometime or the other it should have to take office. If you were in office, will you like the security forces, the law and order forces, to be politicised? (Interruptions). Kindly allow me I want to finish it quickly. (Interruptions) Sir what I submit to you is this: that in that situation that developed, we wanted a pattern to evolve which could be followed all over the country. If I understood my respected friend—I do not agree with all his views but I have said that I have my respect for the manner in which he presents his case and personally I should think I should speak like that—he said—

SHRI JYOTIRMOY BOSU: Who?

SHRI UMA SHANKAR DIKSHIT: Mr. Vajpayee. He said, "For goodness' sake do not have trade unions. You may have associations; you may have" he mentioned some other body "that, but do not have trade unions because once trade unions enter the police and the army, God save the country."

SHRI JYOTIRMOY BOSU: Why not?

SHRI UMA SHANKAR DIKSHIT:

Well, I do not know whether you want an ordered progress in this country or you want something else. That is for you to decide. But anyone who wants law and order in this country would like the security forces to be well preserved. In my opinion, President's rule has vindicated the decision. See the various activities that have taken place. See whether law and order has improved there or not. There has been considerable improvement in the Situation. Of course, the problem is that when there are members of the Assembly functioning some say, transfer a particular officer says 'do transfer' a particular officer and someone else says 'do not transfer him'; half of them are on one side and the half of them are on the other side. And this applies to all parties. I know something of what has happened in Madhya Pradesh and also what happened in West Bengal at one time.

AN HON MEMBER: Abolish democracy.

SHRI UMA SHANKAR DIKSHIT: I cannot abolish democracy. I am not a dictator. I am not a Moghul. If you have the powers, we would like to see how you or anybody else acts. This country is a country of individualists and they will not allow dictatorships to happen. Now, Sir, a full probe has been carried out and a pattern is being evolved according to which action can be taken. The Director-General of Border Security Forces has suggested lines of action to be taken. We are consulting the other States, and we hope to be able, within a short time, to evolve and adopt a pattern which will be suitable. If policemen feel that police superintendents should not represent them, a model can be devised. But if they begin to work like some trade unions are working, then disastrous consequences may happen. (Interruptions).

This is not the forum for talking party politics, but certain matters have been raised which I can only clear by saying a few relevant things in a few minutes. Our party is rather a broad party. (*Interruptions*) There are people who have come from—my friend Shri Shyamnandan Mishra is not here—we all belonged to the Syndicate Congress or the Congress (O), and from there we have come. Some other people wanted to join us. Why did they want to join us? You can say some of them who wanted a ticket—(*Interruptions*).

SHRI INDRAJIT GUPTA: What is this? Is it all relevant?

SHRI UMA SHANKAR DIKSHIT: It is relevant.

SHRI INDRAJIT GUPTA: We do not want to hear your inter-party differences here. (*Interruptions*).

SHRI UMA SHANKAR DIKSHIT: I do not want to tell you all that I only want to tell you this: you or anybody else should not be misled by appearances. The President's rule—(*Interruptions*)

SHRI JYOTIRMOY BOSU: Sir, is it all relevant? Please see the rule of relevancy. (*Interruptions*).

SHRI UMA SHANKAR DIKSHIT: It has been said that it was a party faction and to remove the party faction this has been done. I am telling you why it is not so.

SHRI INDRAJIT GUPTA: That is enough.

SHRI UMA SHANKAR DIKSHIT: You may not insist, Mr. Indrajit Gupta, but other friends have insisted upon it I will not take long (*Interruptions*). Why have people joined us? They were communists, they were socialists; there were in PSP who have joined the Congress. Some of them have told me personal-

ly we believed in certain programmes but we could not, we are not in a position to implement those programmes, you are implementing those programmes. As recently as a month ago, a well-known socialist of political and intellectual integrity, Shri Prabhu Narain Singh joined our party with a large number of people. Why? There was no advantage. To say that it was all due to faction is not correct. (*Interruptions*).

श्री मधु लिमये प्रेजिडन्ट्स रूल के समर्थन में तर्क देने के बजाय मंत्री महोदय बता रहे हैं कि कांग्रेस पार्टी भटियारखाना है।

श्री उलाशकर दीक्षित माननीय सदस्य जो कुछ कहना चाहते हैं, वह खुशी से कहें। लेकिन वह कृपा कर के मेरी बात सुन लें।

It seems to hurt and that is why you are shouting. You have given; you should take also. Even after the President's rule differences continued to be aired in newspapers. The High Command raised their voice and the party obeyed instantly. Differences are still there among us; we are trying to come near each other. Because there are members who have some what different views; we are trying to come together and therefore we express ourselves. No faction has been resolved by these changes and no factions can be resolved in that way.

It has been said by Mr. Madhu Limaye."

'संविधान की हत्या कर दी गई, उस का गला घोट दिया गया।'

These are the words he used. What does he mean? He merely means that President's rule had been imposed. Vajpayee said that as far as he could think the framers of the Constitution did not visualise a situation such as this. My simple reply is this. It is impossible for human ingenuity, skill, and in-

[Shri Uma Shankar Dikshit]

tellect to imagine all possibilities. It was the profound skill and wisdom and foresight of the founding fathers of the Constitution that they have formed article 356 in a phraseology which will serve any situation.... (Interruptions). What happened when Shri Rajagopalachari was the Governor-General of India.

SHRI HAMENDRA SINGH BANERA (Bhilwara): The Prime Minister is the only person who has understood the logic of article 356; 22 times she has used it.

SHRI UMA SHANKAR DIKSHIT: In Punjab on 20-6-1965, the Congress Party was there. Dr. Gopichand Bhargava was the Chief Minister and the Congress Party had 70 members in a house of 77; they resigned and the Governor had to recommend President's rule. Rajaji was there at that time. I do not think there was a more skilled politician or logician than Rajaji. What happened in Kerala? There was the coalition Ministry under Achuta Menon in January March 1970; in the Assembly session the Ministry received a vote of confidence. On 20-6-70 the Chief Minister advised the Governor to dissolve the Assembly and he tendered the resignation of the Council of Ministers. Therefore the Governor had to recommend the imposition of President's rule. What happened in Orissa? A coalition of Ganatantra Parishad and Congress was there in a house of 140. The Congress Party leader tendered the resignation and decided not to form an alternative ministry; the coalition partner was also a party to this decision. Therefore, President's rule had to be imposed. This has not happened for the first time. It shows the Constitution of India is a semi-federal Constitution. The States were not independent....

SHRI MANORANJAN HAZRA (Arambagh): Please explain it. Is it according to Harold Laski?

SHRI UMA SHANKAR DIKSHIT: I read it about 20 years ago. It is too old for the present literature.

As I said, these are not new things. If the Constitution is such that it provides for one particular situation only, how many articles will you have in it? It is the duty of the framers of the Constitution to frame articles to cover not only known situations but even unimaginable situations. There is nothing wrong in it. Mr. Sezhiyan was good enough to admit that it was according to the letter of the Constitution, but not according to the spirit. Which spirit? Where is that spirit? After all, the spirit is in the language. The point is, after what had happened, whether it was possible for the administration in UP to be carried on in accordance with the provisions of the constitution. Most of you will agree that this was not possible. Therefore, in the circumstances, there was no alternative except to have President's rule.

Some members asked, "why not dissolve the Assembly? When are you holding the elections etc." Members who have general information are aware that the delimitation of constituencies is being carried on. Nobody knows how long it will take. Now, what is the particular advantage in dissolving the Assembly now and holding the elections after six months? By keeping the Assembly in suspended animation, the Governor in fact gave an opportunity to the opposition, if they so wished, to go to the Governor and stake their claim. Mr. Vikal, who is now a member of our party, went and saw the Governor in U.P. in 1968 and staked his claim. Nothing prevented Shri C. B. Gupta or Shri Charan

Singh to see the Governor, and say, "Here are the people who support us". Then the President's rule would have ended. They did not do so because they would not have lasted a day. Mr. Charan Singh and Mr. C. B Gupta are seasoned politicians; they would not do something just because somebody wants them to do so.

When we have President's rule, it is for a period of six months. I can say that it will be for six months. We will not have it, unless you permit us, for more than six months.

SHRI JYOTIRMOY BOSU: When is the election?

SHRI UMA SHANKAR DIKSHIT: Ask the Chief Election Commissioner.

SHRI JYOTIRMOY BOSU: I am asking the Home Minister who dictates to the Chief Election Commissioner.

SHRI UMA SHANKAR DIKSHIT: I do not.

SHRI JYOTIRMOY BOSU: You are running away from the election:

MR. DEPUTY-SPEAKER: The question is:

"That this House approves the Proclamation issued by the President on the 13th June, 1973 under article 356 of the Constitution in relation to the State of Uttar Pradesh."

The motion was adopted.

15.46 hrs.

RE. CERTAIN REMARKS MADE BY A MEMBER ABOUT DR. RAM MANOHAR LOHIA

MR. DEPUTY-SPEAKER: Before we take up the next item in the

Order Paper, I would like to refer to certain unfortunate references that were made yesterday to the late Dr. Ram Manohar Lohia and the point of order that arose from those references.

Before I come out with what I have to say on this matter I am not sure whether a ruling would be called for or not I would like to say that despite differences of certain sections of the people with the late Dr. Ram Manohar Lohia, I think there was not any kind of disrespect to him in any quarter. He was original thinker, a very provocative person. Even when he opposes you, he provokes you to think; that is the greatness of the man. He was a patriot of the purest water. He was a man of conviction and do not think that anybody had any doubt about this. He was an honourable member of this House. I had the good fortune of being a member along with him when he was a member. I can speak from my personal experience that whenever he got up to speak, he made rich and valuable contributions to the proceedings of this House.

Now, in the heat of the moment, many of us find it difficult to restrain our language, and when there are sharp exchanges in the House it becomes very difficult. Yesterday I had that kind of difficulty when some members raised some objections. I thought they were referring to the proceedings of the previous day. That is an example of how difficult it is to find out what is going on when the House is in din and confusion.

I am sure that even Shri Bhagwat Jha Azad, who made these references, did not mean any disrespect to Dr. Ram Manohar Lohia. As a matter of fact, in his speech he has said this very clearly. I will quote from what he has said. He has said:

"We have great love for Dr. Lohia."

[Mr. Deputy-Speaker]

He did say that. Therefore, I think in his mind, he did not have any kind of disrespect for Dr. Ram Manohar Lohia or any idea of wounding the sentiments of those who love and cherish the memory of Dr. Lohia. Now I would like to hear from Shri Azad what really he has got to say, because this is the impression I have got.

SHRI BHAGWAT JHA AZAD (Bhagalpur): Sir, you have very ably summed up from the proceedings as to what I had said yesterday. I clearly said yesterday that I have love for Dr. Lohia. Earlier my reference was to this party. I did not mean any disrespect to Dr. Lohia and I want to make that very clear. I do not know how my friends got this wrong impression. I say emphatically that I meant nothing against Dr. Lohia and my references were to the policies of his party.

PROF. MADHU DANDAVATE (Rajapur): Sir, on a point of order. I am not going to accentuate the situation. It is true that at a later stage the hon. Member had used these words which you have one sentence in his speech in the records which says that if there is one party which is flouting the decorum, it is the Socialist Party right from Dr. Lohia up to Shri Madhu Limaye.

MR. DEPUTY-SPEAKER: I think we should close this.

PROF. MADHU DANDAVATE: Sir, from what you say, the impression is gathered as if he did not say anything defamatory to Dr. Lohia. It was said earlier and, at a later stage, he said, "I love Dr. Lohia." A very clear reference is there. That is on the record. I am happy to find that very honestly the records have been kept and the point of order which I raised, you will agree with me, was relevant. That is all I want to say

MR. DEPUTY-SPEAKER: I think we end this on this happy note.

15. 50 hrs.

DISCUSSION ON THE REPORT ON THE ACCIDENT TO INDIAN AIRLINES' BOEING ON 31ST MAY, 1973

MR. DEPUTY-SPEAKER: We now take up Discussion under Rule 193 on the Report on the accident to Indian Airlines' Boeing 737 VT-EAM on the night of 31st May, 1973, laid on the Table of the House on the 24th July 1973.

Shri H. M. Patel.

SHRI H. M. PATEL (Dhandhuka). Mr. Deputy-Speaker, Sir, I find that after a very exhaustive inquiry into the Boeing 737 air-crash on 31st May, 1973, Justice Sachar found that Capt Nair was responsible for the air-crash and his co-pilot to have contributed to it. This finding is as much a condemnation of the Commander as of the organisation which could entrust to the care of sub-standard pilot most sophisticated planes in the fleet of the Indian Airlines. It is not surprising, therefore, that Justice Sachar should lay particular emphasis in his recommendations on both these aspects. He is, however, a Judge....

SHRI N. SREEKANTAN NAIR (Quilon): On a point of order, Sir I admit that the whole accident was an unfortunate one. But to pinpoint on the pilot and the co-pilot the things which have not been proved in the inquiry and the report is very unfair. They are not here in the House to defend themselves. It is hitting on a dead body. Because they are almost dead.

MR. DEPUTY-SPEAKER: We are discussing the Report. If the names figure in the Report, you cannot help referring to them.

SHRI H. M. PATEL: I have only referred to the findings. I have not made any reference to anybody.

I was saying about these two aspects, the pilots and their training and the responsibility of the management. In this connection, it is relevant to note that there have been a number of crashes in the last three years which have been fatal crashes and there have also been a large number of crashes which have not been fatal. After all these crashes, there have been inquiries, some held by the D.G.C.A., under the instructions of the D.G.C.A. and others have been judicial inquiries. But it is surprising that not one of these reports was published, not until this last inquiry was held by Justice Sachar.

It made one wonder why these reports were being suppressed. The public was never informed as to what were the findings of these inquiries. That it was desirable, that it should have been done, is evident from these instances. I will give only two instances. There was an AVRO crash at Madurai in 1970, I think, and the Judge who conducted that inquiry recommended that there should be a daily medical check up of pilots. This recommendation, it is quite evident, was never given any effect to. Had it been done, it is quite possible that we might not have had the Avro crash which took place in Hyderabad. The finding of that inquiry was that this was due to the fact that the pilot instructor was an alcoholic and that fact that he was an alcoholic was known to almost everybody, who was anybody in the Indian Airlines organisation and even to the Director of Airlines Safety.

Similarly, Justice Sachar himself conducted an inquiry into the Fokker Friendship crash near Delhi and one of his recommendations was that the PIR should be installed in Delhi. This is the same recommendation

which he now repeats. These navigational aids are undoubtedly of great assistance. It is true that the non-functioning of ILS was not found to be a contributory factor by Justice Sachar in this particular case, but he goes on to say that, while it was the result of the mistakes committed by the pilot commander that the crash took place, in the kind of weather that obtained on 31st May, had the ILS been functioning efficiently, it would have helped. That is as good as saying that not functioning efficiently of these aids could cause a crash.

My main point, however, is that, when these earlier crashes were inquired into, they did lead to certain recommendations to which the civil Aviation Ministry paid, apparently no attention whatsoever.

I would go on to the recommendation of the Sachar Committee relate to pilot training and where the responsibility should rest for the selection of check pilots, instructors and examiners. Why are check pilots, instructors and examiners important? It is because it is they who check the pilots and decide about their fitness, suitability, etc., to hold the command and so on. And these are selected today by a Selection Board on which five of the members are virtually nominees of ICPA, Indian Commercial Pilots' Association, and the sixth is a nominee of the Director of Operations or Operations Commercial Pilots' Association, and Branch. That means, in effect, it is the pilots themselves who decide who aircraft. It means the stage at which are to be selected, who are fit, who are not fit. The Association has virtually laid down the criteria which should govern these selections and the Civil Aviation management have acquiesced into being coerced virtually—I can use only that word—to accepting the criteria which could only lead to sub-standard pilots whereas the whole idea behind having check pilots, instructors and examiners

[Shri H. M. Patel]

is to see that we have pilots of a certain standard; that a certain standard of efficiency is maintained. It is ultimately the pilot's competence which ensures the safety of an aircraft. So, the first few recommendations of the Sachar Committee relate to this and I may read them out.

"The Indian Airlines management....

16 hrs.

This is the first recommendation. Incidentally, I would like to say one other thing that when the statement was made in this House by the Minister, the summary gave only the findings of the inquiry but virtually made, except for a passing reference to the need for more navigational aids no reference to the recommendations contained in that report. After all, the public were most interested in knowing what these recommendations were. Not only that, I do feel and I consider it as a legitimate grievance of this House, that to this, day, only a few copies have been made available to the members though a copy was laid on the Table of the House. One has to go to the Library in order to refer to it. This was supposed to be discussed in this House but sufficient copies are not made available. I think quite a few days have passed since the report was made available to the House and adequate number of copies could have been made easily available to the Members.

Now, I come to the recommendation. It says:

"The Indian Airlines management must, in the interest of efficient conduct of operations and safety, be exclusively responsible for selecting the check-pilots/instructors/examiners."

This is the first recommendation. This was something which was quite ob-

vious but they allowed it to let the authority pass from their hands into those of ICPA.

The second recommendation is:

"The prerequisites for appointment of check-pilots/instructors/examiners appear to be on the low side....

I emphasize this fact—'appear to be on the low side'.

"... and seniority seems to play an important part for such appointments. It is essential that pilots only with high professional skill be selected, trained and appointed...."

Something again which is quite obvious.

"The Indian Airlines may consider the introduction of a Central Training Scheme for the training of check-pilots/instructors/examiners...."

Here, I would like to mention that such a scheme had been introduced or it had been decided to be introduced in the Indian Airlines organisation. Why was it allowed to be dropped? I do not know. But, certainly, it was realised that such an establishment, such a central organisation throughout these people should be checked and trained was desirable.

"... Merit...."

says Mr. Sachar:

"...should be the criterion rather than seniority. Training should be placed under a highly centralised control."

As I have said, these are fairly obvious recommendations and it does not seem to have struck either the Civil Aviation Ministry or the Indian Airlines Management or the Civil Aviation authorities that the latest

they should do was to implement them without delay in the interest of the safety of the passengers and safety of flying in this country. Again, it is only after these recommendations were made, the 8th, 9th and 10th recommendations, that the PAR should be installed at Palam, that the approach facilities at international diversionary airfields should be of the same standard as at international airports, and that the air safety organisations of the DGCA and the Indian Airlines should be strengthened, that suddenly the Ministry wakes up to its duties and placed orders, worth several crores, for these equipments. I do not know why they had to wait until so many deaths took place. There have been several crashes but it is only because the last crash attracted so much public notice, because it led to the unfortunate passing away of one of the really great men of this country, because of public conscience being aroused, that the Ministry of Civil Aviation woke up to its duties.

The point that the international diversionary airfields should be provided with the same approach facilities is also something to which I would like to make a special reference here, because, it was the absence of such facilities which led to the unfortunate crash which happened recently in Calcutta. If such facilities had been provided at Panagarn there would not have been such a crash. I am mentioning the obvious nature of these recommendations. Some of the other recommendations should also be noted. One of the recommendations says:

"Checks on PIC endorsement are all done by check pilots. It is considered that the last two checks should be done by examiner of the rank of at least operation manager."

PIC means Pilot-in-Command or Pilot-in-Charge of the aircraft. It means the stage at which you are saying that this man is fit enough to be in charge, in sole charge of the

aircraft. The importance of this is self-evident. And therefore it is that Justice Sachar says:

"Last two checks should be done by examiner of the rank of at least operation manager."

That is, by some one higher than the check pilots. And, about the check pilots I have already said that there is an unsatisfactory method of selection today. Their next recommendation is also most important. It is surprising that it should be necessary to make it. It says:

"It is considered desirable that the knowledge of aircraft, technical emergency procedure and of associated subjects be tested of all pilots at least once a year by an examination in writing."

This indicates that Justice Sachar was impressed by the fact that pilots did not possess that degree of knowledge that they should possess of these very important matters. Next is also about the same subject. It says:

"To afford pilots practice in instrument flying and emergencies, there should be a procedure of two six monthly continuation training in aircraft/simulator."

—something which is done everywhere. Why in India we should be lagging behind, I do not know, Sir.

The next one is this. I quote:

"The Indian Airlines should reconsider its present policy of having two commanders on a flight for one way command which is at present creating training problems in Indian Airlines."

The problem is, that when there is a shortage of trained personnel a training problem is created by their wasteful use. And this is something again which was enforced on the Indian Airlines by the ICPA.

[Shri H. M. Patel]

Besides creating a training problem, it is financially also an unsound proposition. The next one is about co-pilot. He was not being checked at present for his proficiency. It is desirable that the proficiency of co-pilots should be checked before they are released as co-pilot's. While is it that the adequacy of proficiency of the Co-pilots is not checked? It is obvious that the Ministry of Civil Aviation have not bothered about it. The next recommendation is that the co-pilot must be made aware of his contribution to safety of the aircraft is obvious and self-evident.

I do not wish to take much more time of the House on this. The D.G.C.A.'s organisation has also been found to be wanting in several important respects. I may mention that I was surprised when I read in Justice Sachar's Report a reference to the fact that the D.G.C.A. who was represented by a Counsel, put in a request that:

"The enquiry should be confined to the causes of the accident and things immediately connected therewith and not concern itself with matters which though connected with aviation safety did not arise directly out of the cause of the accident."

Surely, the D.G.C.A. should have been most anxious to see that whatever facts and findings are relevant to ensure the safety of an airline travel in this country, should be brought out. After all, Justice Sachar was going to make his observations not drawing upon his imagination but on the basis of evidence that would be led before him, documents etc. placed before him. The D.G.C.A. who is himself supposed to look after the safety has not been as diligent in this respect as he should have been. It is obvious.

I have a few more points and I shall have done. I think there is one other observation, again, an incidental one, which has been made by Justice Sachar in this regard. That is this. At present it is the D.G.C.A. who is

responsible for holding an enquiry into every accident that takes place. In the D.G.C.A. there is a Director of Air Safety. He is responsible to D.G.C.A. who is also under the same Ministry and the same Minister. Is it not desirable that such inquiries should be held under independent auspices so that they inspire confidence in the public? Now, the Minister must have known that this is something which is clearly important. On the same analogy that the railway accidents are always enquired into by an organisation which is located in another Ministry, that is, the Ministry of Civil Aviation the organisation responsible for inquiry into air accidents of a major should be located in another Ministry than the Ministry of Civil Aviation. The Minister of Civil Aviation should have been aware of the necessity for having enquiries conducted independently. This is one of the most important recommendations, and it should be accepted. I do not wish to take much more of the time of the House, and I would like to conclude by saying that all this points regrettably to the fact that the various agencies, the Ministry, the DGCA and the Indian Airlines and the Department of Civil Aviation have all been found gravely wanting in the discharge of their duty in a very important direction, that is, ensuring the safety of those who fly in Indian Airlines which is managed by them. The way in which certain things have been handled certainly affects the image of this country. I would like to refer here to the Japanese aircraft accident or crash. There was an inquiry into it and the Japanese brought in certain experts who tendered evidence. One of them came here and wrote a letter which had appeared in the *Times of India*, dated the 25th July, in which he says that he gave evidence and that he also offered to give whatever technical help he was in a position to give as an expert. Far from being accorded any facility, he was threatened with the Defence of India Rules, if

he came anywhere near the airport air-control buildings. What grave anxiety does this display for learning if there was anything wrong with our equipment and facilities. After all, there should have been nothing to hide. If the suggestion was merely that the ILS probably functioned defectively,—the ILS had been functioning defectively off and on it had been imported from abroad,—and if a foreign expert was there—it may be that he was an American expert—there was nothing wrong in taking his advice; he could only have been helpful to us; he might have elicited this information, in fact the reply would have had to be provided by the manufacturers of the ILS. But, no, instead of that....

SHRI INDRAJIT GUPTA (Alipore): They have invited their man here; Mr. Taylor has already come.

SHRI H. M. PATEL: I am only referring to what took place at the time of the Japanese aircrash. The result is, and this is what I consider most deplorable, that up to this day, the Japanese are quite definitely satisfied that during this inquiry they did not have as fair a deal as they should have.

Since you are ringing the bell, Sir, I would conclude by saying that to my mind this really should have been the occasion for the hon. Minister to have tendered his resignation. This was the occasion, not the occasion when the Hyderabad aircrash took place. Now, the results of the investigations are available; the inquiry is over; the findings are there and the findings show clearly what an amount of negligence, if you like to say, what amount of carelessness, or if you prefer, indifferent administration was there. For all this, along with all the others, the Minister must hold himself also responsible, and if he has been so meticulous as to submit his resignation when something goes wrong in his Ministry or organisations under him, then this, I suggest to him, is the proper occasion when he might consider this seriously.

SHRI A. P. SHARMA (Buxar): At the very outset, I would like to express my heart-felt sorrow over this sad accident which took away many valuable lives, including that of our important party Member and Minister Shri Mohan Kumaramangalam. After the publication of the report of the Justice Sachar Inquiry Committee, I do not think that there was any necessity for a discussion on this subject. The report of the committee of inquiry has clearly indicated the causes of the accident and who was responsible for it. After hearing the speech of my hon. friend Shri H. M. Patel who has initiated the debate, I do not feel that he has made any improvement over the suggestions contained in the report.

As a matter of fact, Government have already taken certain measures to improve upon the working of this department even before this report was published. I would like to recount some of the steps taken under the able guidance of our Minister, Dr. Karan Singh. Therefore to say that after the publication of this report of Mr. Justice Sachar all these measures have been taken is not correct. They have already made changes in the management of IA and certain other measures have been taken to improve the working, wherever they found it necessary. They have also set up an expert committee to go into details and suggest what more changes are necessary.

I was amused to hear the argument put forward by Shri Patel that the pilot was a sub-standard pilot. In his report, Justice Sachar has said that Capt. G. P. B. Nair and Capt. B. N. Reddy had valid licences for operation of the flight.

SHRI INDRAJIT GUPTA: Has he read the whole report?

SHRI A. P. SHARMA: Justice Sachar has said that both Capt. Nair and Capt. Reddy were qualified to undertake the flight. Capt. Nair and Capt. Reddy were physically and mentally

[Shri A. P. Sharma]

fit? The report has said that the flight duty time of Capt. Nair and Capt. Reddy were well within the safe duty time limitations accepted by I.A. and the pilots. These are the things mentioned in the report. I am trying to say that there was nothing wrong so far as the pilot was concerned. The only thing pointed out in the report is that it was the sheer negligence of the pilot that was responsible for the accident. When we heard that he landed even before the air strip could be located, what could be a bigger mistake on the part of a pilot than this? Therefore, to say that the pilot was sub-standard is not correct.

SHRI JYOTIRMOY BOSU (Diamond Harbour): He is contradicting himself.

SHRI A. P. SHARMA: There was nothing wrong so far as the fitness of the pilot was concerned, so far as his standard was concerned, so far as his ability to handle the aircraft was concerned. So it was not correct for Shri Patel to say that he was sub-standard.

Then he referred to the improper working of the ILS. I do not know whether when Shri Patel was in service and had been Secretary to many Ministries, he had an opportunity to work in the Ministry of Transport and Civil Aviation also. But it is wrong to say that if the ILS does not function, a safe landing is not possible. Even without the functioning of the ILS, safe landing can be had. In many air fields where ILS is not provided, landing takes place safely. Even in the report of Justice Sachar, the responsibility has been out and out and entirely fixed on the pilot. Therefore, to say that there was something wrong with the management, and the Minister failed to take action, etc., is not correct.

Lastly, Mr. Patel said that this is the occasion for the Minister to offer his resignation. He has said that after this accident, this is the occa-

sion to resign. (Interruptions) But, I would say that as a matter of fact, the way the Ministry has been working—at least we have been furnished with all the information in the Consultative Committee of the Ministry—we do find that wherever necessary the Ministry has been unhesitatingly making improvements on the suggestions made by the Members or whenever they have found that something is lacking. Therefore, in my opinion, I feel that no blame, in view of this clear judgment of Justice Sachar, can be apportioned either to the Ministry or to the management. It is out and out the fault of the pilot due to which this accident took place. Had the pilot worked with care and vigilance, this unfortunate accident could have been avoided.

Therefore, the theory of Mr. Patel that now is the time that the Minister should offer his resignation is absolutely untenable, and we hope that the Minister will not agree to this

16.27 hrs.

[DR. SARADISH ROY in the Chair]

SHRI JYOTIRMOY BOSU: Mr. Chairman, Sir, Mr. Patel should have realised one thing, that in this Government, Ministers resign conveniently; when it is inconvenient for them they forget about it. So, let us not talk about that

There is a Government, we find, which has specialised in lamenting, not in performance, not in execution, not in running the department properly but in lamentation. When something happens, you find double columns, the Press Information Bureau is mobilised, and wonderful things are said, and regret letters are sent out. But as far as this Minister is concerned, he is a good, cultured man, more for philosophy, but I have been feeling that as far as the Minister in this Ministry is concerned, he is a square peg in a round hole.

This department is dominated by the Secretary and his henchmen. This constant complaint we have been hearing about his Ministry, that it is dominated by bureaucrats. A thorough probe is necessary on the working of the flying section; I am not talking about tourism at the present moment. A thorough probe is necessary on the functioning of these three units, particularly—the Ministry, the Civil Aviation Directorate and the Indian Airlines Corporation. It is absolutely necessary. If we so desire, if the House so desires, the Public Undertakings Committee should create a special cell for it and institute a thorough probe because we have come to the edge of our patience and we are really tired and fed up with the inefficiency and the malady that occur often.

Even a few years ago, our air safety was pretty high. To quote an authority—I am not an authority and I have read it somewhere else—we are below 50 nations in the world. Mr. Minister, I beg of you not to quote from the *Illustrated Weekly of India* where a very impressive article has come out. But it is neither fish nor flesh, it does not take you anywhere. Unless there are enough data shown, any quotation from that article will really amount to misleading this House. This responsibility has to be equally shared by the Minister, the Ministry, the Civil Aviation Directorate and the Indian Airlines Corporation.

Four or seven—I am not very sure—fatal accidents have occurred since 1970, and a hundred accidents were averted. This shows a total failure of observance of air safety.

I read from the report of Justice Sachar—I was able to get hold of a copy with great difficulty, and in fact it amounted to sheer stealing because it has not been made available, with a purpose in mind—(Interruptions).

AN HON. MEMBER: You are known for that.

THE MINISTER OF TOURISM AND CIVIL AVIATION (DR. KARAN SINGH): 22 copies have been sent to the Lok Sabha.

SHRI JYOTIRMOY BOSU: For 524 Members?

On page 120 of the report it says:

"A statement prepared by this witness as to the serviceability of the fire appliance at Delhi Airport with effect from February 1, 1972 to May 31, 1973 will show that the water how has been grossly inadequate for most of the time. Between the period 1st April, 1972 to 31st March, 1973 there were hardly 19 days when water availability at the airport was...."

This is a simple thing. I am saying this because I want to show that even a small thing like the supply of water for doing fire fighting was not being looked after.

I now come to page 123:

"It is not as if..on May 31, 1973, various services i.e. fire fighting safety service etc. were not adequate for unforeseen and sudden reasons. One can accept the adequacy of certain services on any particular day, because of some justifiable reason. But as the facts previously mentioned show this estate of inadequate facilities has been a regular feature and I have not been able to find any justifiable reasons for this to have been allowed to persist for so long. It is a matter of great regret that the fire fighting media and rescue services should be at such low percentage of the prescribed capacity at one of the most important international airport of the country i.e. Delhi Palam. What is worst is that such like con-

[Shri Jyotirmoy Basu]

ditions should have existed for years with out any action having been taking all these years."

That is the deplorable condition.

Pilots have repeatedly alleged failure and malfunctioning of equipment. Your DGCA is Dr. Ramamrutham. I have a little dossier about him. You may kindly refer to these points in your reply. Is it a fact that this gentleman was rejected by the UPSC although he was the senior man of the senior-most man? Was he rejected by the UPSC or not? Is it also a fact that the UPSC has raised objections because you have appointed him as DGCA superseding their recommendations? Is it also a fact that as gentleman called Gidhwani was selected by them but was not given the job and shunted out elsewhere? Is it due to some political pressure of some party boss of yours? Was the appointment subject to the condition that he would technically advise on selection, he will create no difficulty in the matter of selection and purchases of aircraft and for the contract for the purchase of crash fire tender.

Strangely enough two accidents have taken place at the same time site within one year. Could the hon. Minister tell us: Did he ever enquire if any local factor had been contributing to 'his'? If he had enquired we want to have the documents laid on the Table of the House. You should see the amount of money that people have paid you during the fourth plan. The outlay has been a bucketful of money. That money has been given to you and you have made a mess of the whole thing. The amount is: civil aviation—Rs. 72 crores; Indian Airlines—Rs. 55 crores; Air India—Rs. 60 crores.

This is a poor country where a man hardly gets Rs. 20 a month. They have been contributing crores of rupees and you have been playing with the lives of people. The outcome has been most miserable. In return for that money what is the performance?

What mismanagement and inefficiency we have seen. It calls for efficiency, soundness and accurate serviceability of equipment. You are trying to make an outward show, a status symbol. You have spent more money for civil construction in Palam for interior decoration and for fresco paintings on the wall than on having a sound and matching ground landing navigational equipment. If anybody goes to Palam, you will see that every day the interior decoration is being changed. There are beautiful laminated plastics and beautiful photos. Millions of rupees have been spent. But when you come to the matching navigational landing equipment, it is next to nothing.

You have a wonderful adviser in Mr. Buck Minister Fuller. I never heard of this name before. The proof of the pudding is in the eating. I do not know who he is and what his credentials are and how close he is to your department or to your departmental personnel. I am not aware of these facts.

You had announced the appointment of a high-powered review committee after this accident and the committee was to visit Calcutta, Bombay, Madras and Delhi. Why is it that you have not included any electronic engineer? Don't you feel that this team will have more to do with electronic gadgets than anything else? From 31st May to 9th August, more than two months have passed. Where is the committee? Have they visited any place? Have they given a report? Please lay it on the Table.

What about Dum Dum which was once the busiest airport? We know under your regime it has been downgraded gradually every day. The International Civil Aviation Organisation says that Dum Dum has only the minimum facilities available. We know the eastern region must decay and decay further unless they rise in revolt. But what about the bura sahebs and tycoons who are flying there because the natural resources

are in the eastern region? Dum Dum has the minimum facilities. There are gentlemen in London who have written clearly that Palam is a great disadvantage as far as pilots of international airlines are concerned. Times without number they have said that Palam is not a likeable airport. Your ILS-Instrument Landing System, if some of my friends know what it is—is more on the list of out of order than it is in order. On that vital day—31st May—this vital landing equipment was out of order and it was out of order for 34 days at the turn of the year. You can deny it but we would like to have documentary evidence. We do not want to be spoon-fed with cock-and-bull stories by your bureaucrats. The Indian and foreign pilots complain that even when the ILS functions, it gives false bearings. You cannot even keep your airport free from vultures. The other day three aircraft had to be diverted to Bombay. The Qantas chap was grumbling like anything. I had gone to see somebody at Palam. You cannot fire-fighting You cannot keep your ILS all right You do not have a precision approach radar. You cannot keep cows away or even wood-peckers away. You cannot keep dead bodies away.

The malfunctioning and absence of navigational and landing aids is one of the main reasons for this disaster. When pilots report malfunctioning or defect, they hardly take any action. It is inadequacy of modern landing equipment, inadequacy of skilled hands, inadequacy of maintenance resulting in poor functioning and frequent power failure. For God's sake, let the House know how many times there was power failure at Palam during the last six months, how long it lasted and how long did the stand-by generator take to take it over. The estimates Committee had very strongly recommended that there should be a separate body—as Mr Patel rightly said—of people not connected with the Ministry, who would not be browbeaten by the minister or the secretary of the department when they

draft the report, who should enquire into accidents. When you have accidents in coal mines, the Department of Labour enquires. In Railways, it is the Civil Aviation and Tourism Ministry which enquires. Of course, it is more or less that bullocks are made to carry the wheel. Why is it that you are so reluctant to have a separate Ministry for conducting the inquiry? What has the Sachar Commission report said about this. It says:

"The argument was that as the investigation under rule 70 is carried out by a person who is appointed by the DGCA, it may be difficult for him to pay sufficient attention to the faults which may have been occasioned by the lapses on the part of the Civil Aviation Department. It was suggested that it will lead to the greater confidence in the public if initial investigation was done by a body which was not under the same Directorate of Civil Aviation and was under other Ministry. There appears to be force in the arguments."

Then the Report says:

"I feel that the Government may consider this question whether it may not be consistent with instilling greater confidence in the machinery of investigation, that it should be conducted by Directorate under a Ministry different from that of Civil Aviation."

I would like the Minister to give a satisfactory explanation before this House today as to why they have come to the conclusion that they could not accept the recommendation of the Estimates Committee on this point. Why is it that you are so much resistant to this idea of having a separate set-up unless you have so many skeletons in the cupboard

I had a long correspondence with Dr. Karan Singh last year. In his letter he had stated:

[Shri Joytirmoy Bosu]

"In view of the fact that Palam already has a category II instrument landing system, the reliability of which is tested regularly...." of investigation, that it should be This is incorrect. If I only category I, as the Court had observed. I did not expect it from the Minister. Then he says:

"I might mention that the International Air Transport Association has informed the Department of Civil Aviation that where there is a full instrument landing system, permitting operations to an approved minima, the Association does not require a PAR."

The previous Court of Inquiry as also the present court have actually recommended PAR in addition. Then he says:

"In the United Kingdom also, the Civil Aircraft Control Advisory Committee has agreed in principle that precision approach radar equipment can be progressively withdrawn."

It is in Bombay. Then he says.

"The procedure for investigating aircraft accidents is laid down in the Aircraft Rules, 1937. There are three different types of enquiries possible."

In USA all air accidents are investigated by a technical standing committee. Why are you not doing it? Here the DGCA is invested with this power, although it is very undesirable. There are so many things mentioned in this letter which are not true. I am releasing it to the press to show that the Minister has been deliberately misleading us.

Even the Minister did not dare include independent experts from Defence Ministry or IATA or ICAO.

During the Japanese Airlines enquiry there was complaint about the

ILS. During the same night one IAC pilot also complained about the same things. In December 1972 the glide path components of ILS at Delhi and Calcutta were out of order. Why is it that you have no precision approach radar? There is very little co-ordination between the Director of Airports/Air Routes and Communications even in international airports. We can imagine the position in regional and smaller airports.

Recently one ILS designer gave a pretext that external disturbance was affecting its working. Although he gave a good blanket certificate, he passed on the buck by saying "erratic behaviour of ILS may be due to fault in plan". Did you conduct any check at any time on the complaining planes?

Now you have approached the Planning Commission for a sum of Rs. 15 crores for navigation and landing aids. But you did not think about it while purchasing the planes.

You have now created four posts of Controllers of Communication. Do they sit in Palam or do they relax at Safdarjung? You allow the petty officers to look after this.

About this Antenna, there is another story. The Ministry sat over it and imported an aerial which was of a different variety altogether. The old one was repaired and fitted. A new one could not be fitted. It is lying idle.

About the pilots and personnel, the Indians do not make bad pilots. About the C.T.E., Hyderabad, Training and Refresher Course, while Capt. Mistry was alive, it was good and the rate of accident was low. Since his death it is fast deteriorating.

Why no simulator for the I.A.C. for training on emergency? Why it is for Air India but not for I.A.C.? Why is it that pilots were sent to Paris? Why can't you do that here? Now, the assessment of checks of pilots is being done. It means that the earlier training was substandard.

Senior pilots are made to fly two or three types of aircraft. Can you drive a truck today and a Standard Herald car tomorrow? You cannot do it.

About Capt. Nair, he is a sub-standard pilot. The American trainer has quite clearly said that he never made the grade. Just because in 1970, when the pilot went on strike, he was a "black leg", a strike breaker of 1970, you showed him a favour. That is why you favoured him with the command of Carvalle, with the command of Jet, with the command of Boeing 737. He was never to fly this type of aircraft.

Lastly, I want to say, you bought the aircraft for which your party took money, Rs. 15 lakhs. For the purchase of aircraft, last year, not you but your party took money. I have full information about it.

श्री भागवत शा आजाब (भागलपुर) :
महापति महोदय, सदन के समक्ष जो अभी प्रस्ताव है उस से बहुत अधिक सारे सार की परिक्रमा माननीय ज्योतिर्मय बसु ने अपने स्वभाव से अनुसार । अब मैं इस अवसर पर अपने उन तीन मित्रों, श्रीमती जयालक्ष्मी, माननीय बालगोविन्द बर्मा और माननीय भान सिंह भोरा को बधाई देता हूँ जो मृत्यु की राह से घूम कर तथाकथित स्वर्ग का दर्शन कर हमारे बीच में आये । मुझे आश्चर्य है माननीय ज्योतिर्मय बसु ने इस प्रस्ताव के बाहर जा कर कभी बमबम, पेरिस और इंग्लैंड और इन्टर-नेशनल एयर पोर्ट्स की यात्रा की और कहा कि यह भत्तालय चंखुखाने की बात करता है । वास्तविक बात यह है कि जितनी बात उन्होंने ने कही उस में अधिकतर चंखुखाने की गाथा है । वह इस बात में विश्वास करते हैं कि हिटलर की तरह एक झूठ को एक सौ बार बोलों वह सब बन जायेगा । हम लोग इस में विश्वास नहीं करते हैं ।

1378 L.S.—10.

क्या प्रश्न है ? इन्होंने दो प्रश्न उठाये और वह प्रश्न यह है कि आप अपने मंत्रालय, डायरेक्टोरेट और इन्डियन एयर लाइन्स के सभी भागों की पूर्णतः जांच करने के लिये एक कमेटी बैठायें । माननीय बसु जी, अगर आप ने अष्टवार पढ़ा होता तो आपको मालूम ही जाता कि आप के इस प्रमूख सुझाव के पूर्व ही माननीय मंत्री जी ने कमेटी बैठा दी है । आप को शायद मालूम हो कि टाटा कमेटी का निर्माण इसलिये हुआ है कि सिविल एविएशन विभाग के हर प्रकार के विभागों की सर्वेक्षा जांच के लिये पूरी कोशिश की जाय । जो आप ने आज कहा वह बहुत दिन पहले हो चुका है, सम्भवतः आप ने पढ़ा नहीं है । आप को यह भी मालूम होगा कि इंडियन एयर लाइन्स के लिये पूरा समय देने वाला एक चयनमेन भी नियुक्त हो चुका है और वह है एयर मार्शल पी० सी० लाल, जिन के सम्बन्ध में आप भी प्रशंसा करेंगे । तो एक बहुमूल्य बात जो आप ने कही उस सम्बन्ध में मंत्रालय ने पूरा काम कर लिया है ।

आप ने फायर फाइटिंग मशीन आदि की बात की । सचचर कमेटी की रिपोर्ट जो आप ने कहा कि चुरा कर लाया है वह रिपोर्ट पालियामेंट में है, लेकिन सम्भवतः आप को चोरी के माल से बड़ा प्रेम है इसलिये आप को वह रिपोर्ट चोरी करनी पड़ी । हम लोगो ने लाइब्रेरी में उस को पढ़ लिया है ।

श्री ज्योतिर्मय बसु लाइब्रेरी में नहीं रखा ।

श्री भागवत शा आजाब : वह रिपोर्ट लोक सभा को भेज दी गई है । इस लिए मैं यह कहना चाहता हूँ कि सचचर कमेटी ने यह नहीं कहा कि वर्तमान केश जो है वह फायर फाइटिंग मशीनरी या अन्य मशीनरी के न रहने के कारण हुई, बल्कि सचचर कमेटी ने यह कहा कि आज पालन में जो यन्त्र उपलब्ध है वह और अधिक होने चाहिये और मैं मंत्री महोदय से स्वयम् कहना चाहता हूँ कि इस

[श्री भावराज सा आचार्य]

मामले में उन की धीर से दिखाई हुई है। वास्तविक बात यह है कि माननीय बत्ती जी सज्जन स्वभाव के हैं और उन्होंने जो काम आज किया है अगर उस को कुछ दिन पहले किया होता तो सम्भवतः यह कठिनाई उपस्थित न होती और आप को यह काफ़ी एंड ब्रूस स्टोरी सुनने को न मिलती। जो कदम उन्होंने आज उठाया है वह उन को बहुत पहले उठाना चाहिये था। मैं हर बात में उन का समर्थन नहीं कर सकता। अच्छी बात का मैं समर्थन करता हूँ कि वह सज्जन पुरुष है, बहुत अधिक व्यवहार कुशल है और समद में हम लोगो से कम भिड़ते हैं, लेकिन इस बात का जवाब उन के पास नहीं है कि यदि इन कामों को उन्होंने पहले किया होता तो सम्भवतः यह कठिनाई उपस्थित न होती और श्री ज्योतिर्मय बसु से जो उपदेश उन को आज सुनना पड़ा वह शायद न सुनना पड़ता।

आज लैंडिंग ग्राउंड की बात कही जाती है। उन को बड़ी तकलीफ है कि पालम में सुन्दर सुन्दर डेकोरेशन क्यों है। असल में उन को बराबर जिन्दगी का कष्टपूर्ण रूप ही अच्छा लगता है। उन्हें खून चाहिये, वेस्ट बगाल में झगडा हो, वहाँ भार पीट हो जाय, सर फट जायें, उन को खून से प्रेम है लेकिन हम को सुन्दर डेकोरेशन सप्रेम है। सी पी (एम) और कांग्रेस में यही फर्क है। इस जीवन का प्रकाशपूर्ण रूप देखते हैं, वह जीवन का अन्धाकारमय रूप देखते हैं वह जीवन का दुर्भाग्यपूर्ण रूप को देखते हैं और हम सीमा यूपन रूप को देखते हैं। इस लिये मैं कहूँगा कि पालम का इटीरियर डेकोरेशन भी सुन्दर है, लेकिन साथ साथ सचरर कमेटी में जो व्यवस्था की है कि पालम की धीर चीजों में भी उत्पत्ति हो, वह भी सी जायें यह मैं आप से चाहता हूँ।

मैं श्री ज्योतिर्मय बसु से कहना चाहता हूँ कि इस सम्बन्ध में मन्त्री जी का बयान राज्य सभा और लोक सभा दोनों में हो चुका है और जानें वह सदस्य कह रहे हैं वह झूठ हैं,

चण्डूखाने की गप्प है। इस पाइलट ऐसी-सिखन ने कहा है कि हमने कोई ऐसी प्रोटस्ट नहीं की है। माननीय सदस्य बड़े विद्वान हैं, वह कहते हैं कि आप ऐसी कमेटी बहाल कीजिये जिसका विशेषज्ञों से कोई सम्बन्ध न हो, यानी उस कमेटी में श्री ज्योतिर्मय बसु हो जायें। न तो वह पायलट हैं और उनको किसी धीर बात का ज्ञान है। वह चाहते हैं कि नोविसेज की कमेटी बनाई जायें, ताकि जो वह चाहे वह उनकी लिखने को मिल जायें। हम यह नहीं करेंगे। हवाई जहाजों में चलने वाले धादमी अपनी किस्मत नोविसेज के हाथ में नहीं सौंप सकते हैं। हम चाहते हैं कि कमेटी बने लेकिन उस में विशेषज्ञ हो। सचरर कमेटी में दो विशेषज्ञ थे एयर फोर्स के। उन्होंने जा रिपोर्ट दी है उसके आधार पर जो बातें आवश्यक हो वह की जायेंगी और की जानी चाहिये। कमेटीया बन चुकी हैं और उन कमेटीयों की मिकारिशा के आधार पर जल्द से जल्द कार्य होना चाहिये।

श्री ज्योतिर्मय बसु न बड़े कमान का और महत्वपूर्ण सुझाव दिया। मैं उनकी तारीफ करता हूँ। उन्होंने कहा कि बल्चर्स को भगाने के लिये क्या उपाय हुआ है? मान लीजिये कैराबेल जा रहा है बल्चर और बल्चर मिल गया है भागलपुर पर तो उसके लिये क्या किया जायें? क्या पालम से दमदम तक और पालम में बम्बई तक हर रास्ते पर एम्बर गन ले कर लोगों को खड़े होना चाहिये। बल्चर मारने के लिये, ताकि हवाई जहाज बल्चर्स से सुरक्षित रहे? क्या दिया जायें इसके लिये बड़ा वरत्तस से दत्ताने लिए हवाई जहाज के आगे एक और के हवाई जहाज चले? अगर उस पर भी बल्चर आ जायें तो फिर क्या किया जायें? कितना सुन्दर सुझाव है कि बल्चर के लिये कुछ किया जायें। आज तो हर जगह पर बल्चर मर गये हैं, चाहे एम्बर लाइन्स का सवाल हो चाहे राजनीतिक का सवाल हो, चाहें लोक सभा का सवाल हो। आज हर जगह पर बल्चर

धम गये हैं जिन्होंने जिम्मेवारी हराय कर दी है। इसलिये आवश्यक बात यह है कि आकाश के ऊपर उड़ने वाले बल्बर को मारने के बजाय पृथ्वी के बल्बर से हमको बचाया जाये।

श्री पटेल ने एक बात कही कि आज पायलट पी कर उड़ते हैं। इससे बड़ा अपराध आज और कोई नहीं हो सकता। यह बात सही है कि इस रिपोर्ट में कहा गया है कि सिकन्दाबाद में जो हवाई जहाज गिरा उसका पाइलट अधिक पीने वाला नहीं था, वह पियक्कड़ पाइलट था। वह एक आध या दो पैग नहीं पीता था। वह पी कर होश में आना हराय है वाले सिद्धान्त में विश्वास करता था। मैं जानना चाहूंगा कि जब हमारे देश के लोगों से इतना पैग लेते हैं हवाई जहाज की यात्रा के लिये तो आपने उसके लिये क्या इन्तजाम किया है? मैंने देखा है कि आपने बयान दिया है कि पच्चीस पाइलट्स से आपने कमान छीन ली है। यह प्रशंसा की बात है। आपने कहा है कि ट्रेनिंग के लिये आप एक कैंग्वाल और एक और हवाई जहाज अलग कर रहे हैं। और प्रशिक्षण विशेषता के स्तर पर का दे रहे हैं। लेकिन मैं कहना चाहता हूँ कि यह कोई विशेषज्ञ के राय देने की बात तो थी नहीं कि प्रशिक्षण अच्छी तरह से हो, पियक्कड़ लोग हवाई जहाज न उड़ाये, भरती के मागे नियम कानून ठीक किये जाये। आखिर इसके लिये आपने पहले से कदम क्यों नहीं उठाया? इसके लिये सच्वर कमेटी की कोई जरूरत नहीं थी। क्यों आपने ऐसे पाइलट को हवाई जहाज उड़ाने दिया, जिसके लिये श्री पटेल ने कहा कि वह पी कर बिल्कुल धुत्त था।

यद्यपि आपने अच्छे काम किये हैं, आपने टाटा कमेटी बनाई है, आपने और कमेटीया बनाई हैं, लेकिन मेरा निवेदन है यह है कि आपने जो भी कमेटीया बनाई है उनकी

रिपोर्टें जल्द प्रानी चाहिये। टाटा कमेटी के साथ साथ पी० सी० लाल भी अध्ययन में भी आपने कमेटी बनाई है। वह आपके समक्ष जरूर रिपोर्ट देगी। एयर माइन्स आपरेशन में सुधार किया जाये। इस्ट्रुमेंट लैंडिंग सिस्टम के बारे में मंत्री महोदय ने बयान दिया है कि उन्होंने कोई प्रोटेस्ट नहीं किया है, लेकिन यहां बार बार कंट्रोवर्सी क्यों होती है इसके बारे में मंत्री महोदय स्पष्ट बयान दें। मैं जानता हूँ कि तीन चार रास्ते हैं जिनका प्रयोग पाइलट करते हैं, इस केस में कोई खास बात नहीं है थी।

इसलिये मेरा निवेदन यह है कि यद्यपि आपने सारे काम अच्छे किये लेकिन एक बिद्वान होने के नाते हम आप से यह आशा करते थे कि आप पहले से कदम उठाते और जो दोष पाते उनको दूर करते। जैसे मैंने ऐक्सिडेंट्स के बारे में देखा, अधिकांश में ह्यूमन एरर पर जोर दिया गया है, लेकिन फायर फाइटिंग मशीन या दूसरी चीजों में जो खराबियां थी, उनके लिये तो सच्वर कमेटी ने बनवाया है कि आप का डिपार्टमेंट ही जवाबदेह है। लेकिन श्री पटेल ने जो बात कही उनके सुझाव से मैं सहमत नहीं हो सकता कि हमारे मजिस्ट्रल का इतना योग्य मंत्री, नौजवान मंत्री इस बात के लिये इस्तीफा दें। मंत्री महोदय इस बारे में हर्गिज न सींचे। शायद खुद श्री पटेल भी आपने मन में यही सोचते होंगे। फिर भी मैं एक बात कहूंगा कि

समय शेष है, नहीं पाप का अपराधी है व्याधु

जो सज्जन तटस्थ है, समय मिलेगा उनका भी अपराध।

इसलिये मैं इतना ही निवेदन करूंगा आपकी प्रशंसा करते हुये, कि जो काम आपने किये हैं उस पर निकट भविष्य में, जल्द से जल्द विचार होगा और आप हमको इस बात से

[बिनायक सा आवाज]

सन्तुष्ट करेंगे कि अब ऐसा घटनाएँ होगी नहीं, घनहीनी होगी।

SHRI INDRAJIT GUPTA (Alipore): I find it a bit difficult to share the levity which some members are trying to inject into this debate. I know that no postmortem can bring back the dead. But it should at least serve some purpose for the future. I am not going to deal in the few minutes that I have at my disposal with the specific circumstances of this accident which took place on the night of the 31st May. I have no doubt in my mind after going through this report, that the immediate and direct cause of the accident was human failure on the part of Capt. Nair and perhaps, to a lesser degree, of his co-pilot. Now, we can say 'That is enough'. That is what my friend, Mr. A. P. Sharma tried to make out: 'The pilot was responsible. So, the matter ends, let us say 'Amen' till the next accident takes place'. I am afraid I cannot share this kind of a superficial point of view.

About the accident itself, there are some disquieting features. But I have no time to go into them. As long as the aircraft was still in the air, it was under the command of Capt Nair who has been declared in this report to be technically equipped, holding a technically valid licence, having been in very good health, physical, mental, and so on. Nevertheless anybody who goes through the training report of Capt. Nair as recounted in pages 28-29 cannot but have some feelings of disquiet. The training record, the remarks which have been entered into in his training record by his trainers both foreign and Indian, is far from satisfactory. However I am not going into that at the present moment. Secondly, after the plane had crashed the first person to reach the site of the accident within 20 minutes of the crash was FL Lieut. Anil Kumar who was residing perhaps at the Vasant Vihar locality. The other point which remains is this. When did any one

from the DGCA reach the site of the accident? When did anybody responsible in the Directorate of Air Safety actually reach the site of the accident? According to this report Mr. H. B. Singh, Deputy Director of Air Safety, reached the site of the accident at 0015 hours on 1-6-73. The plane had crashed shortly before 10 O'clock in the previous night. He reached the site of the accident at quarter past mid-night. And the report itself further points out that all except four of the survivors were helped and looked after and taken to hospital by private parties, by private persons and not by any official agencies. All these things have some implications, I don't want to drag those implications now.

Sir, what I am concerned with mainly is something else. And that is, with regard to what is given in page 139 of this report. Mr. Sachar has quoted extensively from the Manual of Aircraft Accidents. I may be permitted to quote one or two paras.

"Aspects of safety totally unconnected with the circumstances or chain of events leading to the accident are often revealed during the investigation with a resultant benefit in terms of effective accident prevention. Investigators should not be inhibited from investigating these matters or from drawing attention to them merely because they are not related to the cause of the accident.

Some aircraft accidents have resulted from organisational defects or weaknesses in managements."

Then he goes on to say—

'Similarly, ambiguous instructions, and those capable of dual interpretation may also have existed.'

And then he goes on:

"It may therefore be necessary to inquire closely into other organisa-

tions or agencies not immediately or directly concerned with the circumstances of the accident but where action or lack of it may have permitted or even caused the accident to happen."

Mr. Sachar says

"I have delay in this investigation keeping the above approach in view"

It is not enough just to put the blame on the pilot and say the matter ends there

SHRI A P SHARMA It is for that purpose that the Committee is going into the matter

SHRI INDRAJIT GUPTA Even if Dr Karan Singh were to leave the post I can never recommend you to occupy it I say, this matter should be treated with all seriousness and paramount consideration for safety I don't see what it has got to do with party politics

The paramount point is the safety of passenger, and aircraft Nothing else matters I have to run very quickly through some of the points—observations—which have been made by the enquiring judge These are summarised from this Report I am not going beyond the pages of this document both for the sake of relevancy and because I want to be fair to the Minister There are lots of materials on the subject relating to the general working of the airlines and the Civil Aviation Department which I do not wish to bring in I shall now deal with this document because, the debate is supposed to be on this On page 36 we find that no copies are maintained by the DGCA or by the Indian Airlines of the entries which are made in the Pilot's licences regarding their proficiency checks Entries are made in the licences of the pilots But no copies of those entries are maintained either by the DGCA or by the Indian Airlines If a pilot's licence happens to get lost,

it is impossible to find out what were the entries in his licence On page 38 you will find that the proficiency checks which, normally, are supposed to be done every six months, were given up Why? They were given up due to 'operational exigencies and non-availability of aircraft and check pilots' This is how it is going on for years together The Manual lays down that 'proficiency checks should be operated every six months This thing was changed and relaxed into saying that it is enough if it is done so that a period of more than eight months has not been exceeded after the previous check Why was this done? Why was this practice given up? That was given up due to operational exigency and non-availability of aircraft and check pilots I am not making any comments—I am just going on See page 53—Radio and Navigational Facilities It is a fact and it has been made quite clear by the judge that if the ILS (Instrument Landing System) is not working at a particular moment on a particular day it does not mean that other facilities are not available It does not mean that the aircraft cannot land without this or that facility That is not my argument at all Nevertheless, facts have emerged If you wish to gloss over them, I shall not mind that But the fact remains that, on the night of 31st May, 1973 the ILS—Instrument Landing System—was unserviceable, ILS Glide path was unserviceable the ASR—Airfield Surveillance Radar—was unserviceable You can say what does it matter when other things were available? Then why have we installed all these things? I do not say that these will never go out of order because, after all they are mechanical devices But, the point is that Mr Sachar says in his report on page 140 as follows—

"Of course in a weather like that which prevailed on 31st May 1973 the availability of ILS is certainly of great help and much more important than the other navigational aids"

[Shri Endrajit Gupta]

The words he used are 'much more important than the other navigational aids. No spare antenna was available. The antenna had been damaged. You have read about it. But no spare antenna was available.

Attempts were made subsequently, had to be made, to import one on emergency basis from abroad.

At page 55, Mr. Sachar has emphasised that in view of the fact that the ILS facilities are provided at Delhi, Bombay and Calcutta airports and emergency may take place in any of these three airports at any time, at least one spare antenna should always be kept available. It may be required in an emergency either at Delhi or at Bombay or at Calcutta, but no spare antenna has been kept available.

At page 56, Mr. Sachar has posed the question why this antenna was damaged by wind velocity which was between 83 to 90 k.m.h. and never more than 90 k.m.h., when it had been designed to stand up to a wind velocity of 160 k.m.h. That is the equipment which we have purchased, and that is the claim made by the manufacturers of this equipment, that this antenna can stand up to a wind velocity of 160 kmh. Why was it damaged when the wind velocity never went higher than 90 k.m.h? The manufacturers may be asked for an explanation. Perhaps, somebody will be sent here, some expert, but I do not know whether the manufacturers' explanation should not be taken with a pinch of salt, because they will try to whitewash it and try to say that the equipment is all right. Obviously, there is something defective; either the manufacturer has been hoodwinking us or has given us some defective equipment or something of that kind.

Then, at page 57, we have something relating to the cable of the ASR. We have heard about it that that cable had been accidentally cut by some

workmen who were digging there or something of that kind. Mr. Sachar finds that the laying of these cables of the ASR was done with out any coordination between the airport authorities and the PWD authorities. He says in any case that the ASR was found to be frequently unserviceable, but apart from that, the work of cable-laying has been done in such a way that the PWD authorities/people who are working there and the airport authorities have no coordination between them; they do not know where the cable is being laid, who is working, what its route was, etc.

At page 58, Mr. Sachar has pointed out periodical check-flights are required in order to test these navigational facilities, and these periodical check-flights could not be carried out because properly equipped calibration aircraft are not available. All these years, this has been going on. I am just trying to point out this; if this accident had not taken place, if a Cabinet Minister had not lost his life, if this report had not been available, how could we have known about these things that properly equipped calibration aircraft were not available, and, therefore, periodical check-flights to test these navigational facilities are not there?

At page 69, he has remarked that the way the Notam messages are displayed and dealt with cannot be considered satisfactory. He has dealt exhaustively with the way Notam messages are handled and says that the conclusion is that the way that they are displayed and dealt with cannot be considered satisfactory. On the Notam which is put up for the pilots. Mr. Sachar criticises the fact that there is no pinpointing of those facilities which happen to be out of order or unserviceable on that particular day.

At page 72, Mr. Sachar has said that the concern for the safety of passenger in an aircraft must be paramount and it must be shared by all. There

must be no attempt to apportion blame from one to the other or to try to pass on the buck from the one to the other.

At page 110, he has remarked that the fire-fighting service at Palam a very minor, if at all any, role in putting out the fires on that fateful night.

At page 116, he says that the Civil Aviation Department has no information about, or arrangements to carry out, detailed tests for alcoholic content of the pilots' blood. I do not subscribe to the view that all pilots are drunkards or that all pilots are drinking. There may be individual cases here and there; that is not my point. My point is that suppose they were all drunkards; suppose hypothetically that they were all addicted to drinking, then what would happen?

Because he says that the Civil Aviation Departments has not got the arrangements or facilities for making a detailed scientific test of the alcoholic contents of the pilot's stomach or breath or whatever it is. He says this makes rule 24 infructuous. The pilots claim that Mr. Justice Sadasivam who inquired into the Avro crash near Madurai on 19-12-71 had suggested that there should be a daily check up of pilots, and though this recommendation was welcomed by the Pilots' Association, it has neither been accepted nor implemented by IA or DGCA.

Then page 118, safety services and equipment. The fire service crash tenders at Palam are short of spare parts. Out of 4 of them, one or two are usually off the road. It is all here. The water tenders are old and out of date. The ambulance vans and emergency vans are not satisfactory. The water supply is grossly inadequate. The fire fighting staff have no helmets and are not given any protective clothing. There are no walkie-talkie sets to contact the control from the site of crash. The vans are not fitted with emergency lights. There are no trained ambulance attendants. The

emergency rescue units have got no electric saws with which to cut open the wreckage.

Page 122: He observes that there is a dangerous dependence on the Delhi fire service which may happen to have its hands full at that time.

Then there is the control tower from which, we know, you could not see the whole air-field and runway. I suppose it will have to be demolished and new one built.

Then in pages 123/24 he says that these inadequate facilities were a regular feature and no action has been taken all these years. This, he says, is a matter of great regret.

It is in this context that the question of priorities comes. It is not a matter for joke. Why should we not have beautiful frescoes and so on and so forth? Who does not like frescoes? I like them too. But the point is that you should have some scale of priorities. We have spent a lot of money on interior decoration of airports and installation of TV sets through which the ground hostess speaks to you and reports to you about the departure and arrival of flights and so on. But what about these things which are just not there? Are these things to be argued about? Is this a matter for argument? It is not a question of not linking beautiful frescoes. But is this the way to argue? I do not understand it.

Then on page 130, he talks about the unsatisfactory procedure—Shri Patel has dealt with it and I am not going to repeat it—for selection of check pilots and instructors mainly based on the weightage of seniority and not on merit, not enough importance being given to the pilots' general knowledge about technical procedures and continuation training.

Then on p. 162, there is reference to a very serious matter. IT pilots are allowed to make landing approaches even when the weather is reported to be below minima, that is

[Shri Indrajit Gupta]

to say, the visibility. They are being allowed to do it. Who is responsible? I think the Director of Operations. Some explanation is called for here. This is against all international practice and highly dangerous.

On 3rd February this year, the Finance Minister himself had a narrow escape during a landing at Santa Cruz which was in similar conditions, where the visibility was below minima. The pilot cannot see the runway and yet he lands, tries to land. Is this international practice?

Two days after the crash of this Boeing, we hear about a flight which was coming from Moscow to Delhi, which came to Delhi and went back to Kabul twice came back again, because the conditions were such that the pilot preferred not to take the risk of trying to land. But Capt. Nair did it on the night of the 31st May and this has become a general practice.

There is an allegation that the Director of Operations not only allows this dangerous practice, but even encourages it. These executive pilots who are now operating, apart from the line pilots—I believe there are 42 of them—are frequently guilty of this practice.

Finally, much has been made of the fact that after the accident, two committees have been set up. This is a follow-up action with which we are supposed to be satisfied and go home. The first committee has been set up to review navigational facilities at the four international airports. Who are the actual users of these facilities? The pilots. Who uses the navigational facilities? It is the man who flies the plane, I presume. On this sort of technical committee, I think contrary to the practice in other countries, not a single representative of the pilots has been taken on this committee to review the working of the navigational facilities. Secondly, the second committee has been set

up to review the organisational structure of the Civil Aviation Department and to make recommendations. It is a welcome step. I welcome it. I am not talking about its composition. There is nothing wrong with all those who are already there. But is it enough? Two out of its three members are Chairmen; the Chairman of the Indian Airlines and the Chairman of Air India; and the third member is the Secretary of the Ministry. There is not a single, independent person, any expert or independent person taken on this committee. There is no representative of the employees; not even one of the employees has been taken from the Civil Aviation Department although you are going to review the whole organisational structure. We talk a lot nowadays about consulting the employees. It is not a question of the management. It is a question of consulting the employees; they may have some useful suggestions. The way both these committees are set up is like this. As far as the committee to review the navigational facilities is concerned, this committee is packed with those people who may be guilty of omissions and commissions, who would like to cover them up. It is a typically bureaucratic way of thinking which has been revealed. So, I would say that the report has revealed enough about the serious shortcomings, serious defects, negligence, lacunae, in the working of the Civil Aviation Department, the DGCA directorate and the International Air Ports Authority, to warrant public disquiet and lack of confidence. The purpose of this enquiry must be to expose ruthlessly these failings and shortcomings, and these have to be rectified or removed in the supreme interests of air safety. There is no room, if I may say so—I am sure the Minister will appreciate what I am saying—for personal sentiments here. I have high personal regard for the Minister. He is a good friend of mine. But I do not think there is any room here for any personal sentiment or subjective feeling for any individual however exalted he

may be. And for once in my life, I find myself in the unfortunate position of sharing, on one point at least, the views of the Swatantra party which normally I do not do.

In our system of Government, the overall responsibility for the working of these departmental organisations has to rest with the Minister. It cannot be evaded. In our system of Government, he must be ultimately accountable and nobody else. I am sorry to say that I think from that fateful night of 31st May last, the Minister's attitude betrays a certain lack of gravity befitting the occasion.

It would not do just to blame the pilot and leave it at that. I think enough has been revealed in the pages of this report to indicate a high probability of future accidents and casualties unless draconian action is taken for a clean-up of these departments and these organisations which are collectively responsible for running these air services.

I would finally say that these steps should be taken as soon as possible, but if the Minister has a conscience—knowing him as I do, I am quite sure he has a conscience and he has set a standard for himself when he offered to resign after that AVRO accident—I do not want him to depart now from that standard which he set for himself, and if he has a conscience, I would request him to be faithful to that conscience and not to do anything which creates an impression that now he would like to cling to public office. I hope he will not take this in any personal light, but keeping in mind the paramount importance of safety of aircraft and the passengers who are under his care, he will do what is expected of him.

श्री सतपाल कपूर (पटियाला) चेयर-मैन साहब, जहाँ तक सचर कमेटी की रिपोर्ट का ताल्लुक है, उस में जितने डिफेक्ट्स का जिक्र किया गया है और जितनी मजेशचन्ज

दी गई हैं, उन डिफेक्ट्स में सुधार लाने की सब कोशिश की गई है। मैं श्री भगवत भा आजाद के इस क्रिटिसिज्म से बिलकुल इतफाक करता हूँ कि जो काम पहले करना चाहिये था, वह सब किया गया है, यह जो डिले हैं, इस की जिम्मेदारी किस पर आती है ?

जा तक इण्डियन एयर लाइन्ज के काम का ताल्लुक है, पिछली लोक सभा में और उस से पहले भी जब इस का बजट यहाँ पर डिस्कस हुआ था, उस वक्त भी इण्डियन एयर लाइन्ज के काम को पार्लियामेंट ने काफी क्रिटिसाइज किया था और मैं यह तजवीज करना चाहता हूँ कि जहाँ आप ने हार्ड पावर्ड कमेटी बनाई है—श्री टाटा और हमारे दो आदमियों की—उस के साथ पार्लियामेंट को अपनी एक स्पेशल कमेटी बनानी चाहिये या पब्लिक अण्डरटेकिंग कमेटी अपनी एक कमेटी बना कर इण्डियन एयर लाइन्ज और सिविल एविएशन डिपार्टमेंट के काम को देखें तथा जो डिफेक्ट्स सचर कमेटी ने पइन्ट आउट किये हैं उन को कैसे दूर कर सकते हैं और जो नये डिफेक्ट्स हमारे सामने आ रहे हैं, उन को कैसे सुधारा जा सकता है—इस तरफ ध्यान देने की जरूरत है।

पिछले दिनों जो वाक्या हुआ, इस एक्सीडेंट से हमारे मुल्क का बहुत नुकसान हुआ। जहाँ डा० कर्ण सिंह बैठे हुए हैं इसी जगह से श्री मोहन कुमार भगलम ने, खड़े हो कर—बर्फ नज्जारा मेरी आँखों के सामने है—सप्रेम भाव जुड़ी शिथरी के सवाल पर स्पीच दी थी। इसी बुर्घटना में हमारे बजर्ज मेम्बर श्री भगमनाथ विशालकार के लड़के डा० कुमार की मृत्यु हुई—इस से नेशन को काफी धक्का लगा है।

[श्री लल्लु, चणूर]

जब कभी एक्सीडेंट होता है—तब हम देखते हैं कि क्या क्या डिफेक्ट्स रह गये हैं, कौन कौन से नुक्स इस में हैं, उन को सुधारने के बारे में सोचते हैं। इस लिये यह जो हार्ड-पासर्ड कमेटी बनाई गई है, इस कमेटी के साथ-मेरी अपनी तजवीज है—है—पालियामेंट की एक स्पेशल सब-कमेटी होनी चाहिये, जो इण्डियन एयर लाइन्स के काम को देखे—पब्लिक अण्डरटेकिंग कमेटी देखे या स्पेशल सब-कमेटी देखे। वैसे पब्लिक अण्डरटेकिंग कमेटी के पास काफी काम पेडिंग पड़े हैं और उन्होंने यह कहा भी है कि हमारे मेम्बरज की तादाद बढ़ाई जाय। 15 साल पहले जितने मेम्बरज थे, उतने ही मेम्बरज इस वक्त भी हैं। इस लिये उम्मीद है कि भगले बजट सेशन के बाद नये इलैक्शन में मेम्बरज की तादाद बढ़ेगी। इस लिये फिनहॉल पालियामेंट की स्पेशल सब-कमेटी बनाई जा सकती है।

इण्डियन एयर लाइन्स के मुलाजिमो और आफिसरज सब का एक व्यू है कि आज उन के मुकाबले में कोई दूसरी कम्पनी नहीं है। मैं यह तजवीज करना चाहता हूँ कि गवर्नमेन्ट को एक और कारपोरेशन बनानी चाहिये। जब हम एयर इण्डिया और एयर लाइन्स के कामों का मुकाबला करते हैं तो दोनों में बहुत बड़ा फर्क नजर आता है। एयर-इण्डिया ज्यादा एफिशियेन्ट है, क्योंकि उस का दूसरो के साथ कम्पीटीशन है, उस को दूसरी इन्टर-नेशनल एयर लाइन्स के मुकाबले में चलना पड़ता है, कम्पीटीशन की वजह से उस को अपना काम सुधारने की जरूरत पड़ती है, लेकिन इण्डियन एयर लाइन्स का कोई कम्पीटीटर न होने की वजह से उस के काम में दिन-ब-दिन गिरावट आती जा रही है। इस लिये पब्लिक सैक्टर में ही एक और

क्यूबिट बनाइये ताकि सब के अन्दर मुकाबला हो और इस के कार्यों में सुधार आ सके।

पिछले दिनों अखबारों में खबर आई थी कि पालियामेंट में एक क्वेश्चन आया था कि हमारी रन-वेज पर कितने जहाजों के टायर फटे। ऐसा क्यों होता है? यह ठीक है कि बाद में उन को ठीक किया गया, लेकिन अभी भी बहुत ज्यादा इम्प्रूवमेन्ट की जरूरत है।

बेयरमैन साहब, मैं बहुत ज्यादा लम्बी स्पीच नहीं करना चाहता हूँ। मैं डा० कर्ण सिंह से अपील करना चाहता हूँ कि इस हार्ड पासर्ड कमेटी के साथ पालियामेंट का सम्बन्ध होना चाहिये और पालियामेंट की कमेटी इसके साथ बैठ कर सिविल एवियेशन और इण्डियन एयरलाइन्स के काम को देखे। सचचर कमेटी ने जो इम्प्रूवमेंट्स बताये हैं, वे तमाम बातें और जो इम्प्रूवमेंट्स आपने की हैं, उन तमाम चीजों पर और जो फंडर इम्प्रूवमेंट्स किये जाते हैं, उन तमाम बातों पर गौर किया जाये ताकि एक प्रोग्रेसिव प्लान बना कर हम सारी इण्डिया के एयर-लाइन्स के काम को सुधारे।

डा० लक्ष्मी नारायण पाण्डेय (मन्दसौर) : सभापति जी, बोइंग 737 के बारे में अभी माननीय सदस्यों ने अपने विचार व्यक्त किये हैं। सचचर कमेटी को रिपोर्ट हमारे सामने है, उसने कुछ ऐसे तथ्यों को सामने रखा है जिससे पता लगता है कि वास्तव में सारे के सारे मैनेजमेन्ट की, या यह कहना चाहिये कि कुछ सीमा तक आपकी मिनिस्ट्री की इस प्रकार की भूलें हैं कि क्लिनिक कारण इस प्रकार की दुर्घटनाओं के बारे में बहुत पहले सोचा जा सकता था, रोका जा सकता था। उनको रोकने में वह असमर्थ रहे हैं। वह बटना मुझे भली प्रकार से याद है कि जब एक बार मंत्री महोदय ने हमारे बीच में आ कर

बड़े साहसपूर्वक वह बोइंग की थी, जब एचरो विमान दुर्घटना हुई थी, कि उन्होंने त्याग-पत्र दे दिया है। ऐसा लगता है कि वह साहस आज मंत्री महोदय में नहीं है। एक सामान्य ही दुर्घटना के बारे में, जब कि वह भी सामान्य नहीं थी किन्तु इस दुर्घटना का देखकर उसे सामान्य ही कहा जा सकता है, उस दुर्घटना के बारे में इस प्रकार का साहस दिखा सकते थे, जो इस बार वह हसाहस क्यों नहीं दिखाया? हमारी अपेक्षा थी, मंत्री महोदय ने उस समय जो सारा एक नाटकीय किन्तु सुन्दर आचरण दिया था पहले सारे कांड को, वैसा नाटकीय आचरण इस समय न देकर अपने साहस का परिचय दे तो ठीक होगा हमें प्रसन्नता होगी कि आप उसके बारे में किन्तिस्त हैं और ठीक करने की इच्छा रखते हैं।

जो दुर्घटनाये हुई सारी उनकी सख्या भी बहुत बड़ी है। पिछले दो, तीन सालों के अन्दर काफ़ी दुर्घटनाये हुई हैं और उनमें हमारे बीच में रहने वाले कई सदस्य आज हमारे मध्य नहीं हैं जिनको हम आदर के भाव से देखते थे। इसी तरह की दुर्घटना में मेरे अपने प्रान्त मध्य प्रदेश की संसद सदस्या मिनिमाता का स्वर्गवास हुआ। और उन सब के जो कारण बताये गये हैं वह यह कि दिल्ली के पालम हवाई अड्डे पर जिस प्रकार के उपकरण होने चाहिये नेविग के बारे में जिस प्रकार के इन्स्ट्रक्शन्स दिये जाने चाहिये, वे उपकरण ठीक नहीं थे, उनका ससाधन ठीक नहीं था और इसी कारण इस प्रकार की दुर्घटनाये हो रही है। मैं मंत्री जी से कहना चाहूंगा कि जो संचर कप्तानी ने अपनी रिपोर्ट में कहा है, जिसमें पायलट को बोधी बताया गया, उन्होंने साफ़ साफ़ कहा है कैप्टेन नायर के बारे में, यह 8-2-71 का वर्जन है।

Progress rather slow. Tends to forget procedures. Will need extra time.

13.2.71. Instrument procedure O.K. But speed and height not within limitations. Normal to engine approach. Landed after two poor attempts. Poor profile. One engine landed on second attempt. Profile not correct Still not at home in the aircraft.

और उस के बाद 14-2-71 को फिर कहा है।

Some improvement today. But general progress slow.

मैं जानना चाहता हूँ कि आखिर इतना सब होते हुये भी बोइंग पर वह जा सकते हैं, उसे अत्यन्त कुशलता से चला सकते हैं इस बात की पूरी परीक्षा किमने की? उनको इस हद तक इस ध्येनी तक, पहुँचाया किसने? उस के पीछे कौन से कारण रहे हैं? उनकी प्रोग्रेस रिपोर्ट में यह सब कारण होते हुये भी बोइंग का पायलट बनाया गया जिस की बजह से यह दुर्घटना हुई।

इसी तरह से सहायक कैप्टेन के बारे में सञ्चर कोटी ने कहा है, और जहाँ उन्होंने फाइडिंग्स दी है उसमें उन्होंने साफ़ साफ़ कहा है कि

"Captain Nair had descended below his MDA of 806. Commander had selected flaps to 40° after Outer Marker as for as ILS approach while he was required to maintain 15° flaps till such time as the runway was sighted. The runway was, however, never sighted till the crash."

यह साफ़ साफ़ बताया कि कैप्टेन नायर और रेड्डी की भूल के कारण यह दुर्घटना हुई।

हमारी इंडियन एयर लाइन्स और एयर इंडिया का जो इतिहास है, जो कार्य है, उसके बारे में जो पायलट्स हैं और पायलट्स ऐसी-सियेशन है उन्होंने भी कई बार सरकार का ध्यान आकर्षित किया है और उन्होंने कहा है कि किस प्रकार की व्यवस्था होनी चाहिये,

[डॉ० लक्ष्मी नारायण पाण्डेय]

धीर सुधार होना चाहिये, लेकिन इसके बारे में सरकार ने किसी प्रकार का कोई विचार नहीं किया। मैं एक उद्धरण देना चाहता हूँ, यह पायलट्स एसोसियेशन की तरफ से प्रस्तुत किया गया :

"This Association has consistently drawn the attention of the authorities regarding pilots flying after the expiry of type rating of their licences which are renewed only after a Proficiency Check has been carried out. We have also pointed out instances regarding Aircraft Maintenance Engineers certifying airworthiness of the aircraft without possessing valid qualifications and authority."

प्रोफिसिएंसी चेक के बारे में क्या व्यवस्था है ? पायलट्स ट्रेनिंग में जिन सुधारों की जरूरत है उनके बारे में आपने कौन से कदम उठाये। एयरक्राफ्ट कौन चेक कर सकता है ? डिप्टी चीफ इंजीनियर ने जो कुछ वहां पर किया उस के बारे में पायलट्स एसोसियेशन ने कहा है :

In July 1971 Boeing aircraft were certified at Madras by the Dy. Chief Engineer without valid authority.

आगे वह कहते हैं कि प्रोफिसिएंसी चेक भी समय पर नहीं होता है :

"Captains Nair and B. N. Reddy, the two pilots of the ill fated Boeing aircraft had also not undergone the Proficiency check in the last six months, which, if done in appropriate time, perhaps, would have detected deficiency of the pilots."

मैं जानना चाहता हूँ कि इस के बारे में जो चेयरमैन, मैनेजिंग डायरेक्टर या अन्य संचालक वगैरह हैं उन्होंने इसके बारे में कौन सी मावझाबी बरती है ? धीर यदि नहीं बरती है तो उसके कारण जो दुर्घटना हुई उसका उत्तरदायित्व किस किस पर डाला जाये।

एक और निवेदन करना चाहता हूँ कि हमारे यहां पर जितने भी दूररे हवाई अड्डे हैं उनके बारे में कई बार आपके सम्मलेन शिकायतें आयी हैं जिसके कारण दुर्घटनायें होती रहती हैं या दुर्घटनाओं की संभावनायें बनी रहती हैं जम्पुराहो का बहुत छोटा सा अड्डा है वहां पर बोइंग भेजा जाता है। वहां फायर प्रोटेक्शन के लिये क्या प्रीकीजन है ? केवल 500 बैलन पानी की व्यवस्था है, धीर कोई उपकरण नहीं है। अगर कभी कोई दुर्घटना हो तो क्या आप समझते हैं कि इतने कम साधन से आप दुर्घटना को बचा सकते हैं ? इसी तरह से गोहाटी हवाई अड्डे पर आई० एल० सी० उपकरण दो वर्ष से है लेकिन वह काम नहीं कर रहा है। श्रीनगर में भी इसी प्रकार की दुर्घटना है। वहां भी आई० एल० सी० उपकरण नहीं है। अगर इन हवाई अड्डों पर ठीक से उपकरण आदि की व्यवस्था नहीं होगी तो दुर्घटना का होना स्वाभाविक है। खालियर अगर रात को यान उतारना हो तो वहां लाइट्स की व्यवस्था नहीं है। इसी प्रकार धीर भी कुछ बातें हैं।

पहले दिल्ली से जो पोर्ट बलेयर की हमारी सर्विस थी वह बाया रगून हो कर जाती थी। लेकिन कुछ दिनों से सीधी जाती है। उस सर्विस को जाने में चार घंटे का समय लगता है या साढ़े तीन घंटे का समय लगता है। इस बीच में यदि बेदर कडीशन खराब हो या धीर कोई गड़बड़ी जहाज में हो जाय तो वह जहाज कहां वापस लौटकर आयेगा ? क्या इतना इन्जन उस जहाज में होता है कि आवश्यकता पड़ने पर वापस लौट कर कलकत्ता आ सके ? इसके बारे में यदि आपने कोई प्रीकीशनरी मेजर्स लिये हों तो अच्छा है। बरना आज स्थिति यह है कि इंटरनेशनल एयर सर्विसिज में जो हमारा एयर का ड्रांचा है उसमें जहां दुर्घटनाओं की संख्या में हमारी जो स्थिति थी उसके अनुसार हमारा 14वां नम्बर था। अब वह घटकर

के और नीचे खला गया है। हम दुर्घटनाओं के अन्दर सबसे आगे हो गये हैं।

आपने कमेटी के बारे में बात कही है, जैसा माननीय सदस्यों ने कहा है, जो कमेटी बनी है वह इम्पेडेंट कमेटी हो, उसमें इस प्रकार के लोग हों जो विशेषज्ञ तो हो ही, साथ ही ऐसे भी लोग हों जो निष्पक्ष राय दे सकें, जैसा पायलट गिल्ड और एसोसियेशन ने और दूसरे लोगों ने भी माना है मैं चाहता हूँ कि इन के ऊपर विचार हो सारी परिस्थितियों पर।

एक बात मुझे मंत्री जी से और कहनी है और वह यह कि कुछ समय पहले एक बी० ओ० ए० सी० का विमान आया था जिस का टायर दिल्ली के पालम पर बस्ट हो गया दिल्ली के पालम हवाई अड्डे पर वह टायर नहीं मिला जिस की वजह से और दूसरी उड़ानें डिले हो गयी यह एक उदाहरण मात्र है इससे जाहिर है कि प्रशासनिक ढाँचे में आज बहुत कमियाँ हैं जिन को सुधारने की आवश्यकता है।

इस ढाँचे को सुधारने की आवश्यकता है और इस की सारी जवाबदारी आप के ऊपर ही है। हमारे यहाँ जितनी दुर्घटनाएँ हुई हैं उस में बहुत से वरिष्ठ लोग, देश के कर्णधार, मारे गये हैं। बहुत से लोगों की मृत्यु हो चुकी है। डा० भाभा की मृत्यु बड़ी दुर्भाग्यपूर्ण थी। हमारे माननीय मंत्री मोहन कुमार मंगलम तथा श्रीमती मिनिमाता की मृत्यु आज हमारे लिये कितनी कष्ट प्रद ही रही है। जो भी ऐक्सिडेंट्स हुए हैं वह दुर्भाग्यपूर्ण हैं और इस लिये मैं समझता हूँ कि सारी परिस्थितियों पर विचार करने के लिये कोई हाई पावर कमेटी बनाई जानी चाहिये और यह सारी बातों पर पूरी तरह विचार करे।

इन सब बातों का उम्तरदायित्व हमारे मंत्री महोदय पर है और इस लिये वह अपना कर्तव्य भार दूसरे को सौंप कर अपने पद से त्याग-पत्र दे। इस बारे में जो भी तिकायें

हैं उन को दूर होना चाहिये और सरकार से मेरा निवेदन है कि वह उन को दूर करे।

SHRI VAYALAR RAVI (Chirayinkil): Mr. Chairman, Sir, this is a sad occasion to speak on the Report under discussion because it will make all of us remember the smiling face of Shri Mohan Kumaramangalam and the other friend, Shri Baladhandayutham, on the Opposition Benches.

I will not go into the *post mortem* of what happened and how it happened. We are more concerned about the future air safety of the country. The Sachar Committee Report has revealed many facts and, rather, I must say, the omissions of the Department as well as of the Ministry and, I hope, they will take proper steps to correct them.

I am not in a position to contribute to the idea projected either by Mr. H. M. Patel or by Mr. Indrajit Gupta that, due to the negligence of certain officials and others, the Minister should submit his resignation. My only complaint against the Minister is that he is always too liberal to these people. He feels that his democratic attitude will improve the situation. But, unfortunately, his liberal attitude has been considered to be his weakness. Rather, I must say, the people have taken undue advantage of it. So, my request to the Minister is that he should be more strong in dealing with the Department as a whole.

Now, coming to the Report, I am one of those who believe that in the last few years, the Indian Airlines is functioning at the dictates of the pilots. The Indian Commercial Pilots' Association has been dictating terms to this Department and the management. The management is always incapable of standing up to their threats. What is happening? Every day, the stand taken by the pilots deteriorates the situation of the

[Shri Vayalar Ravi]
Indian Airlines. It affects not only the Indian Airlines, but also the entire country. You take the experience of the last 2-3 years. There have been lightning strikes. It is done by the pilots, the highest paid, the privileged class of a few individuals in the society. They have taken the Indian Airlines and the entire country to ransom. No action has been taken against them. Though the Minister has said that they will take necessary action, I do not know what action has been taken. Every time, they are surrendering before these pilots.

You know the notorious story about tandoori chicken. Of course, it is a delicious dish. One pilot refused to fly from Cochin because he did not get tandoori chicken. Some M. Ps. complained to the Minister. An inquiry was made; Rs. 18,000 were spent. But the net result is that the pilot is still flying. I do not know whether he gets tandoori chicken now-a-days. This is not an isolated instance. We can point out many instances. These people have taken the Indian Airlines into their own hands.

Even in regard to Schedule fixing, can the Indian Airlines have their own freedom? Take the case of the flight to Kathmandu and to Srinagar, they have to provide overnight stay for the pilots. Otherwise, they will not fly. Because they will get different types of allowances, tax-free allowances. They are the highest paid people. They get tax-free allowances, the meal allowance, the cigarette allowance, staying in 5-Star hotels and so on. This is how they are being treated. I want to know why the Minister and the management is keeping quiet. The time has come when these people must be taught a lesson. But, Sir, I fully stand by the employees in the Indian Airlines. I stand by the employees of Categories III and IV. I have no complaints against them. If you go to the airport counter, you will find that they are more decent and honest;

they behave properly. They never go on agitation even though their basic pay is Rs. 150. It is only the high-paid people who are doing the mischief.

This particular accident is the culmination of a series of accidents. It started from the Madurai-Kambam accident and many accidents have taken place in quick succession. Everything is said to be pilot's error. Mere pilots' errors cannot contribute to such accidents. This is because of the deterioration in the Indian Airlines. That is why, these frequent accidents had happened. There was nose landing at Cochin; there was crash landing here in Delhi and heavy-landing in Calcutta and Bombay. For the last one year, we have lost the feeling of air safety. It is the duty of the Ministry to make us regain the feeling of air safety. That is the immediate problem. We must take necessary steps.

Now I come to the selection of pilots. I happened to read some articles in the *Times of India* where they have cited examples of Canada and some western countries; the pilots there are selected from the school itself; they are trained and mentally equipped for the job; the necessary training is given and then they are recruited. But here the selection of pilots is not done on the basis of merit but on the basis of kinship. Only the relatives, son-in-law or nephew or cousin or some other relations, either of top officials or of the pilots themselves are recruited. There is no merit. Merit is the casualty. The net result is that incompetent people have entered in the field which needs more talents. They have completely spoiled the organisation. What is a pilot? A glorified driver with more privileges worldly pleasure and nothing more. But you are attributing something big or great to those people.

Now I want to say a few words about the control tower and, also maintenance. The Minister has said

nothing about the maintenance system in respect of aircraft. The maintenance is poor; the maintenance has to be improved. I do not know whether the aircraft is available in the night because it may go on test flights. I repeat that the maintenance must be improved. It requires competent people. I do not know whether competent people are available in the Civil Aviation Department for maintenance.

Coming to control tower, my hon. friend, Mr. Ramachandran travelled to Madras a few weeks ago. He told me that at Madras the plane had to fly over the airport for 1½ hours and made heavy landing. When he asked for the reason, he was told by the Pilot that the control tower was not giving proper signal to land. I want to know whether you make any surprise check of the control tower. I am not believing, but I am told by some of the people in the Indian Airlines that they used to hear Vividh Bharati in the Control Tower; I do not know whether this is true or not. I want to know from the Minister whether any surprise checks are made to find out what they are doing in the control tower, whether proper guidance is given by them to the aircraft. I am sure, the answer will be in the negative. There is no proper check. The whole thing is neglected. That is why it is all in a mess. I do not know Mr. Lal personally, who has taken over charge. I hope he will try to improve the situation.

I do not want to go into other aspects. But it is connected with Air India also. You know the elephant's story of Air India in Rome. It happened in Rome. The elephant was a cargo in the Jumbo Jet. It was left untied while the aircraft was on the ground. Imagine, Sir, what would have happened if the elephant had been left untied when the aircraft was air-borne. It shows how negligent and indifferent these people are. They are concerned about their frequent travels abroad; they are concerned about their facilities and privileges. The hon. Minister is now

making a new experiment with an inefficient man at the top. Already the efficiency is at a low ebb. I do not know whether the Minister has satisfied himself that the new man will improve the efficiency. My submission to the Minister is that he must take a serious view of these matters and clean up the whole thing and see that the Indian Airlines and Air India should function properly and see that indiscipline must be stopped. To-day there is indiscipline to the core and nobody can fix responsibility on any body. So, the time has come that discipline must be injected and enforced. Otherwise, the whole aviation system of the country will be finished. Merely placing the blame of Capt. Nair for the fateful accident is not correct as was done by Mr. Jyotirmoy Bosu and Mr. Gupta. I am sorry they forget the observations of Capt. Metha and Capt. Padmanabhan. They certified on 15-2-1971—it is reported on the same page—that his training was satisfactory.

SHRI JYOTIRMOY BOSU: Sir, he is misquoting. I said that Mr. Panjwani referred to this remark and asked the American instructor whether he considered it as adverse and below standard performance to which the answer was 'In this exercise he was below standard'.

SHRI K. P. UNNIKRISHNAN (Badagara): That is a press report which cannot be reliable.

SHRI VAYALAR RAVI: It is uncharitable to say that Capt. Nair was substandard. Of course, it may be that Capt. Nair might have committed some error. But, it is unfortunate to fix all responsibility on Capt. Nair and other people escaping the responsibility. That is uncharitable. That cannot be accepted.

SHRI SEZHIYAN (Kumbakonam): It is with a sense of sadness and a sense of duty that I am participating in this discussion. It is not a pleasure

[Shri Sezhiyan]

to go through this. As Mr. Indrajit Gupta rightly pointed out, there is no move on our part to score any debating points over it.

The previous speaker said that the maintenance was bad and that it requires improvement. Following that he gave very many instances wherein negligence was noticed. In the incident under discussion more than the crash and more than the failing—I am not concerned with individual ones—but in a general way, it is the system that has crashed. It is the system that is finished. The entire Indian civil aviation has crashed more than being crashed. It is in the mud, it is in the stinking mud. It has crashed and the failings of the individuals are only symbols of the deep disease and the deep malady that is afflicting Indian civil aviation. This has been going on for years. This has not been corrected in spite of many accidents, many crashes, many findings and inquiry committees. Because this time there was a very beloved person and leaders were involved, it attracted so much attention and the Parliament was seized with this report. If you go through the previous reports, probably some of these might have been repeated again and again and they have not been corrected. For example, I can point out how callous and how in a very casual way they have been treating even the investigation. If you take the previous one which is also given by Mr. Justice Sachar on an accident to the Indian Airlines aircraft near Delhi airport on the 11th August, 1972, you know he points out how in a callous way even the investigations and post mortem were carried out. It says how even the inquiry was treated. There he mentions one of the important factors. There, the entire crew died—the Capt. in command and the co-pilot. He says that the specimen of the stomach contents and the samples of kidney and liver of Capt. Thapar and Capt. Singh were handed over to the Police for chemical

analysis. He says that it has taken a month for sending these samples to the Chemical Analyst. It took a month for these samples to reach the chemical analyst. He wondered why it has taken a month. The sample gave positive test for ethyl alcohol but because of the decomposition for more than a month they could not come to any specific conclusion.

Now, Sir, what I say is this, that they have been very callous; they have not observed certain conditions which should have been observed. I am not going into the history of each individual crash. What I say is this. They represent and they reveal the very shocking state of affairs in the Indian Civil Aviation. I have gone through the report very carefully but the summary of observations and recommendations does not reveal the depth and the seriousness of these matters. The whole system was inefficient. There was gap in the system of communication and lack of proper maintenance. I can quote chapter and verse to show how the Indian Civil Aviation has come to this sorry situation. More than anything else that should be our aim. That should be the approach whereby this system should be corrected. I agree with certain points made by Mr. Vayalar Ravi. There is no use in putting the entire blame on Capt. Nair or Capt. Reddy,—not that I am absolving all of them. They are part of the system, because, the pilots have been landing even though the prescribed minima conditions were not fulfilled. The Pilots' Association has brought up this point a number of times, still nothing was done and without minima conditions they have been landing. Therefore this is a usual affair. Only in this case the crash occurred. So, we have got to look at the system, it is the inefficient system which is responsible. They have made a mockery even of the Notam precautions.

SHRI BHAGWAT JHA AZAD:
What is the point in saying that the

system is wrong? The detailed report has stated that the entire system was functioning satisfactorily. It was only the pilot who was in the wrong.

SHRI SEZHIYAN: I meant the system of working of the entire Civil Aviation Department. For example, I can tell you about the system of keeping record of the licences issued to the pilots. They don't have proper record of the particulars of the licence issued to the pilots. Suppose the pilot loses the licence you cannot get the particulars of the same. If you have a car licence, if you lose your licence, you can get another, because these particulars are being kept somewhere. But here it cannot be done. Even in regard to Notam Board, they have made a mockery of this. It was Captain Reddy who said that 'Notam Board has been there in Madras all these years'. But, he also said 'He never consulted it'. Captain Nair, of course, was unable to say anything whether the message was on the Board or not because according to him 'he never looked up the Board'. He had at an earlier stage stated that there was no board, but later on, in the evidence, he admitted that there was a board. So, it has come out that the Pilots, in general, never look at the Notam board. It is a wonder how in spite of all these deficiencies all these years, they have been able to land; that is a matter of surprise.

SHRI AMRIT NAHATA (Barmer): It is a tribute to our pilots.

SHRI SEZHIYAN: Tribute to the engines.

16 hrs.

About the I.L.S. (Instrument Landing System) much was made out. It has been indicated that we can do without the I.L.S. This is the system which has been introduced and I do not know why persons have been saying that we should be able to do without it? I want to invite the attention of the Minister to one small point. It has been stated on page 54 of the report as follows.
1978 L.S.—11

"On the day of the crash, i.e., May 31, 1973 as per Notam issued that I.L.S. both localiser and Glide Slope were not available as the antenna of the localiser had been stated to have been damaged on January 29, 1973."

If you turn to the next page, you will find that antenna got damaged due to strong winds earlier to 14th May, 1973. But, there was no record of the inspection stating that the operational damage which was noted on May 28, 1973, may have started earlier to May 14, 1973. The enquiring judge on page 56 says as follows:

"... it may have been due to cumulative effects of high velocity winds from 15th to 29th May, 1973. If that is so, it shows a lacuna in the inspection, I feel that more defined and rigid standard of inspection should be followed."

That means we do not know what has happened to this? There is no system of inspection of these things. I can quote other things also but, because of want of time, I am not taking much of the time of the House. Regarding the antenna and I.L.S., it has been stated here that the equipment has not been properly maintained. So much so, the enquiring judge, on page 56, observes as follows —

"I find that the unserviceability of the localiser and glide path in the year 1972-73 has risen from 0.44 to 4.34 and 0.49 to 12.47 respectively."

I think, probably, the unserviceability is increasing by 20 or 25 times now and nobody has made any inspection of these things. On this I want to quote many other things. But I find that this is a reflection on the working of the Civil Aviation Department and the Ministry and the Indian Airlines because some of the Members were saying that they appointed a Committee now. In place of the Managing Director, Chairman has come. The recommendation was

[Shri Sezhiyan]

made in 1966 (May). It has taken seven long years to implement. Why was this recommendation not implemented much earlier? The Avro accident took place when the Minister, as a Parliamentary courtesy and morality, came up before the House and stated on 16th March, 1973 here in the following words I quote:

"The fact remains, however, that the country and Parliament are exercised over this issue. After careful deliberation, I have come to the conclusion that my moral duty lies in accepting responsibility, and this will also be in keeping with the highest parliamentary traditions. I have decided, therefore, to submit my resignation from the Council Ministers, and would like to announce this in the Lok Sabha after my statement on the air crash."

I feel that, keeping this high Parliamentary tradition, this is a more opportune moment for the Minister to fulfil what he said that day.

MR CHAIRMAN: The Minister for Parliamentary Affairs has told me that all leaders of the parties have agreed to extend the sitting of this House for some time.

SHRI JYOTIRMOY BOSU: I am sorry we cannot do it everyday.

THE MINISTER OF PARLIAMENTARY AFFAIRS (SHRI K. RAGHU RAMAIAH): Sir, most of the Members have spoken. Two or three remain still. Let us finish it. The hon. Minister wants only fifteen minutes to reply. We are already behind schedule. And I would request the House to sit a little longer.

SHRI JYOTIRMOY BOSU: The point is this. Yesterday, Shri Raghu Ramaiah had made a similar request and we honoured his request and we had agreed to his proposal. But if he goes on doing it every day, I am afraid we cannot oblige him. We have

other engagements, and it is already continuing tomorrow. Let him not insist six o'clock, and so, the debate may be on our sitting late today.

SHRI N. SREEKANTAN NAIR: He himself had taken more time, and now he wants to curtail this debate. That is unfair.

SHRI JYOTIRMOY BOSU: I always do that.

SHRI K. RAGHU RAMAIAH: Let us extend it by half an hour.

MR CHAIRMAN: We shall adjourn at 6.30 p.m.

SHRI K. RAGHU RAMAIAH: Actually, the Hon. Speaker had said this morning that whatever time had been lost in the earlier part of the day would be made up after six o'clock. Let us extend by half an hour and finish this debate.

SHRI JYOTIRMOY BOSU: These things are unusual. For, Mr. Speaker was wise enough to say that during this session we would not sit beyond six o'clock. If he wants to violate the Hon. Speaker's directives, he is at liberty to do so. That will amount to breach of privilege of the House.

SHRI A. P. SHARMA: Would he not agree even to this simple request?

SHRI RANABAHADUR SINGH (Siddhi): This is a sombre matter that is before this House and the country. I feel that the opinions that have been expressed here only underline the fact that this is one of our most glamorous departments, and accordingly the fire has been vehement. But it must be said that it was a set of unfortunate circumstances that led to this most grievous of losses to us, both on the question of maintaining the civil aviation integrity and also on the question of the misfortune of suffering the loss of one of the best and most luminous persons in our public life. I would not go over all the

factors that have already been covered by other Members, but I would draw the attention of the House to one factor which had also contributed to the set of unfortunate circumstances which led to the crash, namely that of the approach control officer not being very clear in his instructions to the pilot of the aircraft. It is obvious from page 147 of the report that the approach control officer did not particularly give instructions under what particular procedure the pilot was to bring in his aircraft, and this grievous fault had led to the unfortunate circumstances under consideration.

Since all other points leading to the crash have been covered, I would not again go over them. But I would like to draw the attention of the people who are involved to one thing to be attended to that has not been covered so far.

One of the most glaring things is the question of the management dealing with our pilots. I am sure that it has been causing a lot of concern to everyone concerned, and especially to us who fly on these aircraft and who are vitally concerned with the safety.

I feel that in this country we have a situation where the demand and supply position of pilots as to our requirements needs looking into. The management as such has to labour under certain limitations when it deals with the pilots. I feel that in order to give greater efficiency to our domestic as well as international aviation, it is necessary that we remedy this factor at this very level wherein the management is not constrained in dealing with pilots. How this has to be done and how we can go about it is a matter which is of concern and has to be looked into.

There is also another very painful aspect of this whole affair and that is that the previous records of the pilots are not available to the IA

check pilots when they carry out their checking of the pilots in the six-month or one-year period. It has been said in the report that it has been the practice in IA that the previous records are not given to the check pilots and thereby one of the factors is very badly overlooked and the check pilots have no particular knowledge of the previous record of the checked pilots. I think this should also be remedied and the previous records must be made available to the check pilots when they carry out periodical checks.

Thirdly, it has also been pointed out in the report that the Approach Control Officer's instructions issued to the aircraft when it is coming in for landing are not recorded and these were not available to the Sachar Commission when it went into the matter. It would be worthwhile looking into whether it is possible to keep a record of the Approach Control Officer's instructions to the aircraft.

In conclusion, I would say that some appreciation must be shown to the non-officials, specially the villagers, who were the people first to arrive at the site of the crash and render assistance. They must somehow be rewarded for the public service they rendered which is something which should not be ignored.

I would also like to sound a note of warning that the matter of the International Pilots' Organisation's stand about overflying Delhi has not yet come to rest. As per reports that are available, they are still studying the landing aids available at the international airport in Delhi. I think this matter should be looked into before it takes a more serious turn.

Finally, I feel that this opportunity has been used to embarrass a person who has tried to set parliamentary standards of conduct. I feel it would not be in the fitness of things to drive a person to the extreme.

SHRI VASANT SATHI (Akola). There can be no two opinions that but for the supreme sacrifice this country had to make in the loss of an eminent citizen of this land. Shri Mohan Kumaramangalam, and also but for the sad demise of some of our other colleagues, I do not think this whole debate would have been taking place in such a serious atmosphere. Earlier also, these air accidents have occurred and many a life has been lost. Life for life, those lives were not less valuable, but enquiries have been held, reports have come out. But I must say that the administrative system that we have is typically bureaucratic, typically commercial, not even in the sense of commercial, but when it becomes monopolistic as a more or less departmental undertaking, they do not have to listen to anyone howsoever efficient the Minister may be. I know that Dr. Karan Singh has nearly identified himself with his department. He has been wanting to make it efficient, popular and not only popular but even in a commercial sense, develop tourism and develop everything. But with all his heart and mind in it, I entirely agree with Shri Sezhiyan when he says that there is something wrong in the system. In that system there is no accountability; there is no answerability; no person seems to be responsible. You cannot catch the neck of any one particular man and say, "You have failed; out you go." You can always pass on the buck.

1815 hrs.

[MR. DEPUTY SPEAKER in the Chair]

Now, you appoint a committee, and in that committee you do not have the representatives of those very people who are supposed to take advantage of the navigational facilities. Sir, I do not agree with my colleague and friend, Shri Vayalar Ravi, when he said that the pilots draw very high salaries and because of that he went on condemning the whole fraternity of pilots in this country. I feel that

our pilots, some of them at least, are the best in the whole world. Simply because they enjoy some higher facilities which pilots all over the world do, we must not forget that these pilots have to handle instruments and are responsible for human lives. Therefore, do not under-rate the pilots.

I am sometimes surprised that our pilots can really fly the type of aircraft that you have, which are very old; we do not have sufficient new aircraft. They are not properly kept or maintained. The runways are not properly maintained. The instrument landing system is not good. Weather conditions, sometimes, are also bad. And yet, they have to land. Why? It is all right today to say that the pilots could go back, as the Russian pilots did, to Kabul. If your pilots were really to start doing that, I am sure your executive officers here and the Tatas there would jump on their throats and tell them, "You are inefficient; why did you not land? How much has it cost me in terms of fuel and all that?" Do you really take the pilots into confidence? Does your airline system, whether it is Air India or the Indian Airlines, really have a proper accord with the pilots? Where is the sense of participation or partnership? We all talk of partnership, workers' participation in the management, etc. I know Dr. Karan Singh has been very seriously concerned about this. He has been wanting to have a dialogue with those people and tell them. But he has his own limitations.

One point more, with which I shall end. After hearing the beautiful speech and the wonderful suggestions made by Mr. H. M. Patel, I cannot help thinking that they were in the right tradition of the so-called civil service to which he belonged. But pat comes Piloo Mody. The politician in H. M. Patel comes out. He ends the beautiful speech with a suggestion that this is the best opportunity for Dr. Karan Singh and he must resign.

SHRI PILOO MODY (Godra): You do not want him to?

SHRI VASANT SATHE: Of course I do not want. When he rose to the occasion and took up the responsibility for the Avro crash, all of us practically from every side said: Do not do this Shri Piloo Mody also. Now how are things changed? I personally feel that also was a mistake. Because of his spiritual, moral and emotional stature he must have felt at that time that he should take the responsibility and resign. Now if it is to be a precedent every time something happens in some Ministry, every time there is a crash the Minister must resign. On the contrary you must take up the challenge. This is a greater challenge. Take up the challenge to improve the airlines, improve the services. It is your responsibility. Instead of running away from the field I should say that this is in keeping with the teaching of the Bhagwat Gita. You should not run away, you must take up the challenge. Therefore, I do not agree with that suggestion.

SHRI PILOO MODY: We want Mrs. Indira Gandhi to resign.

SHRI VASANT SATHE: As far as that is concerned, he has already made the offer that he would be happy to become the Prime Minister, and I do not think that that day would ever come.

SHRI SAMAR GUHA (Contai): It should be clear to the country not only to Members like us that the judgment of Justice Sachar is not a judgment on the error committed by the pilot and co-pilot. Actually the error of judgement was committed continuously for many years by those who were in charge of the Civil Aviation Ministry. I think this House should go into the whole aspect of the judgment. It is not an issue of the Boeing crash only, but the whole gamut of the mess that has been created in the whole administration and management of Indian Airlines.

During the last 20 years there have been 42 commercial crashes and 630 persons were killed. There was only one instance of crash due to an alco-

holic pilot, but it has been highlighted as it was due to the drunkenness of certain pilot. That crimes have been taking place. It is absolutely wrong. Crashes take place due to facts which my friend Shri Indrajit Gupta rightly pointed out by citing the reasons given in the judgement of Justice Sachar, 1970-71, there was a strike by the Pilot's Association. We did not go into the merit of the issues involved. I am sorry now to say that. At that time they made a very valuable suggestions in regard to arrangements and certain measures regarding management of Indian Airlines. At that time we did not give any consideration to them at all, and treated them as criminals. We brushed aside the points raised by them. The minimum in regard to weather conditions had been violated. Svc. 263 of 8-1-71 landed at Delhi when visibility was below the prescribed minima. Indian Airlines Boeing flight No. 401 of 15-1-72 paid no heed to the weather conditions before commencing the flight. Svc. 182 of 3rd February, 1973 very nearly escaped disaster. Mr. Chavan miraculously escaped. The gentleman who violated that required minima weather condition that required minima weather condition has not been punished yet.

Svc. 211 of 11th January, 1973 made 11 attempts to land at Gauhati when the visibility was 300 metres, though the minima for the same is 1,600 metres. These illegal 11 attempts were witnessed by a Deputy Operations Manager who was there. On 31st May, 1973, some three minutes before the Boeing Accident Svc. 406 landed at Delhi in below minima condition. At least if these minima weather conditions were observed, the tragedy of losing valued comrades like Shri Kumaramangalam and others would not have occurred.

There are many pilots who used to fly after the expiry of type rating of their licences which are renewed only after a proficiency check which had not been carried out. There are many instances of aircraft maintenance engi-

[Shri Samar Guha]

persons certifying airworthiness of the aircraft without possessing valid qualifications and authority. In July, 1971 Boeing Aircraft were certified at Madras by the Deputy Chief Engineer without valid authority. On 20th December 1971, Svc. 421 was operated by Operations Manager, Delhi, without the necessary licence renewal check. This executive pilot of Indian Airlines had not flown F 27 aircraft for a period of a couple of years prior to 20th December, 1971. A Deputy Operations Manager operated Svc 219/245 of 8th January, 1973 without having carried out his proficiency check in the last six months. Captain Nair and B. N. Reddy, the two pilots of the ill-fated Boeing aircraft had also not undergone the proficiency check during the last six months, which if done in appropriate time, perhaps would have detected the deficiency of the pilots and this unfortunate accident would not have occurred at all.

According to the International Flight Magazine, our country is last but not one—14th out of 15th in regard to safety and precaution. We are almost at the bottom of the ladder in this regard. In most of our airports there is no ILS. What is the point in asking the U.K. manufacturers to certify the instrument which they themselves supplied? Will they ever say it is wrong? At least this much common sense should have been with the ministry that an independent authority should be asked to check whether the ILS supplied was correct or not. About alcoholic habit of the pilots, Capt. Isaac who met with a tragic end in the Hyderabad crash, was flying planes after consuming alcohol for almost 15 years with impunity and there was no check even though the Madras High Court had asked for a check for alcohol.

I want to point out one dangerous thing. There is a bi-weekly Viscount service from Calcutta to Port Blair. It is a four hour flight and it reaches Port Blair after flying 3.20 hours. The pilot cannot go via Rangoon. Sup-

pose there is no visibility at Port Blair and the plane cannot land at Port Blair. What will happen? It will meet a watery grave in the Bay of Bengal. There is no alternative.

The pilot instructors who give instruction and training are themselves appointed to do the work of assessment check. At least there should be another independent authority who should see whether the training is complete and correct or not. If the same person who gives the training is also appointed for checking, I do not know what kind of checking and training this is.

ILS has already been referred to by many friends. The precision approach radar or the air surveillance radar is out of commission in many airports. Then, most of the fleet of the Indian Airlines have no flight recorder called 'black box'. There is no arrangement for skopograph or cellograph in most of the airports and only three airports are equipped with them.

The central lighting arrangement is also imperfect. In Nagpur, where there is criss-cross flight by Indian Airlines goose neck flares are used.

So far as fire protection is concerned, as at Lucknow, Banaras, Jaipur, Patna, Khajuraho, Gauhati, Hyderabad and Trivandrum, there is no adequate arrangement for fire fighting even though accidents generally take place mainly at the time of take-off and landing.

The present Director of Operations and Training has no expert knowledge about the technology of aeronautics, he is only a science graduate. Such a person has been kept in charge of operations. This man should be replaced forth-with.

If there is any accident in the railways or in some mines, it is enquired into by an independent body not connected with that Ministry. But, in the case of plane accidents, the inquiry is conducted by the Ministry of Civil Aviation. That system must be changed. The enquiry should be entrusted to a body which is independent of the Ministry of Civil Aviation.

In conclusion, I want to say that the hon. Minister is a good friend of mine and of many members in this House. But I am sorry to say that with his taste and temper he is not really a suitable incumbent for the job entrusted to him. I do not know whether he will carry more blame by having more miserable end to many more lives.

MR. DEPUTY-SPEAKER: Let us hope not.

SHRI SAMAR GUHA: I wish it is not so. I think he should make a heart searching, a searching of his own conscience whether with his taste and temper with his taste for art, literature and culture, he should continue in the present technical and difficult job of looking after Aviation Ministry.

SHRI N. SREEKANTAN NAIR (Quilon): Mr. Deputy-Speaker, Sir, I am a Keralite, a South Indian, and this tragic air-crash has affected me much more than anybody else. This air-crash has affected some of us much more than others in the House. Because the ill-fated flight started from Trivandrum and touched Madras, it is our people mostly who were in the plane. The persons, like, Mrs. Devaki Gopidas who was a Member of our Assembly earlier as well as the Members of the Rajya Sabha and who was the Commissioner of Linguistic Minorities and many others were killed in the accident.

Many hon. Members who have preceded me have been trying to put the entire blame, at least apportion the major blame, on the pilots. But what are the findings of the Sachar Inquiry Committee? These are:

(1) The Localiser and the Glide Slope were out of order.

(2) The Nopam A 262 was not properly circulated. Even if it was put up on the Board which itself is doubtful, the Briefing Officer did not either orally intimate it or write it down on the flight plan.

(3) The visibility was below the landing minima.

(4) The IAC method of conveying information about Notams require improvement.

(5) The flood lights at Palam had blinding effect on the operators in the A.T.O. office.

These five major defects were there on the day the plane came to land in Delhi. With poor visibility and without landwing aid, how could a pilot land? There might have been lapses on his part. But to throw the entire blame on the pilots is not proper. If he decides to commit a suicide, he dies along with others in case the plane crashes. Therefore, he would have never attempted to do any such thing which would have ended his own life.

Some lapses on his part may be there. I do not exonerate him completely. But I would request the hon. Minister to consider whether with such flying conditions and such limitations, the entire blame should be put on the pilot and the co-pilot.

Secondly, the moment the accident occurred, the Indian Airlines management decided to take disciplinary action against a pilot about whom there has never been any complaint of inefficiency. He was perhaps the best pilot in the Indian Airlines. He was dismissed summarily for no reason whatsoever. There is a saying in our language that when the house is on fire, you can cut down all the plants and trees because everybody will be attending to put down the fire. So also, the Ministry and the management immediately decided to take disciplinary action against the best trained, the most competent pilot. Mr. Hariharan. It shows a very bad approach to the entire problem.

I do not agree with the hon. Member who spoke earlier that every pilot is very correct in his behaviour

[Shri N. Shreekantan Nair]
or each one of them is a very great expert in the line. Many of them misbehave also. As was pointed out by Mr. Ravi, a pilot, if he does not get tandoori chicken, says he will not fly. Such a person should be shot. I am a trade union leader. I do not stand by a pilot who will say, "I want tandoori chicken or I will not fly." He should be shot, not only dismissed. But the human considerations must come in when the question of man's judgment comes in. The milk of human kindness must flow out. The lives of our dear departed persons will not come back. We should not be harsh against those people who might have done something out of erroneous judgment.

MR. DEPUTY-SPEAKER: Mr. Dinesh Chandra Goswami.

SHRI JYOTIRMOY BOSU: Sir, I want to make a submission. When we said that we would not sit beyond 6.00 p.m., we were requested to bear with Government for half an hour more, and we accepted gracefully. The Chair said that the House would sit upto 6-30 p.m. It is on record. It is already past 6-30 p.m. The House should adjourn (Interruptions).

MR. DEPUTY-SPEAKER: I will do everything with the consent of the House. If it was agreed some time ago that we adjourn at 6-30 p.m., I would like to know now what is the pleasure of the House.

SHRI K. P. UNNIKRISHNAN: We have to finish it today. (Interruptions).

SHRI JYOTIRMOY BOSU: The Chairman has placed it on record that the House will adjourn at 6-30 p.m.

SHRI PILOO MODY: Let the Minister withdraw his speaker

SHRI K. RAGHU RAMAIAH: The hon. Member is already on his legs. He will take five minutes, and then there is another speaker who will take ten minutes. Let us not make

an issue out of it. Secondly, today our side has had much lesser time than what the Opposition has taken; I do not mind that. Thirdly, the Speaker has said that whatever time is lost would be made up after 6 O' Clock. Fourthly, the observation of the Speaker is general and is not applicable only for today.

SHRI PILOO MODY (Godhra): Unless the Minister replies now, the House has to be adjourned. What have you to contribute? Let the Minister reply.

SHRI DINESH CHANDRA GO-SWAMI (Gauhati): For a member to come in half way through the debate and not knowing what is really being debated to say what I have to contribute, only shows his frivolity. I am only asking for one-tenth of the extra time that Mr Jyotirmoy Bosu had taken

My hon friend, Shri Samar Guha, complimented himself by saying that he had given a very good speech. The only remarkable thing about his speech was that he made his speech without referring to the report at all. It is unfortunate that, of such an issue, most of the Opposition members have tried to make a political debate; and they have done it by asking our Minister, Dr Karan Singh, to resign. If the entire voluminous report had said something against the Ministry or the administration which would have connected this crash with mal-administration, there would have been some ground for it. I have gone through the entire report, but I have not been able to find anything directly or indirectly in this regard. Justice Sachar, in his report on page 140, says:

"It may, therefore, be necessary to inquire closely into other organisations or agencies not immediately or directly concerned with the circumstances of the accident, but where action or lack of it may have permitted or even caused the accident to happen..."

Therefore, he inquired into not only direct and indirect causes but also the peripheral causes and came to the conclusion that at least this accident happened due to the pilot's error. To make the Minister suffer for the foolishness of the pilot is something which I cannot comprehend.

Some of the Opposition members were saying, "Look here; the Minister submitted his resignation on Avro-748 issue; why is he not doing it now?". They have failed to realise that the issue relating to Avro-748 and the Boeing case are entirely different. In the case Avro-748, there was a controversy going on in the country that this type of plane was unserviceable and the Minister defended it by saying that this was a serviceable plane. When the accident took place, he took the responsibility on himself by saying, 'As I said that this was a plane which was serviceable, I am taking the responsibility on myself and I am resigning'. So, this was completely a different issue. It is the wrong approach, the cloudy approach, of the Opposition, their incapability to see things in their proper perspective that has unfortunately clouded the debate.

Mr. Sezhiyan spoke about the system, that there was something wrong with the system. I accept there is something wrong. There is something wrong with the systems. What is wrong? Whenever we try to fix the responsibility, it is only some members of the Opposition who try to defend the pilots. That is one thing wrong in the entire thing. What is the other deficiency in the system which, unfortunately, none of the members have cared to point out. That is the defect in the administration. Even if the officers are found responsible, we cannot touch them. We cannot touch the officers or the bureaucrats and whenever we try to touch them, then the opposition come to there rescue and stand by them, of course, for their own political ends. This is the error in the system which we should try to correct.

MR. DEPUTY-SPEAKER: Mr. Buta Singh.

SHRI K. RAGHU RAMAIAH: In order to make it easy for you, I have requested my friend to waive his right to speak.

MR. DEPUTY-SPEAKER: Dr. Karan Singh.

THE MINISTER OF TOURISM AND CIVIL AVIATION (DR. KARAN SINGH): It is with a heavy heart that I rise to reply to the debate, because in this air crash valuable lives have been lost. Every life is, of course, equally valuable, but when the lives of our colleagues and friends are lost, it becomes more poignant. It is, therefore, in the beginning incumbent upon me to pay my respectful homage to those who were killed. Added to that, we are grateful that three Members of this hon. House survived this terrible accident. I think it is really in a way a miracle and I was in fact expecting that Shri B. S. Bharua and Shrimati Javulakshmi who survived this crash might perhaps be able to take part in the proceedings to-day. But, in any case, it is most gratifying that they and some others have survived.

I entirely share the sense of concern that the hon. Members have shown on this whole question of air safety. It is a problem which we are facing not only in India but throughout the world. With every increase in technological competence and invention, and with the increase in the magnitude and complexity of air operations, and in the density of air traffic, this whole question of safety and accidents assumes added importance. We find that in many countries of the world accidents are on the increase. In India also, very unfortunately, we have had a number of accidents. For us in India aviation plays a very crucial role, both internationally because we are at the cross-roads of the world, and also nationally, because we are a large country in which the domestic airlines occupy a crucial role in national integration and in economic and administrative cohesion.

[Dr. Karan Singh]

As far as the importance of air facilities are concerned, whether it is the planes or whether it is the ground aids, this is, of course, a continuous process. We are a developing country. We are not an extremely rich or affluent country. Very often it is not possible for us to get either the latest airplanes or even the latest ground equipment. We have to get them as and when resources become available. I will not deny the fact that this great tragedy has highlighted some of the weaknesses and deficiencies that we have, not, I may submit, as a result of any deliberate effort or any deliberate lack of interest of anybody. Many of the problems are cumulative. Many of the airports that we have inherited are structures which were built during the Second World War. In 90 airports—we maintain a number of airports—conditions are very difficult.

This whole debate has clearly brought out and the report of Mr. Justice Rajindra Sachar has concentrated on three or four main aspects. The first aspect is the pilots. Responsibility for this crash has clearly been laid upon the pilot and it has also brought to focus the whole question of pilot training and pilot checking. As I said, this is one of the inheritances and one of the situations that have developed as a result of a long process of 20—25 years of agreements between the Management and the Unions and certain procedures have come into effect. As some hon. Members have rightly said, those procedures imply that the check pilots themselves were largely chosen by the I.C.P.A.

Sir, it is not my intention—let me make it clear—to condemn the pilots wholesale. One or two friends have said to me—not today, but outside the House—that I have given the impression that in some way I am against the pilots. This is certainly

not true, Sir. They are among the highest paid employees and, as somebody has said, we have some of the very finest pilots in the world. And yet, the continuance of crashes due to pilot error have very clearly shown that there is something wrong in the present system.

I wish to point out to the honourable House that we have made drastic changes in the whole system of pilot checking. The D.G.C.A. now has chosen a group of three to four pilots for each type of plane, and these have been chosen not on the recommendation either of the ICPA or the management of the Indian Airlines, but directly by the DGCA looking into their records. Every commander is being put through tests to assess his capacity for command, and as a result of these new series of tests a number of pilots have in fact been taken off command.

In addition to this, we are in the process of appointing two very senior Air Force Officers, Air Vice-Marshal Grewal and Air Commodore Gama as check pilots directly under the DGCA. These persons will, in addition to the new checks, be constantly monitoring the various check procedures which take place and will go in and check whatever pilots they think necessary. So, we have made these major changes in the system of pilots checking.

In addition, we have had to introduce medical tests at airports. Some hon. Members said: Why were medical tests not introduced earlier? I would say, it is very unfortunate that it should be necessary at all for such highly-paid and highly-skilled people to have to introduce medical tests and breathalyser tests. The ideal thing would be that a group of people functioning at that level would have a self-monitoring system whereby they themselves would ensure that this sort of thing does not happen. However, as this has continued, we have now introduced in the four major airports these medi-

cal tests. The doctors are there. The doctors look at every pilot before he takes a flight and, if they suspect that he has consumed alcohol, then they put him through what is known as the breathalyser test. This is done before they take off in the mornings.

The Central Flying Training School at Hyderabad is also being expanded so that the whole system of training is improved. Shri Sathe had one very good point to make and he said that there should be a sense of cooperation among the pilots. I agree; I personally have met the President and the Secretary of the ICPA; they are meeting me again tomorrow or the day after; I am always ready for dialogue and I am sure the management of Air India are also ready. But I would submit this; for a group of people who draw emoluments far in excess of the normal structure—I don't grudge that they do deserve special consideration—but I sincerely hope, and I would like to express this in the floor of the House,—that they will adopt an attitude of cooperation and that if they have any constructive suggestions they would come forward with those suggestions.

SHRI VASANT SATHE: You should give representation to them in the management. That is the best way of doing it.

DR. KARAN SINGH: One of the difficulties in giving representation on the management to labour in the Airlines is that there is a multiplicity of unions both in Indian Airlines and in Air India.

In my third Corporation, the International Airports' Authority, I have gone out of my way to give representation to the Union because it was simple for me to do so. There was no problem of multiplicity. But, in the others, there is multiplicity. So, the first problem is with regard to the pilots, their procedures, their training, check-pilots, so on and so forth.

The second set of problems comes in with our navigational aids. Here again, as I have said, navigational aids are something which are in a continuous process of improvement. It is true that our navigational aids can do with a great deal of improvement. We have—I may take the hon. House into confidence—as a result largely of the report, set up immediately after the crash an internal Group, not a public Group, and it met representatives of the Pilots' Associations. As a result of the report of that Group, we have put in indents for many crores of rupees worth of fresh equipments with the Ministries of Finance and Planning. We have made special provisions in the Fifth Five Year Plan for improving these facilities. Let me make it clear that we will never, in all the ninety airports, be able to have the very latest international equipment. That is simply not possible. We are a developing country. I remember at one time, in 1947, when Kashmir was invaded, our Pilots flew in without a single navigational aid. But, that was in an emergency.

We are just a poor country. I shall be happy if I can get Rs. 500 crores worth of equipment so as to equip all our 90 airports with the latest equipment. That is simply neither possible nor realistic. Even to-day we get new equipment and still we are carrying on with old. In the same way when we get new equipment we have still got to carry on with the old. This is not a plea for substandard equipment. I agree that there is a great scope for improvement in our Fire Fighting Service. The I.L.S. has been introduced a great deal in the discussion. We have tested it ourselves. We got the help of the manufacturers. Shri Guha took objection to this. These manufacturers are not small people. These are people who supply this sort of equipment all over the world, and if their equipment fails, they stand to lose much more than we do. So, the men who came were their men. (Interrupt-

[Dr. Karan Singh]

tions). If their equipment is discredited, that is discredited all over the world. So, they came and have gone back.

Sir, one important point was raised with regard to calibration aircraft. We do have a calibration aircraft in the Department of Civil Aviation. But we are now considering the possibility of linking up, of coordinating our calibration with the Air Force because Air Force has also to do a number of such calibrations of various types. It is not exactly the same work as we do, it is somewhat different. We want to pool our resources. The Air Force has ordered two planes with calibration equipment. We are at present working out a proposal for a very close coordination between the Air Force and the Civil Aviation Department.

Then with regard to the Control Tower, again, it is not as if a new proposal for the New Control Tower was made after the crash. The proposal was made three or four months back. It has now been sanctioned finally. The Control Tower is 75' high which will be built in Palam, and which will not only house the existing staff and equipment of the Control Tower in Palam but many parts of equipment which are in Sardarjag will be shifted there. The point I really wish to make on this is that we are, to the best of our resources and to the best of our ability, trying to procure equipment.

Maintenance is another point. I must admit that I am myself not satisfied with the standard of maintenance. It may not necessarily be due to human failure. There are certain special climatic conditions. Much of the equipment that we buy has been really designed and built for entirely different types of climate—not for the very high dust storms like the ones that we have or the monsoon and so on. This is a matter which I am looking into very carefully, because I feel that it is no use simply

having the equipment and not having it working. It is almost worse than not having it at all. It is there and if it is not working, there is a tendency for the people to feel that it is there, whereas if it is not there the people know that it is not there.

SHRI JYOTIRMOY BOSU: What about the future?

DR. KARAN SINGH: I am talking about the future because future is the only thing which we can now change. You cannot change the past, you can only influence the future.

With regard to the suggestions of Mr. Justice Rajinder Sachar for safety, various suggestions have been made by him including the whole procedure for Notam, the way of maintaining the licence of the pilots. All these have been very carefully considered, and many of the things had been in fact accepted and introduced already. Many others are under consideration.

19.00 hrs.

SHRI INDRAJIT GUPTA: He never came to know of these things till he read this report?

DH. KARAN SINGH: Quite frankly, not about the Notams. No doubt, for the last 25 years, to the best of my knowledge, the pilots' association and the airlines have been using these Notams. It is only now that at least I have heard that the Notam should be put on a special board and so on. These are routine things which we would expect the airlines and the management to clear up.

There is one important point regarding the Safety Directorate of the Indian Airlines. It is true that the Estimates Committee had suggested that it should be bifurcated.

SHRI JYOTIRMOY BOSU: That was done three years ago.

DR. KARAN SINGH: We have looked into it and Justice Sachar has also looked into it. In one Ministry

it is bifurcated already totally and it is in my Ministry now, and that is in regard to the Safety Directorate of the Railways. Whether it has led to an increase of safety in the Railways is something on which I would not like to comment, because it is a separate Ministry. But whether we can do it in aviation is a matter to be considered. Aviation is a very technical matter, and, therefore, whether it is feasible to put a small group of people in another Ministry and whether they will be able to keep in touch with developments in aviation which are very rapid and whether they will be able to have the necessary supporting staff which is required, etc. are all matters which are being looked into and will be looked into. I can assure you that there is no reluctance on my part to leave hold on this particular Safety Directorate I am not anxious to hold on to this Safety Directorate, because, in fact, if it is in another Ministry it makes my task easy because I can always say that you may ask the other Minister. But there are certain particular problems involved in this and these are being looked into and being studied very carefully.

In addition to this, we have made two or three very important changes. For a long time, hon. Members in this House have been expressing the view that we should have a full-time chairman for the Indian Airlines, and this is a view to which I myself have subscribed. Air Chief Marshal Lal retired from the IAF on 15th July, and we were able to appoint him on 1st August; he was not available earlier, even if I had wanted to appoint him. I do not want to cast any reflection on the previous chairman. We have had a number of very able people. We had Mr. Mohan Kumaramangalam. In fact, the very first thing that I did when I took charge of this Ministry was to request him, although I did not know him personally, to come on the board, and then I had requested him to become its chairman.

We have had distinguished people as chairman. The outgoing chairman was also a distinguished person, a managerial expert. But the Indian Airlines did and does need a full-time man, and I hope that now we have a full-time chairman who will constantly be looking into the administration, many of the weaknesses, and particularly when we have a person with the background of aviation and the Air Force, many of the difficulties will be overcome.

The other important thing that we have done is to set up this committee under Shri J. R. D. Tata, who is not only the chairman of Air India but also a very distinguished aviator in his own right, a pioneer of aviation in this country, and including Air Chief Marshal Lal, who is Chairman of Indian Airlines and an aviator, and the Secretary in the Ministry who is the Chief administrative man. We have set up this committee to look into the whole gamut of the organisation of the Civil Aviation Department and of the International Airport Authority, because the International Airport Authority, as you know, was created by bifurcating the Civil Aviation Department. I myself feel that the whole structure of this Department now is tending to be obsolete. It was a department set up by somebody in the British days and it has come down to us in that form.

SHRI JYOTIRMOY BOSU: For 25 years he has been sleeping over it.

DR. KARAN SINGH: I think, therefore, that a fresh look can be given, keeping in view the requirement of aviation. Aviation, as you know, is one of the most dynamic functions in the world today, with everything changing so rapidly. Aviation technology is changing very rapidly. This committee will look into the problems of the rapidly changing aviation structure in our country, and will, I am sure, laid down some very useful norms for the future.

SHRI INDRAJIT GUPTA: Would these three wise men not require a little assistance from other people who work in the organisation?

DR. KARAN SINGH: I entirely agree with what he says. In fact, I have myself spoken to the leader of the union in the Civil Aviation Department.

Instead of trying them up as members of the Committee, it is much better if they take this opportunity to put forward all the constructive suggestions they have. I can assure you that this Committee will not function in a bureaucratic manner trying to lay down the law. They will study the situation in depth. If any suggestions are there from the employees or from the Consultative Committee, for example—this point was raised by Shri Satpal Kapur and others—I can assure you that they will very gratefully take cognisance of them.

SHRI JYOTIRMOY BOSU: We want a parliamentary probe which you should agree to, unless you have too many skeletons in the cupboard.

DR. KARAN SINGH: There is already a Consultative Committee of MPs attached to my Ministry. There is also the Committee on Public Undertakings which can look into it if anything needs to be done.

There are two or three other things. The question of Port Blair has been raised. I think, by Shri Samar Guha. When the plane flies from Calcutta to Port Blair, it has rights to land at Rangoon in an emergency, and also at Car Nicobar. These two alternatives are available on the flight. So it is not as if we are just sending it on to Port Blair without any alternative arrangements on the way. Although it does not make a scheduled landing at Rangoon now, we do have the technical rights to land at Rangoon. I thought this matter should

be clarified lest there be any wrong impression.

SHRI JYOTIRMOY BOSU: Kindly cover the points we raised.

DR. KARAN SINGH: With regard to the question of meteorological minima, it is not correct to say that instructions were issued only after the crash. Instructions for strictly observing the laid down weather minima were issued on 15th October 1971 and they were again repeated in March, 1973.

SHRI JYOTIRMOY BOSU: But never observed in practice.

DR. KARAN SINGH: During June 1973, instructions were again repeated.

Shri Jyotirmoy Bosu has gone on record as saying that my Party has made Rs. 50 lakhs or something like that in planes purchase. This is the first time I have heard about it. I would like very strongly to repudiate the suggestion (Interruptions).

SHRI PILOO MODY: You do not know about it. How can you repudiate it?

DR. KARAN SINGH: There are a number of other very valuable and valid points raised, but I do not think it will be possible for me to cover them all. For one thing, the House has already sat late.

I did not wish to inject any personal note into this debate at all, but as some of my very good friends have referred to this questions of my resignation on an earlier occasion—Shri Indrajit Gupta, Shri Patel and some other members of the Opposition have particularly tried to go out of their way and into my personal problem—I wish to say a few words. As Shri Dinesh Goswami has said, my resignation on the Avro issue was not over a single

crash. I had in this very House stood up and defended the Avro as an airworthy and safe plane. It was controversial and I had stood up and defended it. When the plane crashed on a training flight with only three people on board, with one of them a check pilot in command, I assumed that there must be something wrong with it and that, therefore, I had misled the House. Therefore, I immediately offered to resign. But if I may take the House into confidence, within 24 hours I started getting reports that in fact the likely cause of the crash may have been the fact that the pilot had taken alcohol. I could not say anything subsequently because I had set up the Allady Kuppuswami Commission and therefore could not pass any judgment. But within 24 hours, to my horror, I realised that the crash had probably nothing to do with the plane's airworthiness but was because of the pilot having taken alcohol.

SHRI PILOO MODY: Are you now recertifying the plane

DR. KARAN SINGH: No, that is being gone into by Prof. Dhawan in a very intensive and thorough way, and that will be the definitive report on it.

I will only say that somebody mentioned a possibility of clinging to office. I have had occasions to hold public office unbroken for over 24 years from the age of 18 and I can assure the hon. Members that public office as such has no glamour for me. Also, I think I have imbibed enough of philosophy to realise that political power in its very nature is eavescent—here today, gone tomorrow—and that the only real power that is worth cultivating is the power of inner spiritual growth and integration. So, there is no problem as far as that is concerned

But I would submit that there have been crashes all over the world, and

if, for every air crash the Air Minister has to resign, for every rail crash the Rail Minister has to resign and for every road crash the Transport Minister has to resign, then, as far as that is concerned, it is impossible. I do not intend to run away from my responsibilities. I have no desire, as I said, and I have no craving for clinging to office at all. In fact, if anything my problem is the reverse. But I would like to tell the House... (Interruptions)

SHRI JYOTIRMOY BOSU: You are running away from the issue.

DR. KARAN SINGH: Mr. Bosu, I have listened to you with great attention. Please listen to me. I would only say this. As long as I am entrusted with this portfolio, it is my responsibility to set aviation right. May be I am guilty of one failing which some Members have mentioned, that I have perhaps not been as ruthless as I should have been. That may be, I do not know. It is very difficult to judge oneself. But one point I must say. I have always been a great respecter of the autonomy of public sector corporations. For me, the autonomy of a public sector corporation is not just a convenience. It is something which I consider to be central, and one of the reasons why I have been reluctant to intervene on many occasions is because I did not want to impinge upon the autonomy of the public sector which, to my mind, is a very crucial thing.

I have taken steps, very far-reaching steps, to look into the department and the two air Corporations—It is my responsibility to see that whatever deficiency could be removed are removed. Nobody can guarantee that there will not be air crashes. Even in the most advanced countries of the world the United States, the Soviet Union, West Germany—air crashes continue to take place. (Interruption). There are a large number of factors which are involved in that. But, as far as

[Dr. Karan Singh]

it is humanly possible, it is my responsibility to see that the deficiencies are removed. I can assure the hon. Members of the hon. House that whatever possible that can be done within the limitations of our resources, both financial and human, will be done in order to improve the situation.

SHRI JYOTIRMOY BOSU: Dr. Karan Singh, I want to say once again that you want to run away from the main issues. You have not covered any of the points raised by us, because you have got too many skeletons in your cupboard. You were talking of the future; not of the present and the past. It does not make any difference to us (*Interruptions*).

MR. DEPUTY-SPEAKER: Order, please.

19.14 hrs.

PERSONAL EXPLANATION BY MEMBER

SHRI BHAGWAT JHA AZAD (Bhagalpur) Sir, under rule 357, I wish to make the following personal explanation

A section of the press like *Patriot* and *Nav Bharat Times* has published a distorted version of my participation in the Lok Sabha on 8th August, 1973. The *Patriot* dated 9th August, 1973 has published on page 9 as follows:

"He"—meaning myself—"said he would in return challenge Mr. Bosu to prove his charge that 'my leader' (Mr L. N. Mishra) has

toppled the Kedar Pandey Ministry in Bihar with the help of money bags."

The *Nav Bharat Times*, on 9th August, 1973, has also published at page 1, as:

इस के विपरीत मैं ज्योतिर्मय बसु को चुनौती देता हूँ कि वह अपना आरोप प्रमाणित करे कि 'मेरे नेता' (श्री ललित नारायण मिश्र) ने घन की बैलियों के सहारे केदार पण्डे सरकार को गिरा दिया।

As is evident from the proceedings, I did not mention any such thing even remotely. I referred to Shri Uma Shankar Dikshit as 'my leader'. Shri L. N. Mishra is my colleague and never my leader.

These sections of the press have put in my mouth distorted version. I hope they will publish suitable contradiction.

MR. DEPUTY-SPEAKER: I also had the occasion to go through the proceedings this morning. I do not think there was anything anywhere in the record to indicate that Shri Bhagwat Jha Azad has made 'his kind of statements as reported in these papers. It is quite possible however, that the papers might have misheard him in the din and confusion, and we would expect that they would publish a suitable correction.

19.15 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Friday, August 10, 1973/Śravana 19, 1895 (Saka)