

श्रीमती चन्द्रावती : क्या बजौर साहब बनारसमें कि जो पिछले बजौर थे, उनके किसी रिश्तेदार या किसी बीच के धादमी ने इन डायरेक्ट एप्वाइन्टमेंट में पैसे लिये हैं ?

श्री. मधु दण्डवते : इसका जवाब मैं दे चुका हूँ। पैसे के बारे में मैं कुछ नहीं कहना चाहता हूँ, क्योंकि

श्रीमती चन्द्रावती : क्या आप इसको पूछना छोड़ करवायेंगे ?

श्री. मधु दण्डवते : मैं पहले ही कहा है कि जो एडहाक एप्वाइन्टमेंट में रिकानूनी तरीके से हुई है या जो कुछ भी भ्रष्टाचार हुआ है मैं उसकी जांच करवा रहा हूँ।

श्री मनोहर लाल : अध्यक्ष महोदय, मंत्री जी अनपुर्व मंत्री जी का नाम नहीं बता रहे हैं और हम भी उनका नाम नहीं लेंगे लेकिन जो मंत्री जी पर छुप्राने में माहिर थे और उन पर छुप्राने वाले मंत्री जी के रिश्तेदारों के जो एडहाक एप्वाइन्टमेंट एम्प्लोयेनी हुए हैं और जिन अधिकारियों ने ऐसे एप्वाइन्टमेंट किए हैं और जिन लोगों ने रेलवे सर्विस कमीशन पर अपने अमर का इम्नमान किया है उन के खिलाफ आप क्या कार्यवाही करने जा रहे हैं ?

श्री. मधु दण्डवते : मारे प्रश्नों की हम जांच करेंगे। जांच किये बिना किसी को सजा देने का हम लोगों का तरीका नहीं है और न प्राप्ति ही रहेगा।

श्री मनोहर लाल : यह बात सही है कि जांच के बिना कोई कार्यवाही सरकार नहीं करने जा रही है लेकिन मैं यह जानना चाहता हूँ कि जांच कितने दिनों में हो जाएगी।

श्री. मधु दण्डवते : कितने लोगों ने यह काम किया है, यह सब देखना होगा उसके बाद; कोई कार्यवाही की जाएगी।

श्री द्वारिका नाथ तिवारी : मंत्री महोदय ने कहा है कि 400 के करीब एड-हाक एप्वाइन्टमेंट हुए हैं। मैं जानना चाहता हूँ कि वे 400 एप्वाइन्टमेंट किन्हीं पोस्टों के अग्रेस्ट हुए हैं या ऐसे ही एप्वाइन्ट कर दिये गए हैं। उनको किसी काम पर लगाया गया होगा। आप कहते हैं कि उन 400 एड-हाक एप्वाइन्टमेंट्स की जांच एलोग विद अदर्स रेलवे सर्विस कमीशन से करायेंगे कि वे फिट हैं या नहीं। उनको आप नई बैकन्सीज के सन्दर्भ में कमीशन के सामने भेजेंगे या अलग से सब की जांच कमीशन से करा लेंगे ?

श्री. मधु दण्डवते : आपका यह वताना चाहता हूँ कि जिन लोगों का एप्वाइन्टमेंट हुआ है वह अलग अलग पोस्टों पर हुआ है और उनकी तादाद 400 से भी ज्यादा हो सकती है। अलग अलग रेलवेज पर उनका बटवारा हुआ है और वे नमाम मुक्त में फले हुए हैं। ऐसी बात नहीं है कि वे एक ही जगह पर कामेंट्रेटेड हो। इसलिए इस काम को इस ढंग से करना है कि कार्य क्षमता में और जोब अपॉरचूनिटीज में किसी प्रकार का असंतुलन न आए। इन सब बातों को ध्यान में रख कर ही हम इस काम को करेंगे।

रेल गाड़ियों का विलम्ब से चलना

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श्री. के. लक्ष्मी

* 26 श्री बृज भूषण तिवारी : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या अघातकालीन स्थिति के सम्मान होने के बाद रेल गाड़ियां विलम्ब से चलने लगी हैं ;

(ख) यदि हां, तो उसके क्या कारण हैं ; और

(ग) इस सम्बन्ध में क्या कार्रवाई की जा रही है ?

THE MINISTER OF RAILWAYS
(PROF. MADHU DANDAVATE): (a)

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

Statement

(a) There has, of late, been a slight deterioration in the punctuality performance of passenger carrying trains in some Zones.

(b) Punctual running of trains has been affected generally on account of factors, such as, high incidence of alarm chain pulling including disconnection of hose pipes by miscreants, heavy storm, accidents/derailments and occasional cases of time loss due to loco/signal defects etc.

(c) The Zonal Railways watch and scrutinise the punctuality performance of passenger carrying trains at all levels on day-to-day basis. A large number of long distance important trains are also being watched at the Railway Board's level on daily basis. The cases of avoidable detentions are taken up immediately and followed up by remedial/punitive action. Close liaison at appropriate levels is also being maintained with the State Governments in order to check the incidence of alarm chain pulling and other such unsocial and miscreant activities. During the summer months when large number of summer passenger specials run, a concerted drive is being maintained and trains are being monitored for achieving better punctuality of all passenger carrying trains.

SHRI K. LAKKAPPA: Reluctantly the Minister has conceded my point by saying that there has, of late, been a slight deterioration in the punctuality performance of passenger carrying trains in some zones. I think my question has not been answered fully. At the time of Emergency, there was lot of discipline. After the new Government came into being, the law and order situation and discipline in the Railways have gone down. What steps Government is taking to improve discipline so far as movement of trains is concerned?

PROF. MADHU DANDAVATE: The test of the pudding is in its eating

and, therefore, I would like to remind the hon. Members that as far as the problem of punctuality is concerned, the position is uneven. In all the Railways, the position is not the same. But even then I would like to place before the House the record straight as to what is the position in respect of broad-gauge and metre-gauge in 1977 and what was the position during the corresponding period in 1976.

As far as the metre-gauge is concerned, the average punctuality percentage throughout the country, not only in the north, in June, 1977 was 95 per cent whereas in June, 1976, it was 94.8 per cent; May, 1977—94.7 per cent and May, 1976—95.1 per cent; April, 1977—95.7 per cent whereas April, 1976—95.5 per cent; March, 1977—96.5 per cent as against 95.8 per cent in March, 1976; February, 1977—97.2 per cent whereas in February, 1976, it was 95 per cent. This is the general position. As far as the various railways are concerned.

MR SPEAKER: I do not think you can give all the figures now.

PROF. MADHU DANDAVATE: I will lay an additional statement on the Table of the House giving the full position.

SHRI K. LAKKAPPA: My hon. friend the Railway Minister cannot convince me because this is all jugglery of figures. Some sort of an indiscipline has crept into the entire railway administration under the regime of the Janata Government. I would like to know what are the concrete steps that have been taken to bring discipline at all levels in the railway administration, in the running of trains in time, etc. in all the zones. Please don't give us figures which do not give a correct position.

PROF. MADHU DANDAVATE: As far as the concrete steps are concerned, in some of the zones like the northern zone, whenever there is a loss of punctuality, either of the three factors are responsible, either the failure of the equipment or the staff

failure or, sometimes, the chain pulling. In all the three respects we are trying to tighten our machinery. We have told all the officers concerned that wherever staff is responsible for the loss of punctuality, very stern and strict action is to be taken and the necessary punishment to be awarded. Wherever the equipment failure is there, the Maintenance Department must see to it that more rigorous inspections are conducted. As far as the chain pulling is concerned, it is not uniform throughout the country. Somewhere near Ghaziabad, in some places in north Bihar and also near Kanpur, the chain pulling is on the increase. Therefore, we have requested a number of social organisations to help us rather than seeking the help of the police. In reply to what we are going to do to improve discipline, I would like to say that one concrete measure to improve discipline of the railway employees is to give them a sense of justice and a sense of participation in the railway administration. That is the best way by which we will be able to maintain discipline.

Scheme to recover Salt from Sea Water

*29 SHRI D. D. DESAI: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether Government have any plans to recover more salt from sea water and put up various chemical factories along the sea coast using this salt as the raw material; and

(b) if so, the salient features thereof?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) and (b). Yes, Sir. Additional areas have been approved for salt manufacture on the West Coast to parties who have plans to increase their capacities for the manufacture of Caustic Soda and Soda Ash.

Three companies viz., Tata Chemicals Ltd., Saurashtra Chemicals and Ballarpur Industries Ltd., have been allowed additional areas of 16,343, 1,849 & 1,000 acres respectively for salt manufacture. These companies will use the additional salt production for expanding their capacities for the manufacture of Caustic Soda and Soda Ash.

SHRI D. D. DESAI: Our country is uniquely placed in the matter of manufacture of salt because the concentration of salt in the sea water is higher here than anywhere else in the world. Besides, we have excellent sun heat available and that provides us a greater benefit. But the Minister has not made clear as to why the production of salt is going down.

It is an employment intensive industry and the un-employment is one of our important factors. The output of salt is dropping and the causes of drop of output were not mentioned by the Minister. I would request the hon. Minister to tell me whether it is a fact that the cost of purchase of overseas buyers relates firstly to loading rate of salt into the steamer and the bulk movement of salt on the high seas to anywhere where the salt is required. For example, many of the salt based chemicals factories are located on sea shores. Secondly, I would like to know whether the facilities that exist at the salt work are adequate and whether there are any efforts or any system adopted by the salt work so that they can function more efficiently and provide salt within the country at lower prices?

SHRI H. N. BAHUGUNA: The production of salt is regulated by the Central Excise and Salt Tax Act 1954 administered by the Department of Industry. I would request my hon. friend to direct the question to the Ministry concerned.

SHRI D. D. DESAI: I think he has given a reply which is not satisfactory. Salt was one of the movements that