

1	2	3
6	Sarpanch, Group Grampanchayat, Damat Dahiwali	1964
7	Sarpanch, Group Gram Panchayat, Shelu, (Distt. Kolaba)	1971
8	Shri Shantaram Rawaji Nimanc, Sarpanch, Group Gram Panchayat, Sheloo	1972
9	Shri S.V. Dhamankar, the then M.P. (Lok Sabha)	1972
10	Shri Yashvant Gopal Patil, Village, Sheloo	1973
11	Shri K.B. Tare from Sheloo	1977
12	Shri Vasudev Pitkar, President, Janata Party, Neral.	1978

SHRI D.B. PATIL : It has been admitted that there is a constant demand for the last 20 years and as many as 2,200 passengers travel daily from this particular place. Among those passengers are students and workers going to Bombay, Poona and other industrial areas, and vegetable growers taking the vegetables to Bombay and other industrial areas. In view of the fact that it is necessary and also in view of the fact that you are going to examine this demand, I would like to know from the hon. Minister whether in the near future it is likely to be taken up.

PROF. MADHU DANDAVATE : In 1964 the problem was examined in depth and at that time it was found out that the capital investment that would be required for the introduction of the station would be about Rs. 2 lakhs. To be exact, it would be Rs. 2,36,335. And it was also found out that the recurring losses per year would be of the order of Rs. 69,000. That would be actually Rs. 69,405 per annum. Thirdly, it is found out that since the distance between the existing two stations, Neral and Wangani is 7 kilometres, and within such a short distance, if we try to introduce an additional station, since Bombay to Poona is a highly density traffic route, and the capacity of the section is completely saturated today, running of trains is likely to be disturbed. But in spite of that we have received the latest communication on 23-5-1977 from a prominent person, Mr. K.B. Tare, from that area and I have already decided on 7-7-1977 that that particular problem should be gone through by the Central Railway and only when the problem is thoroughly examined, I will be able to give further information.

SHRI R.K. MHALGI : When would this full examination of the problem be completed?

PROF. MADHU DANDAVATE : I can assure you that within a few months we will be able to see what exactly can be done in the matter. Whether the reply is positive or negative, I will be able to give the information to the Hon'ble Member.

श्री कलसणी जाई : मंत्री महोदय ने मनी यह बताया कि सर्वे करने के दौरान वीर इस लाइन के बाजू करने में इतना कार्य होना। उन्होंने सर्वे के बाकिसे बताया। लेकिन बाजू हो जाने के बाद कितने समय के बाद क्या-क्या मुनाफा होता है, यह नहीं बताया। यह भी उन्हें बताया चाहिए ?

श्री० मधु दंडवते : मैंने सर्वे का खर्चा नहीं बताया है, मैंने कैपिटल एक्सपेंडिचर बताया है। अगर यह नया स्टेशन बनाना होगा, तो उसके लिए कितनी पूंजी लगानी होगी, वह बांकड़ा मैंने 2,36,335 रुपए बताया है। मैंने यह भी बताया है कि स्टेशन बनने के बाद भी हर साल रेकरिंग लाग 69,405 रुपए होगा।

श्री कलसणी जाई : मंत्री महोदय ने यह नहीं बताया है कि प्राय कितनी होगी। उन्होंने खर्चा बताया है।

श्री० मधु दंडवते : अगर यह स्टेशन बन जाता, है, तो इस की कैपिटल कास्ट : 2,36,335 रुपए प्रतिवर्ष : 7,446 रुपए, एक्सपेंडिचर : 76,851 रुपए वीर इस लिए लाग : 49,405 रुपए होगा।

Robberies in Running Trains

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*490. SHRI K. LAKKAPPA :
SHRI DURGA CHAND :

Will the Minister of RAILWAYS be pleased to lay a statement showing :

(a) whether Government's attention has been drawn to the serious situation arising out of the activities of robbers in the running trains throughout the country ;

(b) if so, the number of train robberies during the last one year, monthwise, together with date and the number of persons arrested ;

(c) estimated loss to the passengers in each case and how Government propose to compensate them ; and

(d) whether any steps have been taken by Government to minimise the robbery cases in the Railway and if so, the details thereof ?

THE MINISTER OF RAILWAYS
(PROF. MADHU DANDAVATE) :
(a) to (d). A statement is laid on the
Table of the House.

Statement

(a) Yes.

(b) and (c). Number of robberies and dacoities, monthwise together with the date and the number of persons arrested as well as the value of property lost by the passengers, is indicated in statements 'A', and 'B' laid on the Table of the House. [Placed in Library. See No. LT-2730/78] As per the existing rules no compensation is admissible to the victims of such crimes.

(d) The responsibility of ensuring the personal safety of the passengers and the security of their belongings rests with the Government Railway Police which functions under the administrative and disciplinary control of the State Governments. Crime prevention and detection in respect of passenger safety and security of their belongings fall under the category of 'law and order' which is a State subject under the Constitution. However, the Railways render necessary assistance whenever required and close liaison is maintained at all levels with the State Police Agencies. The Railway Protection Force constituted under the RPF Act has preventive and detective powers only in respect of unlawful possession of railway property. The R.P.F. is concerned with the protection of goods entrusted to the Railways for carriage and Railway materials.

Being concerned with the spate of heinous crimes in Uttar Pradesh, Bihar, West Bengal and Madhya Pradesh, the Minister of Railways had written to the Chief Ministers of these States requesting them to take such measures to curb crimes in running trains. On 5-8-78, there was a high level meeting between the Minister of Railways and the Chief Minister of Uttar Pradesh at Lucknow in which the problem of crimes on railways was highlighted. The Railway Minister discussed this problem personally with the Chief Minister of Maharashtra at Bombay on August 10, 1978 and by telephone with the Chief Minister of Madhya Pradesh on August 13, 1978.

The response from the State Governments has been encouraging.

Earlier on 16-6-1978 a high level meeting between the officers of the Ministries of Railways and Home Affairs was held. The following firm decisions were taken which have yielded encouraging results :

(1) As the dacoits/robbers were silencing the passengers by show of fire arms and escaping after commission of crime generally by pulling alarm chain under cover of darkness a prompt channel of communication to the armed police guard whenever alarm chain was pulled at night was considered necessary. It was decided that the alarm chain whistle should be sounded repeatedly by the driver. On hearing of this alarm the armed police escort should split themselves in two parts and detain to apprehend escaping criminals.

(2) The police escort should be accommodated together as far as possible in the centre of the train and they should be equipped with powerful torches.

(3) The police escort party may progressively be equipped with very light pistols which would be useful in lighting up the area on both sides of the train at night.

(4) The Guards and Brakesmen should be provided with powerful torch lights in vulnerable trains over affected sections.

(5) There should be a liaison with the States principally affected for stepping up police protection. Chief Security Officers of Eastern, South Eastern, Northern and Central Railways were specifically nominated to maintain close liaison with the State Police authorities of West Bengal, Bihar, U.P., Madhya Pradesh and Maharashtra. The CSOs of other Railways were directed to maintain liaison with above 4 Chief Security Officers. They were directed to indicate to the State Governments the strength of police guard which should be required on vulnerable trains and request the State Police authorities to provide the necessary protection. The requirement of State Governments has been projected to Ministry of Home Affairs.

The Zonal Railways have launched a drive to ensure strict adherence to the following preventive measures in coaches:

(i) Vestibuled doors are kept locked between 22.00 hrs and 06.00 hrs. by the Travelling Ticket Examiners/Coach Attendants.

(ii) Travelling Ticket Examiners and Coach Attendants remain vigilant during night time and prevent entry of intruders, hawkers and unauthorised persons into the coaches.

(iii) In case of non-vestibled trains, the vestibled doors are permanently closed or dummed.

The above measures formulated are in continuation of the various preventive steps taken by the Govt. Railway Police under the State Governments. The G.R.P. being alive to the problem adopted several regular preventive measures which are given below :

- (1) Escorting of important trains at night by armed guards of Govt. Railway Police of the concerned State Government.
- (2) Beat patrolling at stations, platforms/ waiting halls.
- (3) Surveillance over criminals and known bad characters.
- (4) Checking of night trains by Supervisory Officers.
- (5) Armed pickets at vulnerable stations.
- (6) Special Squads of the C.I.D. of the State Governments take up investigation of important cases to apprehend the gangs responsible for these crimes.

The measures have been intensified by the Government Railway Police.

As a further measures to deal with occurrences of train robberies and dacoities, the Minister of Railways ordered deployment of armed RPF to escort the affected trains running in vulnerable sections. Primarily, they will protect railway property and will also help to instil confidence amongst the travelling public and deter criminals from operating on trains. Over 1400 armed RPF men were put on escort duty on different Railways from the first week of July, 1978. This number has been increased to 2,000 since 16th August, 1978.

SHRI K. LAKKAPPA : The question was held over on that day because the Minister was not furnishing the full facts to this House. I have got great respect for Mr. Dandavate personally. But I do not know why he has failed as a Railway Minister. This question is regarding the spate of robberies in running trains. The answer that has been given is not only unsatisfactory but also not convincing. I do not know what are his powers and controls. He has stated in his reply, that as per the existing rules, no compensation is admissible to the victims of such crimes. He has also stated that the responsibility of ensuring personal safety of the passenger is mainly the function of the State Governments and the disciplinary control of the State Governments and that it comes under

the category of law and order which is a State subject under the Constitution. So, he has no control over such things.

In our country about six thousand passenger trains and five thousand goods trains are running every day and twenty thousand CRP men have been engaged. But still the loss to the exchequer is about Rs. 4 crores. They have not even cared to protect the passengers and the robberies and dacoities are on the increase, and they have not been properly identified because he has no control over the States and the States are not furnishing the correct figures. He has laid a wrong statement on the Table of this House and thus bluffing this House. I do not agree with this. I would like to say that in five months from January to May, there has been an increase in the number of robberies and dacoities. But the statement shows that there is no increase as compared to the position that existed in 1977.

What I would like to arrive at is this. Whether this House has allowed him to make such a wrong statement on the Floor of the House under the Rules of Procedure. Will you kindly tell me about it? That is why I would like to bring to your kind notice.....

MR. DEPUTY-SPEAKER : You are asking a question from me... I am asking you to put a question.

SHRI K. LAKKAPPA : With your kind permission, I would like to bring to your kind notice that people are losing faith in travelling trains. On that day, you know probably, there were about 20 commotions specially in the south bound trains. As far as the area of Madhya Pradesh is concerned, I do not know how Madhya Pradesh is famous for dacoities. Whether you have taken any action against this. The hon. Minister has no control over the law and order situation.

(Interruptions)

MR. DEPUTY-SPEAKER : Have you put your question?

(Interruptions)

SHRI K. LAKKAPPA : He has no control over the law and order situation

SHRI SURATH BAHADUR SHAH : Can I seek one clarification?

MR. DEPUTY-SPEAKER : No.

SHRI SURATH BAHADUR SHAH : Mr. Lakkappa is using this form for asking useless questions.

MR. DEPUTY-SPEAKER : Actually, he has over-stepped the mark ; he has not put the question by now.

(Interruptions)

SHRI K. LAKKAPPA : Robbery and dacoity are increasing. (He has no control over the States because the Constitution will come in the way. There are no rules, at present, to give compensation to the victims.

MR. DEPUTY-SPEAKER : You cannot make a speech during the Question Hour.

SHRI K. LAKKAPPA : On the basis of the statement, I am putting a supplementary. Then he himself has admitted that there are no laws to give compensation to the victims. Property worth about Rs. 1 lakh has been looted during the last 4-5 months especially in the trains.

MR. DEPUTY-SPEAKER : You are repeating the same thing.

SHRI K. LAKKAPPA : Therefore, in the absence of relevant rules and regulations, how the hon. Minister is going to check effectively this kind of a dacoity and robbery in the running trains? How would he control the railway police? In view of these things, will he consider to plug the loopholes and also try to bring legislation to this effect in order to have more control over these railway accidents and save these running trains from being attacked by robbery, murder, dacoity and what not?

PROF. MADHU DANDAVATE : Mr. Deputy-Speaker, Sir, regarding his inaugural speech while asking the question, I will come to the point proper. Firstly, he has said that I had tried to place a wrong and inadequate information before the House. Sir, on the other hand a very elaborate statement has been laid and you will be pleasantly surprised to find that various annexures which I have provided as a reply to the question contain month-wise the number of accidents, the value of goods that have been lost, the steps that have been taken and how many people have been.....

(Interruptions)

I did not interfere when you were asking questions.

MR. DEPUTY-SPEAKER : You took so many minutes in asking your questions. He has not even started the answer.

PROF. MADHU DANDAVATE : I did not interfere with the question when my hon. friend was asking the question. So, let him have the same patience. He has raised a question as to what exactly is the authority of the railway in dealing with

such crimes. On more than two occasions I said and I will amplify that answer. It is true that general law and order problem on the railways is under the jurisdiction of GRP which is under the jurisdiction of the State Government, but we have also certain machinery like Railway Protection Force whose basic work, no doubt, is for the protection of installations, protections of various types of equipments on the trains and elsewhere. But we have evolved a machinery in cooperation with the State Governments, no matter whatever political complexion of the State administration, and I am happy to say that almost all the States have agreed to give us full cooperation. We have set up a coordination between the State machinery, RPF machinery and the railway machinery also—I mean TT and others—and the machinery that we have set up is like this especially those areas which are vulnerable areas for robbery and dacoities. In that area, wherever there are vestibule trains, we have opened out vestibule doors between two coaches; and for every two coaches, we have kept two RPF men.

We are putting one T.T. and two armed RPF. I am happy to inform the House that with the help of this arrangement we are able to control the situation though it took some time. Let me come to the dates. Initially there was trouble. There were dacoities,—after 11th August when we made this machinery tight not a single case of robbery and dacoity has taken place in Madhya Pradesh. Though efforts were made.

(Interruptions)

Let me complete the answer. (interruption.) That is before that.

After 11th August, no robberies and dacoities have taken place in Madhya Pradesh. But that does not mean that efforts were not made. Efforts were made by G.R.P. one RPF was able to detect them and we have been able to arrest them. I have given you in the table the number of persons that have been arrested. I, therefore, do not want to repeat it.

SHRI K. LAKKAPPA : I understand, I cannot get a relevant reply. I would like to give the reason why the Railway Ministry is not functioning properly. There is a conspiracy in the Government itself, Mr. Dandavate. The Home Ministry wanted to bring and also throw a muzzling on the Railway Ministry. The Hindi knowing officers are playing tricks and letting this loose in the areas where Jayanti Janta operates, G.T. operates and K.K. express operates. That comes into Madhya

Pradesh daily. All these south bound trains are being attacked. Same type of people are operating. I will road out.

MR. DEPUTY SPEAKER : I do not want any help from you to deal with the member. I will deal with him myself.

Mr. Lakkappa, please put the question.

SHRI K. LAKKAPPA : Nearly 400 people in the form of a gang again and again are operating in the same place. (Interruptions).

MR. DEPUTY SPEAKER : The more members get up the more time he will be taking.

Mr. Lakkappa, please come to the question.

SHRI K. LAKKAPPA : Such gangs are operating in collusion with these officers who are knowing Hindi and they are purposefully attacking and bringing a bad name to the Railway Ministry. Therefore, I would like to know—because there is an impression already carried in the country specially in the Southern States that the passengers traveling in these trains have no safety—whether such a conspiracy is there? The same gangs are operating several times. What machinery has been engineered to stop all this.

MR. DEPUTY SPEAKER : You keep on repeating.

SHRI K. LAKKAPPA : I have not repeated. You can take action, if even a word has been repeated.

MR. DEPUTY SPEAKER : I will show you. You will yourself know this tomorrow when you go through all this.

PROF. MADHU DANDAVATE : Let me first totally refute the charge that either in the past or at present there is any civil war between the Home Department and the Railway Department. I completely refute that. Then again there is no conspiracy on the basis of language at all. Robbers and dacoits have a language of their own, and that is the language of dacoity and language of robbery. (Interruptions) I do not want to inject the language issue into the question of dacoity and robbery at all. I had already given a statement of robberies and dacoities statewide that have taken place and you cannot expect any one particular language group to be responsible for dacoities throughout country, and therefore, I refute that charge altogether. I do not want either the Southern States or the Northern States to be alleged that they are responsible for any type of conspiracy.

But there are certain vulnerable areas where the law and order situation is bad. He made reference to one particular portion of Madhya Pradesh. There we have enforced our machinery and I tell the House very firmly that after the enforcement of that machinery, after 11th of August particularly, in that particular area of Madhya Pradesh, not a single dacoity and robbery has been successful.

श्री दुर्गाचम : जो स्टेटमेंट टेबल पर रखी है उससे यह मालूम होता है कि 1-1-77 से 30-6-78 तक यानी डेढ़ साल की अवधि में सारे देश में 184 राबरीज और 76 डकैतियां पड़ी हैं और राबरीज में 3,59,000 और डकैतियों में 5,88,000 के करीब की घुट हुई हैं। बिहार, महाराष्ट्र, उत्तर प्रदेश, वैंस्ट बंगाल में राबरीज और डकैतियां बहुत पड़ी हैं। स्टेटमेंट से मालूम होता है कि सबसे तेजसे द्वारा जो कदम उठाए गए हैं वे उसलकीबना हैं और कायम को रोकने में मदद मिली है आपने यह कहा है :

“The Railway Protection Force constituted under the RPF Act has preventive and detective powers only in respect of lawful possession of railway property. The RPF is concerned with the protection of goods entrusted to the Railways for carriage and Railway materials”.

इतनी ही द्यूटी है कि वह रेलवे प्रायर्टी को प्रोटेक्ट करे और इन्विजमेंट को प्रोटेक्ट करे। वैंडर्ज की प्रायर्टी और उनकी लाइफ को प्रोटेक्ट करने की उसकी जिम्मेवारी नहीं है। मैं समझता हूँ कि रेल मंत्रालय को इस और भी ध्यान देना चाहिए जिस की जिम्मेवारी वैंडर्ज की लाइफ और प्रायर्टी को रक्षा करना है और राज्य सरकारों से भी अधिक तालमेल की जरूरत है। मैं जानना चाहता हूँ कि क्या सरकार ऐसा करने जा रही है ?

श्री० मधु दंडवते : पहले भी दो बार मैं बता चुका हूँ कि भारत की एक ही बुनियादी जिम्मेवारी क्या है। लेकिन हम लोगों का अनुभव यह रहा है कि हमेंका भारत की एक के लोगों को जब हम कोविज में रखते हैं और जो भारत की की जो पावर्न हैं उसकी तरह भाव न जाएं। लेकिन

The very existence of RPF acts as a deterrent.

डकैतियां और राबरीज पर प्रभुत्व लगाने में मदद मिलती है। लेकिन मैं बताना चाहता हूँ कि रेलवेज के अन्दर बंज असुरम होती है, दूसरी इन्विजमेंट होती है उनकी रक्षा करने के लिए भी वे कोविज के अन्दर रह सकते हैं उनकी और भी भारत की का कोभीडिबन अच्छा चल रहा है। पूरे डिटेज में नहीं वेला हूँ। लेकिन जितनी इस साल और पिछले साल राबरीज हुई, उन में प्रायर्टी का कितना भाग रिकरम हुआ वह मैं आपको बता देना चाहता हूँ। इस साल जितनी प्रायर्टी बोरी हुए उसका बीस परसेंट रिकरम हुआ है जबकि पिछले साल दस परसेंट हुआ था। लेकिन हमें संतोच नहीं है ; हम और भी तरफकी करना चाहते हैं। लेकिन दस परसेंट से तरफकी बीस परसेंट तक हुई है।

SHRI T. A. PAI: Sir, for the last 30 years we never had a situation like this that law and order is given a go-bye and the railway passengers have become victims of robbery and dacoity. It has always been the explanation of the Railway Minister that this is a problem for which the State Governments are responsible. Now, is it the fault of the passenger who travels long distance that the train has to go through so many States and in every State he has to look to the State Government to look after him, or is it the primary responsibility of the Railways who have undertaken to give him this journey, to protect his interests? The Railway Minister has said that the State Governments have agreed to cooperate and prevent such occurrence. But we do not know how far that would be effective. Even if he is able to get all the assistance from the State Governments, will he give an undertaking to the country that the Railway Ministry itself will be responsible if there are losses, and the lives and the property is the responsibility of the Railways? And this is a question which cannot be avoided. Otherwise, I think this explanation will not satisfy anybody and travelling by railways is going to be more and more hazardous.

PROF. MADHU DANDAVATE: The hon. Member himself was fortunately a Railway Minister. I have got with me all the statistics. He has raised very relevant questions. I do not want to attribute any motive to him. He has raised the question: Will the Railways shirk the responsibility and let the entire matter of safety of passengers be left only to the State machinery? I want to assure him that though there are certain jurisdictional problems, sitting together we have already been able to tackle them and without raising this technical issue the recent coordination that we have brought about is able to ensure better safety.

In addition to what I stated earlier, I want to state that in addition to joint patrolling by RPF and GRP men especially in the vulnerable sections where more robberies are taking place, we have taken some additional care. Sometimes when the dacoits commit an act of dacoity and try to run away, the passengers do not know and probably other staff members do not know whether the train has stopped because there is no signal or there is some mischief. When therefore, there is a pulling of the chain, we have set up a certain code whistle by the engine driver. As soon as that is given, all the policemen, GRP men and RPF men on the train divide themselves into two batches, one will go to the left of the train and the other will go to the right of the train and if it is evening or night, we have made special arrangements and put

powerful lights on both sides of the train. Wherever vestibule trains are there, at 10 O'Clock in the night the vestibule doors will be kept closed. Only between two coaches the vestibule door will be open because it has to be protected by RPF and GRP men. For two coaches we have set up this machinery and I can assure the hon. Member that especially after the tightening of this machinery incidence of crime, robbery and dacoity has gone down and therefore, as demanded by the hon. Member, I can assure this House that we shall not shirk the responsibility, but we will undertake the responsibility that has devolved on us.

SHRI K. VIJAYA BHASKARA REDDY: Sir, I charge the Minister for deliberately misleading the House. On 16th August at 2 O'Clock in the night between Nagpur and Bhopal there was a robbery in the Andhra Express. I was also present there at that time. There is a report in Bhopal. Whatever he said is absolutely wrong. This happened in the air-conditioned chair car. Two brief cases were snatched away and the train was stopped and the robbers went away. The people went to the constable who was sitting in the compartment throughout the night. In spite of the complaint the constable did not taken any action. In the morning at 07.30 hrs. all the passengers forced the train to stop at Bhopal for nearly two hours and have a complaint to the police. Unfortunately all your arrangements are not effective. You must think of some more stringent methods which will infuse confidence into the people who travel by train. I request the Minister not to mislead the House, but to take more effective steps and see that nothing happens.

PROF. MADHU DANDAVATE: It is never my intention to mislead the House. I have concretised the various steps that are taken and they are working well. If you have listened to my reply very carefully, I did not say that after 11th August, no single effort was made by the decoits and robbers. All that I have said is that they made efforts after 11th of August, but they did not succeed.

(Interruptions)

SHRI A. BALA PAJANOR: I am forced to believe from what the hon. Minister said that nothing has happened for the last 15 days. He wanted that to be on record. But he should not say that. He must admit it.

PROF. MADHU DANDAVATE: I have never tried to mislead this House. I want to make it clear that I used the words.....(Interruptions) Please listen to me. There are three types of things that are happening in the trains, there are sometimes thefts, there are robberies and there are dacoities. Please check up

the records. Sir, you may also check up the records. I did not say that thefts have not taken place in trains. You can check up the records. The hon. Members may laugh. But in my written statement, I had drawn a distinction between minor thefts, robberies and dacoities, where people openly come and indulge in such activities. The particular instance, to which the hon. Member has made a reference, is a theft. You can yourself check the records. In my tabulation also, I have divided the crimes into thefts, robberies and dacoities and I have given separate charts for them. Therefore, minor thefts are taking place and I have never said that there are no thefts. But there are no armed robberies and dacoities in which gangs are coming and successfully doing such things. That is what I have said and I stand by that. As far as this particular theft is concerned, I will try to enquire into the matter and give the details.

Salaries and perquisites of Chairmen and Managing Directors of Union Carbide and other Companies

*492. SHRI JYOTIRMOY BOSU: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether Government have by now taken a decision to slash appropriately the fantastic salaries, allowances, perquisites drawn by the Chairmen/Managing Directors, Executive Directors and other top executives in public limited Companies like Union Carbide and others;

(b) if so, what and if not, the reasons therefor; and

(c) the difficulties which lie in the way of Government in taking necessary action to cut down the very high salaries etc. which have a direct bearing on the prices of consumer articles manufactured by such Companies?

THE MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SATISH AGRAWAL) (a) to (c). The question of the revision of the existing guidelines relating to the remuneration payable to Managing Directors/Whole-time Directors/Managers of Public Limited Companies and Private Companies which are subsidiaries of Public Limited Companies is still under consideration of the Government. It is not possible to give further details.

SHRI JYOTIRMOY BOSU: In our country, the salary of the first citizen of this country, the President of India is

Rs. 10,000 a month, the salary of the Chief Justice of India is Rs. 5,000 a month and the salary of the Prime Minister, if I am right, is about Rs. 3,000 a month.

Now, this is the information that I have in hand. In Bata, the Managing Directors' Annual remuneration is Rs. 2,70,650, for the Products Research & Development Manager Rs. 2,55,995, the Unit Manager Rs. 2,04,162. These are the figures per annum. It comes to roughly Rs. 20,000 a month. In Colgate Palmolive (India) Private Limited, the Managing Director gets Rs. 2,12,424, the Director (manufacturing)—Rs. 2,16,900 and in Cadbury (India) Limited the Managing Director gets Rs. 2,10,450; in Glaxo Laboratories, the Managing Director gets Rs. 2,42,712 and the Director, Technical Division gets Rs. 2,18,521. I have got one or two more examples,

I gather that there is a ceiling of Rs. 7,500 on the basic salary. How is it that in the case of Cadbury (India) Limited, Mr. D.W. McPhie has been given a salary of Rs. 7,700, which exceeds Rs. 7,500 and how is it that in the case of Colgate Palmolive, Mr. H. Rai, an Indian national is given a salary of Rs. 10,000 a month and a total remuneration which exceeds Rs. 2,12,000? In this context, I would like to ask the hon. Minister to give us the break-up of these high salaries that have been paid to the Executives of the different multinational companies and big business houses of India. What is the maximum percentage on profit that you allow as commission to executives of companies?

SHRI SATISH AGRAWAL: So far as the break-up of the remuneration that is permissible under the Company Law is concerned, I may inform the hon. House that for salaries, the maximum limit is Rs. 7,500 per month, which comes to 90,000 per annum.

SHRI JYOTIRMOY BOSU: How is it that Mr. McPhie is getting more?

SHRI SATISH AGRAWAL: I will come to that later. I am just submitting what is provided under the law. Under the law, there are four items. One is Salaries, the maximum limit of which is Rs. 7,500 per month, which comes to Rs. 90,000 per annum. Then comes the Commission on profits at the rate of one per cent subject to a maximum of 50 per cent of the salary, i.e., Rs. 45,000 per annum; then, perquisites limited to one-third of salary i.e., house rent, car telephone and club subscription, the maximum ceiling being Rs. 30,000 per annum and that makes a total of Rs. 1,65,000. The fourth category is approximate value of benefits not included