

Shri Dinesh Singh: No.

Shri Surendranath Dwivedy: What is the meaning of 'No'? Has it been banned or not?

श्री रघुवीर सिंह: हमारे देश में कुछ ऐसी संस्थाएँ, कंसोसियेन्स और यूनिवर्स हैं जिनका कि कांजी एंटी नेशनल और एंटी सोशल प्रोग्राम चलता है और वह देश को बड़ी हानि पहुँचाती हैं। रियल के तौर पर उन के पास बहुत ज्यादा तादाद में बाहर के किताबें आती हैं और जैसे जैसे और वहाँ वह उनकी बेचते हैं और इस तरह से देश के खिलाफ एंटी नेशनल एक्टिविटीज चलाना चाहते हैं तो क्या मिनिस्टर साहब के नोटिस से ऐसी यूनिवर्स हैं जो यह काम करती हैं और क्या वह उनके इम्पोर्ट के लिए कोई बात सोचते हैं ?

श्री विमल सिंह: अगर वह बगैर पैसे के आती हैं तो जाहिर है कि उसमें कोई विदेशी मुद्रा खर्च नहीं होती है। यहाँ तो वह विदेशी मुद्रा के हिसाब से देख रहे थे।

Shri Swell: The hon Minister has said that certain types of books should not be imported into the country. I would like to know whether he has some kind of machinery or he has developed any kind of process to sort out these books and decide which books should be brought into the country and which books should not be brought, and if he has that kind of machinery, whether this machinery has been given the authority to decide what books the people of this country should read and what they should not read?

Shri Dinesh Singh: So far as the books are concerned, they are decided by the Minister of Education and the Ministry of Home Affairs in the case of anti-national books. So far as the magazines are concerned which are banned, they have been decided by the Controller-General of Imports and Exports.

An hon. Member: There is no Controller-General of imports and exports but only a Chief Controller.

Shri D. C. Sharma: The universities and colleges in India have been complaining for the last two years that they cannot get reference books which they need and they cannot get journals which they need and they cannot get books of use to the students and professors because of the restrictive nature of the import policy of the Government of India, which is of a very wrong kind, and which, so to say, works against the best interests of this country.

Shri Dinesh Singh: I am glad the hon Member has pointed this out. I may mention to the House that we have increased the quota of import for books this year from what it used to be before. In 1965-66 it had come down to 50 per cent of what it was in 1963-64. Now, we have not only restored it but actually increased it to 150 per cent. Apart from this, libraries and other institutions are freely allowed to import books on the basis of actual use, such as technical books for their requirements.

Uneconomic Railway Lines

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*997. **Shri S. C. Samanta:**

Shri Yashpal Singh:

Shri A. K. Kisku:

Shri S. N. Maiti:

Shri Tridib Kumar Chaudhuri:

Shri Vishwa Nath Pandey:

Shri Y. A. Prasad:

Shri Ram Kishan Gupta:

Shri E. K. Sinha:

Shri N. K. Saughi:

Shri Parthasarathy:

Shri Hem Raj:

Will the Minister of Railways be pleased to state:

(a) whether it is proposed to scrap certain uneconomic railway lines;

(b) if so, the amount likely to be saved by this, and

(c) the names of lines Proposed to be closed?

The Minister of Railways (Shri C. M. Poonacha): (a) A review of uneconomic railway lines is being undertaken and the results of this review will determine whether any of these lines need be scrapped

(b) and (c) In view of answer to (a) above, no definite information can be given at this stage

श्री स० च० सखन्त : क्या मैं जान सकता हूँ कि हर साल रेलवे बजट पेश करने के पहले रेलवेज में क्या कोई कमेटी है जो कि इसके बारे में विचार करती है ?

Shri C M Poonacha: The Railway Board itself undertakes constant review in this regard and plans suitable action in respect of each individual case

श्री स० च० सखन्त : जो नैरोगेज रेलवे लाइन्स प्राइवेट कम्पनीज और मैनजमट द्वारा परिचालित होती है और जो कि प्रनामकर है उनको कुछ मदद दी जाती है या नहीं ?

Shri C M Poonacha. Yes there are about 11 such lines operated under private managements They all come under an agreement separately where by a return upto 5 per cent is guaranteed as dividend Where they suffer a loss, where they cannot pay the guaranteed dividend, to that extent Government give assistance

Shri Hem Raj: Is it a fact that the Kunzru Committee on accidents made certain recommendations to Government regarding the dismantling of branch lines? Has any decision been taken on them?

Shri C. M. Poonacha: The Kendra Committee made several recommendations on prevention of accidents on the Indian railways To the extent they related to branch lines, particularly narrow gauge lines, we have implemented those recommendations.

श्री क० ना० सिबारी : इन अनएकोनॉमिक लाइन्स को हटाने से कितने की बचत होगी और अभी तक जो लाइन्स हटायी गयी हैं उससे अभी तक कितने की बचत हुई है ?

Shri C. M. Poonacha: It is estimated that the loss we suffer on account of there running these uneconomic lines is about Rs 55 crores per annum. We are examining the question as to the particular branch line that is uneconomical today which should be shut down But that requires detailed study and due consultation with the State Governments concerned

श्री रामाबत्तार श्वास्त्री : मैं यह जानना चाहता हूँ कि पटना जंक्शन से बीघाघाट तक जो एक शटल गाड़ी चला करती थी और जिसमें काफी सरकारी कर्मचारी चला करते थे उसे बन्द कर देने का क्या कारण है ? मैंने सुना है कि उस गाड़ी को बन्द कर दिया गया है ।

Mr Speaker: Hon Members should not go into individual trains Only general questions should be asked Shri Somani

Shri N K. Somani: Whatever may be the findings of this inquiry body which is going into the matter of these uneconomic lines of railway systems, what is Government's policy in this regard? Are they going to take a decision purely on the economics of a line or are other considerations going to be there?

Shri C M Poonacha: The Transport Co-ordination Committee set up by the Planning Commission have submitted their recommendations in their detailed report on this ever subject, that is, transport co-ordination Wherever it is found that road transport can fruitfully and with advantage meet the transports needs of the area could be the criterion on which this decision could be based

Shri Shashi Ranjan: Besides removal of uneconomic lines, may I know from the Minister if he is going to make a survey of the better economic lines

over the present lines which are running? For instance there was a line from Muzaffarpur to Lucknow via Motihari. That was shortening the distance by 70-80 miles, but that line has been abandoned. May I know from the Minister if he is going to survey it and further introduce economy on such lines which can give better results.

Shri C. M. Poonacha : These are individual cases which come under constant examination of the Railway Board. As to the particular line which the hon member has referred, I will look into the matter.

श्री अशुबल बनो वार : वजीर साहब ने फरमाया कि चूकि लाइन्स एकनामिकली गलत थी इस लिये उन्होने उनको उखाड़ दिया। मैं जानना चाहता हू कि चूकि उन्होने भारा रेलवे का बजट डेफिसिट पेश किया था इमकिन्ये क्या वह सारी रेलवे लाइने उखाड़ फेंकने ? भाज की हासलते मे जबकि सारे मुल्क मे परेशानी है, हो सकता है कही भी फौज भेजने की जरूरत पड़े, पुलिस भेजने की जरूरत पड़े। क्या इन सब बातों का खयाल किया गया है और इस बात को कोई मद्देनजर रखा गया है कि उन इलाकों के आराम मे भी खलल न पड़े ? आपने एक बिनिये की तरह मे हिसाब लगा लिया कि वहा 10 रु० का नुकसान हो गया और लाइनों को बन्द कर दिया। मैं जानना चाहता हू कि क्या आपने पहले यह सोच लिया था कि लाइनों के उखाडने से उस इलाके के लोगों को तकलीफ तो नही होगी और अगर जरूरत पड़े तो सब जगह आप फौज वगैरह भेज सकेंगे ?

[وزیر صاحب نے فرمایا کہ چونکہ لائسنس اٹھانسی غلط نہیں اس لئے انہوں نے ان کو اٹھا دیا۔ میں چاہتا ہوں کہ چونکہ انہوں نے سارا ریلوے کا بجٹ ڈیفیسٹ پेश کیا اس لئے کہا وہ ساری ریلوے لائنیں اٹھا دی جائیں گی۔ لیکن یہ حالت نہیں ہے۔ جب کہ سارے ملک میں پریشانی ہے۔ ہو سکتا ہے کہیں بھی فوج بھیجنے کی ضرورت پڑے۔ پولیس

بھیج سکتے ہیں۔ تمام ہائیوں کا کھولنا کہا گیا ہے اور اس بات کو مدنظر نہیں رکھا گیا ہے کہ ان علاقوں کے آرام میں بھی خلل نہ پڑے۔ آپ نے ایک بلکہ کسی طرح سے حساب لگا لیا۔ کہ وہاں 10 روپے کا نقصان ہو گیا اور لائنوں کو بند کر دیا۔ میں چاہتا ہوں کہ آپ نے پہلے یہ سوچ لیا تھا کہ لائنوں کے اٹھانے سے اس علاقے کے لوگوں کو تکلیف تو نہیں ہوگی اور اگر ضرورت پڑے تو سب جگہ آپ فوج

Shri C. M. Poonacha : I do not say that all these lines are going to be scrapped. There are as many as 63. We are examining, and all necessary consideration will certainly be given from the point of view of strategic importance, transport requirements of the region and also the views of the State Government concerned. This is what I have said.

Shri Bedabrata Barua : Some of the railway lines are notorious for malpractices, particularly ticketless travelling. I know of one railway line in Assam managed jointly with Martin Burn Limited, the Chaparmukh Sighat line, where ticketless travelling is the rule. Will the hon. Minister assure us that, this not being the fault of the travelling public, this loss due to ticketless travel will be taken into consideration in finding out the economic or uneconomic nature of the lines?

Shri C. M. Poonacha : Yes, Sir. This would also be one of the conditions.

श्री बिब्रतराज बरुा : माननीय मन्त्री महोदय ने बतलाया कि जिन लाइनों से फायदा नहीं हो रहा है उनको हटाया गया। मैं जानना चाहता हू कि जिन लाइनों से फायदा होता है क्या उनको बनाने की कृपा करेंगे ? जैसे बहुत दिनों से एक रेलवे आगरा से बाह तक चलती थी। मैं नहीं जानता कि उसको हटाने की क्या जरूरत पड़ी, लेकिन उसको हटा दिया गया। क्या उस को दुबारा बनाने की कृपा करेंगे ?

Shri C. M. Poonacha: The examination as to the construction of new railway lines which would be more profitable is also under consideration along with the considerations that are given to such uneconomic lines which are continuously on the loss side.

श्री शिवचरण लाल : मेरे प्रश्न का जवाब नहीं थाया। सन् 1942 तक भागरा से बाहू को रेल चल रही थी। वह क्यों बन्द की गई और क्या उस को पुन चलाने की कृपा रेलवे मन्त्री करेगे ? भागरा से एटावा तक जाने के लिये उसकी बड़ी जरूरत है।

Mr. Speaker: He has answered it.

श्री अक्षय सिंह : क्या मन्त्री महोदय को मालूम है कि किसी रेलवे लाइन में घाटा नहीं होता है। लास इसलिये होता है कि 60 परसेंट पैसेन्जर बिना टिकट चला करते हैं। क्या बिना टिकट चलने को रोकने की बात पर विचार किया गया है ताकि रेलों को घाटा न हुआ करे ?

Shri C. M. Poonacha: I take that information.

श्री प्रकाशवीर शास्त्री : मार्टिन बर्न कम्पनी की जितनी रेलें भारतवर्ष में हैं उनकी व्यवस्था के सम्बन्ध में रेलवे अनुदानों के समय विशेष रूप से चर्चा भी चुकी है, जैसे एस० एस० लाइट रेलवे हैं, बिहार की लाइने हैं। अब इस कम्पनी का ठेका समाप्त होने का समय निकट आ चुका है। मैं जानना चाहता हूँ कि क्या रेलवे मन्त्रालय प्रविष्टि में इस कम्पनी का ठेका प्रागे न बढ़ाने का निश्चय कर चुका है, ताकि सरकार स्वयं इसकी व्यवस्था को सम्भाल सके ?

Shri C. M. Poonacha: These agreements for a review after a period of ten years. Every ten years we review the position, and then we take a decision as to whether we should take over the management or allow the company to run under certain terms and conditions. At the time when the agree-

ment comes up for review, we will look into the question.

Industrial Licensing

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*995. Shri E. Barua:

Shri Tridib Kumar Chaudhuri:
Shri D. N. Patodia:
Shri C. C. Desai:

Will the Minister of Industrial Development and Company Affairs be pleased to state:

(a) whether it is a fact that six new industries have been added to the 'banned list' for the year 1967-68, so far as industrial licensing is concerned;

(b) if so, the names of those industries and the names of industries included at present in that list,

(c) the principles that govern the drawing up of the 'banned list'; and

(d) whether there is any specialised cell or expert agency in the Ministry to study and make recommendations on these matters?

The Deputy Minister in the Ministry of Industrial Development and Company Affairs (Shri Bhanu Prakash Singh): (a) to (d) A statement is laid on the Table of the House. [Placed in Library See No LT-946/67.]

Shri E. Barua: From the statement I find that the dairy machinery is also put in the banned list. Are we to understand that we are self-sufficient?

The Minister of Industrial Development and Company Affairs (Shri F. A. Ahmed): The target has been covered.

Shri E. Barua: Recently it came in the papers that the Birla group of industries were prevented from taking more licences. Is it also because of the policy followed in regard to licensing?