

LOK SABHA DEBATES

1

LOK SABHA

Thursday, July, 12, 1979/ Asadha
21, 1901 (Saka)

The Lok Sabha met at Eleven of the Clock.

[MR. SPEAKER in the Chair.]

ORAL ANSWERS TO QUESTIONS

MR. SPEAKER : Q. No. 61.

श्री रामधारी शास्त्री (पबरोना) : अध्यक्ष महोदय, आज सारे दिल्ली महानगर में पानी नहीं है, जिसकी वजह से सारी जनता में हाहाकार मचा हुआ है। (व्यवधान) आप सरकार से इस बारे में बयान दिलाइये। सरकार को अभी ब्यान देना चाहिए। (व्यवधान)

MR. SPEAKER : I shall take up the matter.

श्री रामधारी शास्त्री : उबने के लिए तो छोड़िये, नहाने के लिए पानी नहीं है।

कामिक संघों द्वारा 'नियमानुसार' काम करने का आह्वान

+

* 61. श्री अमरन्त राम जायसवाल :
श्री को० मालव्या :

क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि कुछ कर्मचारियों द्वारा 'नियमानुसार' काम करना शुरू किये जाने के फलस्वरूप रेलवे की कार्य कुशलता पर प्रतिकूल प्रभाव पड़ा है और इससे गर्मी की छुट्टियों के दौरान यात्रा करने वाले लोगों को काफी कठिनाइयाँ हुई हैं ;

1488 LS—1

2

(ख) यदि हाँ, तो उन कामिक संघों के नाम क्या हैं जिन्होंने 'नियमानुसार' काम करने का आह्वान किया और उन कामिक संघों तथा कर्मचारियों की संख्या कितनी है जिन्होंने मई-जून, 1979 के दौरान 'नियमानुसार' काम किया था और रेलवे के नियमित कार्यकरण में बाधा डाली थी ;

(ग) इन कर्मचारियों ने किन मुख्य मांगों को लेकर 'नियमानुसार' कार्य करना शुरू किया है;

(घ) क्या सरकार ने इस बारे में कोई उपचारात्मक उपाय किये हैं; और

(ङ) यदि हाँ, तो उनका ब्योरा क्या है; और यदि नहीं, तो इसके क्या कारण हैं ?

THE MINISTER OF PARLIAMEN-
TARY AFFAIRS AND LABOUR (SHRI
RAVINDRA VARMA): (a) to (c). A
statement is laid on the Table of the House.

Statement

The All India Railway Employees Confederation, which is an unrecognised body, started a "work to rule" movement on 8th May '79 and withdrew it from 26th May '79. The Confederation consists of the following categorical Associations as its constituents:—

1. Indian Railway Loco Mechanical Staff Association.
2. All India Station Masters' Association.
3. Indian Railway Ticket Checking Staff Association.
4. All India Railway Commercial Clerks' Association.
5. All India Railway Ministerial Staff Association.
6. All India Guards Council.
7. Indian Railway S & T Staff Association.

The Confederation was called for a meeting on 30-4-79 and again for a meeting between 14th and 19th May, but they did not avail of this offer. On 3-5-79 and on 6-5-79, they were also advised in writing to give up their agitational approach. The Confederation did not avail of the offer for meetings and also did not pay heed to the advice to give up the agitational approach. The movement did not have any appreciable effect on the working of the Railways and hardly any Central Trade Union Organisation supported it. It is gratifying to note that the railway staff in general, as well as both the recognised Federations and Bharatiya Railway Mazdoor Sangh did not associate themselves in the agitation.

The main demand of the Confederation is the 6-point charter of demands presented by the railwaymen's representa-

tives before the strike of May '74 including Bonus. The position in respect of the demands contained in that charter is given in the annexure. In addition to these, the Confederation had 39 other demands covering a wide field of conditions of service of railwaymen. The position was explained to them at a meeting on 21-4-79.

During the past 2 years a number of decisions benefiting various sections of railway employees and costing over Rs. 126 crores have been taken through negotiations with the employees representatives

The Confederation has asked for a further meeting and the question of fixing up a date for the meeting is under consideration

ANNEXURE

Position regarding 6-points Charter of Demands

<i>Demand</i>	<i>Position in respect thereof</i>
1. (i) All Railwaymen be treated as industrial workers with full tradeunion rights including the right to negotiate.	1. (i) Already Railway employees are governed by the provisions of the Industrial Disputes Act. However in respect of the terms and conditions of service, they are traditionally treated as Government servants, as basically railways are in the nature of a public service and are run directly by Government because of their social and strategic importance.
1. (ii) The working hours of Railwaymen shall not exceed eight hours per day.	1. (ii) The demand for uniform duty hours of 8 a day for all categories of railway staff working in different conditions irrespective of workload them cannot be accepted. However the Miabhoy Tribunal award on the Hours of Employment of Railwaymen has been accepted with effect from 1-8-1974.
1. (iii) There shall be job evaluation of all railwaymen through a scientific system to be followed by their reclassification regradation with the need based minimum wage for the lowest paid worker.	1. (iii) and (2) : Arising out of the negotiations with the labour prior to May 1974 strike, in which an understanding was arrived at for job evaluation within the frame-work of the Third Pay Commissions' recommendations, a Tribunal consisting of a Neutral Chairman with two labour representatives nominated by the two recognised Federations, and two official side members, has been set up to go into the reclassification of workshop staff and already interim recommendations of the Tribunal received in April '78 were considered by the Ministry and orders for implementation as modified were issued in August, 1978.
2. Pending the completion of job evaluation and reclassification, immediate parity in ages with those of workers in the Central Undertakings viz. HMT, BHEL, HSL, HAL etc.	

Demand

Position in respect thereof

- In so far as parity in wages is concerned the Third Pay Commission observed that fair comparison with private sector or public sector cannot be accepted as a sound basis for fixing the level of wages of Central Government employees including railwaymen. In any case, this is a matter affecting Central Government employees as a whole and no unilateral action can be taken by the Ministry of Railways in so far as railwaymen are concerned. This is also linked with the question of wages, incomes and price policy.
3. Bonus at the rate of one month's wages for the year 1971-72 and 1972-73.
 4. Decasualisation of all casual railwaymen and their confirmation in service with all benefits given to them with retrospective effect.
 5. Adequate and subsidised foodgrains and other essential commodities through departmentally run shops.
 6. All victimisation cases should be withdrawn.
 3. The Government have appointed a Group of Ministers comprising the Dy. Prime Minister and Minister for Finance, Home Minister, Labour Minister, Minister of Industry and Minister of Petroleum, Chemicals and Fertilizers, to consider the recommendations contained in the Report of the study Group on Wages, Incomes and Prices including that on the issue of bonus. The matter is now before the cabinet.
 4. While it is not possible to achieve the ideal stage of complete decasualisation immediately substantial progress has been made in giving regular employment to casual labour. Steps have also been taken to redress the grievances of those who have to continue as casual Labour due to shortage of regular vacancies, etc.
 5. The issue raised cannot be considered by the Ministry of Railways alone since Government has to take a decision covering all Central Government employees.
 6. A number of cases alleged to be victimisation cases were brought to Government's notice in the recent past and they have been looked into, and such action as is necessary and feasible depending upon the merits of each case has been taken.

श्री अन्नतराम जायसवाल : नियमानुसार काम का मतलब है असहयोग और चूँकि इस विभाग का कोई नियम नहीं है कि कौन कितना काम करे इस लिए इस का मतलब है बिल्कुल असहयोग। इससे गाड़ियाँ बिल्कुल ठप्प हैं और मुसाफिरोँ को बहुत तकलीफ हो रही है। लेकिन मंत्री महोदय कहते हैं कि उसका कोई असर नहीं पड़ा है। मैं यह जानना चाहता हूँ कि क्या यह असहयोग आन्दोलन अभी भी चल रहा है। दूसरे, उनकी जो माँगें हैं, उनमें से 1974 के आस-पास की पुरानी माँगें कितनी हैं और उनके बारे में सरकार ने क्या-क्या कार्यवाही की है ?

SHRI RAVINDRA VARMA : Sir, at the moment there is no work-to-rule in any one of the zones of the Railways. The work-to-rule which the hon'ble Member has referred to took place in May and another earlier than that. The Second question that he raised was about the demands for which this 'work-to-rule' was resorted to. In the main body of the answer the statement itself contains an annexure. It gives the main demands put forward by those who went on 'work to rule'.

The hon. Member is quite right when he says that some of these demands relate to the period prior to 1974. Agitation was going on since 1974. And approximately 39 other demands were added to this later on.

The position in regard to each of these main demands has been stated in the annexure itself. Therefore I am not going into them now in detail here.

श्री अनन्तराम जायसवाल : मैंने यह पूछा था कि 74 के घासपास के कौन सी मांगें हैं जिन के लिए घान्दोलन हो रहा है और उनमें अभी तक सरकार किन किन पर कार्यवाही कर चुकी है, यह हम को बता दिया जाय। अभी इस पहले ही सवाल का जवाब नहीं था।

SHRI RAVINDRA VARMA : Mr. Speaker, Sir, a copy of the answer to the main question is already with you. There is an annexure to the statement.

On the left side we have given the demands. On the right side we have given the position in respect of each of these demands. If it is your pleasure, I shall deal with each one of these demands.

MR SPEAKER : You have already put them there. Mr. Jaiswal, they are already there.

श्री अनन्तराम जायसवाल : उस को देखने से यह पता लगता है कि जो मांगें सन् 74 में थीं वह आज भी ज्यों की त्यों बनी हुई हैं। आप जरा गौर से उस अनेक्यचर को देखिए तो पता लगेगा। मैं जाना चाहता हूँ कि क्या आप के मंत्रिमंडल में भी दो राय के लोग हैं। एक कहते हैं कि बोनस दिया जाए और दूसरी राय यह है कि बोनस न दिया जाय जिस से उत्तेजना फैलती है और लोगों को सफर करना पड़ता है ?

SHRI RAVINDRA VARMA : Some of the demands that were raised in 1974 are demands which can be dealt with and decided upon only in the context of a general attitude towards them. Some of these demands have not been settled yet. For instance there is the demand regarding parity in pay. There is a demand that there should be job evaluation on a scientific basis and pending the completion of that job evaluation and reclassification, there should be immediate parity in wages with those of the workers in the Central Undertakings. Now, Sir, these are all matters which do not relate to the Railways alone. Such issues have to be decided as a matter of policy as these relate not only to the Railways but other departments of the Government as well. It is therefore obvious that a decision has to be taken in the overall context. Therefore, in the case of some demands like the job evaluation and reclassification and parity of pay with the public sector undertakings and even decasualisation and so on, these are all demands which affect many departments of the Government and the question has to be decided upon in the overall context. Therefore we are to arrive at a judicious decision.

Now I will answer the second part of his question.

श्री अनन्तराम जायसवाल : 74 में पूरा रेलवे ऐडमिनिस्ट्रेशन ठप्प होने को हो गया था और उस वक्त समझौता हुआ था। तब से छः साल बीत गए, अभी तक कुछ नहीं हुआ।

SHRI RAVINDRA VARMA : As the hon. Member is well aware of all that has happened after 1974, it is not necessary for me to recount all that happened after 1974. The second part of his question related to bonus. He referred to the attitude of different ministers in the cabinet on the question of bonus. It is for the Cabinet to take decisions and who holds what views and so on is a different thing altogether. So far as decision of the Cabinet is concerned, no decision has been taken in the matter, and when there will be a decision, it will be no split decision.

SHRI KRISHNA CHANDRA HALDER : I would like to know from the Minister as to what is the total number of employees and workers who resorted to 'work to rule'. What is the percentage of long distance mail and express trains which reached their destinations late. Regarding the bonus issue, now the Cabinet Sub-Committee is considering this bonus question. I would like to know when this decision regarding granting of bonus to the railway employees will be decided upon by the Cabinet. I want to have a categorical answer from the hon. Minister.

SHRI RAVINDRA VARMA : Sir, the first part of the hon. Member's question relates to the delays that were occasioned as a result of the work to rule as well as the impact that it had on the services of the railways. Out of 9 zones of the railways, 8 zones were comparatively free from the impact of the work to rule. Services in the Southern, South-Central and South-Eastern zones were normal. The impact on the Central, North-Eastern, North-Frontier, Northern and Western Zones was marginal and insignificant. The only zone in which there was a real effect was the Eastern Zone where 22 passenger trains were cancelled and 48 passenger trains suffered delay and detention. Now, I would like to point out, so that this may be understood in the overall context of the problem, of the size of the dimension of the problem, that during these days for which there was work to rule in May 1,08,000 passenger trains were actually running. Out of this number, which ran during those days, only 22 were cancelled and 48 had suffered detention.

About the bonus, he wanted to know the specific dates by which the decision would be taken. I can only say that it will be taken as soon as possible.

SHRI A. K. ROY : I wonder why there should be any difficulty and dislocation if some body works according to rule. That is the wonderful part of it because in Dhanbad I have seen that the Chief Safety Officer had suspended 30 safety rules to keep the train going. that means we should presume that the trains are running while the workers work against the rule. That is the point I wanted to stress on. The rules have become obsolete and the arrangement had become such that if an employee works strictly according to the railway rules, trains cannot move. Of course, bonus issues and other issues are there. But if the arrangements are such that safety rules cannot be enforced in running the trains, then the whole thing should be looked into. Now, a number of employees have been victimised due to work to rule movement. I would like to know whether the Minister knows the number of employees who have been victimised and whether the Minister will reconsider those cases in view of the fact that now the situation is normal.

SHRI RAVINDRA VARMA : The hon. Member believes that delays are caused by the rules being obsolete. This is a matter which should be looked into. But it is very clear that work to rule is often resorted to as a means of circumventing a situation which may be described as a strike. My hon. friend is well aware of the methods that are employed in the pursuit of the demands that the unions put forward. I do not have, therefore, to explain to him the uses to which such agitations as work to rule are put. Nor do I think the questions called for has an occasion in which I should enter into the debate. But as far as the effect of the work to rule in the railways is concerned, I have already tried to point out that the impact on the running of trains was marginal and confined to one zone.

About victimisation. I can say none was penalised for working to rule. But those who tried to hamper the movement of trains or indulged in sabotage etc were punished and will be punished.

SHRI A. K. ROY : I wanted to know the number of employees victimised.

SHRI RAVINDRA VARMA : In the case of one "work to rule" agitation action had to be taken against a number of employees. Against 147 persons, action such as break-in service had to be taken and wage cut was imposed in 280 cases. Action was initiated for imposing penalties in 39 cases.

Minor penalties were imposed on three cases and fifteen employees have been suspended and ten have been transferred and as a result of the demonstration of the Government's will to ensure that passenger and goods traffic are not hampered by such subterfuges as work-to-rule, there has been improvement in the functioning of the railways in general.

SHRI C. K. CHANDRAPPAN : In the last part of the statement it is stated that in addition to these six-point charter of demands, the Confederation had 39 other demands covering a wide field of conditions of service of railwaymen and the position was explained to them at a meeting on 21st April, 1979. I would like to know whether it was merely explained to them or any action has been taken on their 39 other demands. In that case what are the decisions based on which action has been taken by the Government. Shri Halder wanted to know the date on which the bonus question will be decided. I am not interested in knowing the date. I would only like to know, what exactly will be the attitude of the Government in regard to this question because different Cabinet Ministers have come out with different views publicly. The Minister of Industry who was the leader of the railwaymen in 1974 strike said that he was even prepared to leave the Cabinet if bonus was not given to railwaymen.

MR. SPEAKER : What is the question?

SHRI C. K. CHANDRAPPAN : I am just reminding the Minister through you, Sir. Then there is another very important Minister, the Deputy Prime Minister who said that no bonus would be given to anyone.

PROF. P. G. MAVALANKAR : Which Deputy Prime Minister senior or junior?

SHRI C. K. CHANDRAPPAN : One of them, Shri Charan Singh. I do not know what is the attitude of his Ministry, the Labour Ministry. In this situation, it will be good if the Minister can enlighten the House as to what is the overall approach of the Cabinet to this question, whether it is representing both the views, one will resign and the other will not allow it.

SHRI RAVINDRA VARMA : The first part of the hon. Member's question refers to the other demands of the Confederation. I would like to say that this All-India Employees' Confederation which gave the call for the work-to-rule, starting on the 8th May and ending on 26th May is an unrecognised trade union. Even so, the Railway Ministry is having informal discussion with them on their demands and the Railway Ministry has

already held many discussions with them. Practically, it can be said that every six months there will be discussion with this Confederation. In the month of December and again in the months of January and April a series of meetings were held with them at which various demands were discussed, but some how or the other, to wards the end of April, the Confederation took an understandable attitude and declined to attend meetings to which the Ministry invited them. They declined to attend the meeting convened on 30th April. Subsequently a letter was sent to them asking them to attend the meeting on 19th again they were asked to come to a meeting between 14th and 19th but they declined to accept all these invitations from the Ministry and come for negotiations. After the withdrawal of the work-to-rule, they have asked for another date for discussions and the Ministry has informed them that in principle, the Ministry is willing to have a discussion and a date has to be fixed.

Among the main demands out of the 39 demands which the Confederation has put forward are the demands like cases of victimisation and penal transfers to be cancelled, bonus decision should be made within a time limit, their should be removal of disparity caused by grant of loyal increments in connection with the strike of May, 1974, there must be revision of scales of pay for a number of categories, time-scale promotions should be introduced in all grades and negotiations facilities should be given at all levels. These are the main subsidiary demands.

MR. SPEAKER : What is your attitude to the question of bonus ?

SHRI RAVINDRA VARMA : The attitude of the Government is crystalized in a decision. What the country, House and the workers are concerned with, is the decision and not the preliminary cogitation.

SHRI SAMAR MUKHERJEE: I know the details of this background. About what the Minister is replying he has no direct knowledge. He is replying on the basis of the notes. The decision for work-to-rule was taken in February, at the Secunderabad convention. I attended that convention, and the work-to-rule started on 8th May. There was a long gap. If Government had wanted to avoid it, they could have discussed and come to some settlement. From the statement, you can see that on 21st April, there was a meeting. After that meeting, the reaction of the leaders was this. Particularly, their General Secretary met and told me that a Member of the Railway

Board met them. The attitude of the Government was that no demand could be fulfilled. That was their reaction. Actually what language was used, I did not know. And they insisted on the question of withdrawal of victimization cases. If that had been done, this work-to-rule could have been avoided. I had talks with the Ministers also. I told them: you give some assurance, so that this can be avoided. But there was no assurance given.

Ultimately, the workers boycotted that meeting of the 30th. The Confederation was called for a meeting on 30th April and again for a meeting. You note the dates. Again for a meeting on 14th May. Their decision for work-to-rule was from 8th May. It was the date of the anniversary of the historic Railway Strike of 1974. So, what does calling them for a meeting on 14th May mean? The Railway Administration is not prepared to concede the demands. It was utter negligence expressed by the Railway Administration.

MR. SPEAKER : You are making a criticism, and not putting a question.

SHRI SAMAR MUKHERJEE : Because I know all these developments. That is why I am telling them : even after the withdrawal of the work-to-rule, the position stands as it is. So unless this question of victimization is immediately solved, they are thinking in terms of again going into action. That is why I ask the Minister to give an assurance here and clarify whether their immediate demands would be conceded or not.

SHRI RAVINDRA VARMA : My hon. friend referred to the history of the negotiations, and the threat and the execution of the threat to go on work-to-rule. And he said he was personally aware of it, since he was present when the decision was taken. I must admit I was not present when the decision was taken. But he said that an assurance was asked for, and it was not given. It is very difficult for any Government or any negotiating party, when 39 demands are put before them and they are asked to give an assurance on the spot. If matters were so simple, there need be no negotiations at all and if you made demands and say that they must immediately say "yes" or "no" then it is like making a demand and asking for its immediate acceptance.

SHRI SAMAR MUKHERJEE : I am talking about immediate demands.

SHRI RAVINDRA VERMA : Whether it is a negotiation, or dictation—I do

not know. My hon. friend took objection to the choice of the day, viz. 14th May because that was the date of the anniversary of the ... (Interruptions)

SHRI SAMAR MUKHERJEE: 8th May was the date of the anniversary. On that day, the historic strike of 1974 was started. From that date, they decided to go on work-to-rule. But the meeting was called for the 14th May. That shows the Railway Administration was not willing to come to a settlement.

SHRI RAVINDRA VARMA: No; it does not show that. I must, at the cost of repetition, remind the House that I said that there was a meeting with this Federation on the 20th and 21st December, in spite of the fact that this was not one of the two recognized federations. Then there were special meetings for the discussion of these demands with them on the 11th and 31st January and on the 21st April. (Interruptions) If the Government was not anxious for negotiations, if there was no inclination on the part of the Government (Interruptions) to undertake negotiations with the genuine spirit of finding a solution, then Government need not have had discussion with them on the 11th and 31st January and again on 21st April. Then, when it was found that no progress was being made, or no solution had been reached, then again there was a suggestion for a meeting on 30th April. 30th April is not the 8th of May. They were requested to come for a meeting on the 30th of April for which they raised objections saying that they had organisational work etc.

हिन्द महासागर को शान्ति क्षेत्र बनाना

* 62. श्री सुरेन्द्र विक्रम :
डा० विजय मण्डल :

क्या बिरोध मंत्री यह बताने की कृपा करेंगे कि :

(क) हिन्द महासागर को शान्ति क्षेत्र बनाने के लिए सरकार ने क्या प्रयत्न किए हैं ;

(ख) विश्व की बड़ी शक्तियों के इस बारे में क्या विचार हैं और उन्होंने इस संबंध में क्या सहायता की है; और

(ग) क्या यह सच है कि संयुक्त राज्य अमेरिका इस पर सहमत नहीं है और इस क्षेत्र में सवातार युद्ध शीत और अन्त्य शस्त्र एकत्रित कर रहा है ?

बिरोध मंत्री (श्री अटल बिहारी वाजपेयी) :

(क) हिन्द महासागर के अधिकांश तटवर्ती और पश्चिम राज्यों के साथ हिन्द महासागर को शान्ति

का क्षेत्र बनाने का भारत समर्थन करता है। भारत ने अन्तर्राष्ट्रीय मंचों पर इस प्रस्ताव को कार्यान्वित करने का निरन्तर प्रयत्न किया है जिनमें संयुक्त राष्ट्र संघ, गूट निरपेक्ष राष्ट्रों की बैठकें तथा द्विपक्षीय बातचीत भी शामिल हैं। हम तटवर्ती और पश्चिम राज्यों के सम्मेलन में सक्रिय रूप से भाग ले रहे हैं जो इस समय हिन्द महासागर से सम्बद्ध संयुक्त राष्ट्र तटवर्ती समिति के तत्वावधान में हो रहा है।

(ख) संयुक्त राज्य अमेरिका और सोवियत समाजवादी गणतंत्र संघ दोनों ने ही जून 18 को त्रिएना में साल्ट-11 करार पर हस्ताक्षर करने के समय हिन्द महासागर में अस्त्र परिसीमन के विषय में द्विपक्षीय बातचीत को फिर से शुरू करने के अपने इरादे की पुनः पुष्टि की।

इस समय ये दोनों देश पर्यवेक्षकों के रूप में हिन्द महासागर के तटवर्ती और पश्चिम राज्यों के सम्मेलन में भाग ले रहे हैं। दोनों देशों ने प्रस्ताव के कतिपय पक्षों पर सहमति व्यक्त की है तथा इसके कुछ विषयों पर उन्होंने कोई प्रतिनिधिया व्यक्त नहीं की है।

चीन के प्रतिनिधि ने इस प्रस्ताव का समर्थन किया है लेकिन फ्रांस के प्रतिनिधि ने यह मत व्यक्त किया कि "शान्ति क्षेत्र" की अवधारणा सुस्पष्ट नहीं है और अन्तर्राष्ट्रीय धरातल पर इसे स्वीकृत नहीं मिली है।

(ग) उपर्युक्त सम्मेलन में संयुक्त राज्य अमेरिका के प्रतिनिधि ने कहा कि वे शान्ति क्षेत्र के प्रस्ताव के अन्तर्गत बड़ी शक्तियों की उपस्थिति को समाप्त करने की अवधारणा को स्वीकार नहीं करते। यद्यपि इस आशय के समाचार मिले थे कि संयुक्त राज्य अमेरिका इस क्षेत्र में अपनी सैनिक उपस्थिति को बढ़ाने के प्रस्ताव पर विचार कर रहा है लेकिन अभी तक इस सम्बन्ध में कोई निर्णय नहीं लिया गया लगता।

श्री सुरेन्द्र विक्रम : बंगला देश की लड़ाई के समय अमेरिका ने हिन्द महासागर में अपना सेबैज फ्लीट भेज दिया था। आज भी वही जहाजी समुद्री बेड़ा और अमेरिकी बेड़ा वहां है और उपद्रव मचा रहा है। मैं पूछना चाहता हूँ कि आपने कौन से ऐसे प्रयत्न किए हैं सिक्योरिटी काउंसिल से या यू एन से मंडेट इश्रा कराने के ताकि इसको शान्ति का क्षेत्र घोषित किया जा सके ?

श्री अटल बिहारी वाजपेयी : हिन्द महासागर को शान्ति का क्षेत्र बनाने का प्रस्ताव यू एन का प्रस्ताव है। प्रायः सभी तटवर्ती देशों का उसे समर्थन प्राप्त है। इस समय एड् हाक कमेटी के तत्वावधान में यू एन में इस बारे में बैठक हो रही है। लेकिन यह बात साफ है कि बैठक में संयुक्त राज्य अमेरिका ने जो कुछ कहा है