

# LOK SABHA DEBATES

(Eighth Session)



PARLIAMENT LIBRARY  
No. 105, 4 (2) 2  
18. 12. 82

*(Vol. XXVIII contains Nos. 41—47)*

LOK SABHA SECRETARIAT  
NEW DELHI

Price : Rs. 4.00

# CONTENTS

**Seventh Series, Vol. XXVIII Eighth Session 1982/1984 (Saka)**

*No. 41, Thursday April 22, 1982/Vaisakha 2, 1904 (Saka)*

COLUMNS

## Oral Answers to Questions:

\*Starred Questions Nos. 820 and 825 to 830 . . . . . 1-33

## Written Answers to Questions:

Starred Questions Nos. 821 to 824 and 831 to 837 . . . . . 33-43

Unstarred Questions Nos. 8998 to 9042, 9044 to 9133 and 9135 to 9231 . . . . . 43-285

Papers Laid on the Table . . . . . 285-89

## Calling Attention--

Reported discovery of Air Force rockets in lime stone wagons for Bokaro and in coal wagons at Nagalia Sadat and in Gaya, and Seizure of explosives at Dhanbad . . . . . 289-305

Shri Bhogendra Jha . . . . . 289-90, 292-95, 303-304

Shri R. Venkataraman . . . . . 290-92, 296-300

Shri Nawal Kishore Sharma . . . . . 300-303

## Business Advisory Committee

Twenty-Ninth Report . . . . . 305-308

## Matters Under Rule 377--

(i) Opening of a construction office to expedite Railway projects in Orissa :

Shrimati Jayanti Patnaik . . . . . 308

(ii) Delay in repair of the steps of Qutab Minar :

Shri Tariq Anwar . . . . . 309

(iii) Steps to arrange more power for Rajasthan from adjoining States :

Shri Virdhi Chander Jain . . . . . 310

---

\*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.

(iv) Central assistance for construction of Palana Thermal Power Project in Rajasthan :	
Shri Ashok Gahlot . . . . .	311—312
(v) Setting up of a T.V. Centre at Kodaikanal in Tamil Nadu :	
Shri Cumbum N. Natarajan . . . . .	313
(vi) Need to continue Public Health Care Scheme in Bihar :	
Prof. Ajit Kumar Mehta . . . . .	314
(vii) Location of a gas based fertilizer factory at Shamgarh or Nagda in Madhya Pradesh :	
Shri Satyanarayan Jatiya . . . . .	315
Finance Bill, 1982 . . . . .	315—434
<b>Motion for consideration</b>	
Shri Pranab Mukherjee . . . . .	315—22
Shri Somnath Chatterjee . . . . .	323—43
Shri Jaideep Singh . . . . .	343—50
Shri Harish Rawat . . . . .	350—56
Shri Sontosh Mohan Dev . . . . .	356—61
Shri Kamaluddin Ahmed . . . . .	361—66
Shri Ashfaq Hussain . . . . .	366—74
Shri Keyur Bhushan . . . . .	374—80
Shri Sundar Singh . . . . .	380—88
Shri K. Mayathevar . . . . .	389—95
Prof. Satya Deo Singh . . . . .	395—401
Shri Girdhari Lal Vyas . . . . .	401—10
Shri Kamal Nath Jha . . . . .	410—16
Shri G.L. Dogra . . . . .	416—25
Shri Shivkumar Singh Thakur . . . . .	425—34
Shri Krishan Datt Sultanpuri . . . . .	434

# LOK SABHA DEBATES

## LOK SABHA

Thursday, April 22, 1982/Vaisakha 2,  
1904 (Saka)

The Lok Sabha met at Eleven of the  
Clock

[MR. SPEAKER in the Chair]

### ORAL ANSWERS TO QUESTIONS

अध्यक्ष महोदय : एसा लगता है कि माननीय सदस्यों का यहां आने का विचार नहीं था ।

संसदीय कार्य तथा निर्माण और आवास मंत्री (श्री भीष्म नारायण सिंह) : लोग कहते हैं कि इतना लम्बा सेशन चलता है, इसलिए एसा होता है ।

SHRI SAMAR MUKHERJEE: The mood is for holiday.

MR. SPEAKER: It looks like that. Mr. Arjun Sethi.

### Stateless Indians in Malaysia

\*820. SHRI ARJUN SETHI: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether it is a fact that there are a number of People of Indian Origin in Malaysia who have not acquired Malaysian citizenship;

(b) if so, their number;

(c) whether Government are aware that Stateless Indians in Malaysia are experiencing certain difficulties in coming to India;

(d) whether Indian Government have received any representation from these people of Indian origin regarding some difficulties being experienced by them; and

(e) if so, what steps Government have taken to persuade the Malaysian authorities to issue re-entry visas to such stateless persons for at least a period of one year and not for six months as at present?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI P. SHIV SHANKAR): (a) and (b). People of Indian origin in Malaysia total about 1.3 million. Of these, around one million, have taken up Malaysian citizenship. Of the remainder, the larger number are Indian citizens, with stateless persons of Indian origin believed to be approximately between twenty thousand and forty thousand.

(c) and (d). It has been represented to the Estimates Committee of Parliament that the stateless persons of Indian origin in Malaysia experience certain difficulties, in the matter of restrictive issue of travel documents, the limited period of their re-entry permits of six months and in registration with police on arrival in India, as well as when they move from place to place in India.

The Estimates Committee of Parliament considered these difficulties and submitted the report to the Lok Sabha on March 29, 1982 with certain recommendations for consideration by the Government which have been receiving the Government's active consideration.



(e) Since 1st November, 1981, the Malaysian authorities are issuing re-entry visas for period of one year to all persons with right of permanent residence in Malaysia irrespective of their national status. Our Mission in Kuala Lumpur has now confirmed from the Malaysian authorities that in actual practice stateless persons will also be granted re-entry visas for one year.

SHRI ARJUN SETHI: As the hon. Minister has stated, the Estimates Committee had gone into the problems of the Stateless Indians in Malaysia. While appearing before the Committee, Secretary, Ministry of External Affairs has assured the Committee that the cumbersome procedure for registration, entry into India and also the police verification would be simplified in consultation with the Ministry of Home Affairs. This assurance had been given by Secretary, Ministry of External Affairs before the Committee. In this context may I know from the hon. Minister, whether any decision has been taken in this regard? If so, have the procedure been simplified?

SHRI P. SHIV SHANKAR: The matter has been taken up with the Ministry of Home Affairs and the decisions of the Home Ministry in this regard are awaited.

SHRI ARJUN SETHI: Another problem which was looked into by the Estimates Committee was with regard to the harassment caused to the Indian women for undergoing pregnancy test, and deposit of five hundred dollars for a stay of three months with their husbands. This was pointed out by this Committee. Has the Ministry taken up this matter with the Malaysian authorities, so that this deplorable practice is done away with?

SHRI P. SHIV SHANKAR: So far as the Indian Mission is concerned, it

has been taking up the problems from time to time with the Malaysian Government.

As regards the report and recommendations of the Estimates Committee, that is still under study and after the study is completed, action will be taken in pursuance thereof.

MR. SPEAKER: Q. 821—Shri Anantha Ramulu Mailu—Not present. Q. 822—Shri A. Neelalohithadasan Nadar—Not present. Q. 823—Shri Ramanna Rai—Not present. Q. 824—Shri V. Kishore Chandra S. Deo—Not present. One hat-trick completed.

**Amount invested in Karnataka, Maharashtra and Kerala for railway lines.**

\*825. SHRI D. K. NAIKAR: Will the Minister of RAILWAYS be pleased to state:

(a) what is the total amount of Budget of the Railways invested in Karnataka during the last three years for the development of Railway lines and that in Maharashtra and Kerala;

(b) whether Government are aware that the allocation of budget in Karnataka is not in proportion to that of Kerala and Maharashtra;

(c) if so, what are the reasons; and

(d) if the development of Railway lines in Karnataka is not at par with that of Kerala and Maharashtra what steps Government propose to take with a view to bring about parity?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFAR SHARIEF): (a) to (d). A Statement is laid on the Table of the Sabha.

#### Statement

Investment decisions in the matter of provision of new lines and gauge conversions of existing lines are not based on a State-wise or Region-wise concept. These are based on various

factors such as traffic offerings in the area, expected industrialisation of the area, anticipated growth in the Agricultural produce etc. and above all the financial viability of the project. Therefore, maintenance of parity between States as suggested is not feasible. The statement at Annexure-A indicates the total cost, expenditure

incurred upto 31-3-82 and the outlay for 1982-83 in respect of new line and conversion projects approved for the States of Karnataka, Maharashtra and Kerala during 1979-80, 1980-81 and 1981-82. It may be pointed out that the allocations are made according to the needs of the Railways and not on State-wise considerations.

## ANNEXURE A.

(Rs. in Crores)

Sl. No.	Name of project and year of inclusion	State	Latest cost	Expen. upto 31-3-82	Outlay for 1982-83
1	Ernakulam-Alleppy new line (1979-80)	Kerala	16.47	2.87	3.00
2	Chitradurg-Rayadurg new line (1981-82)	Karnataka	20.20	0.10	0.30
3	Mysore-Bangalore conversion (1979-80)	Karnataka	27.60	2.70	0.50
4	Dharmavaram-Bangalore city including Guntakal-Dharmavaram conversion (1972-73)	Karnataka/ Andhra Pradesh	27.60	2.70	0.50
5	Bringing Old Madhavnagar on main line (1980-81)	Maharashtra	2.25	.0002	0.05
6	Divya-Vasai Road new line (1972-73)	Maharashtra	29.50	11.49	2.97
7	Apta-Roha new line (1978-79)	Maharashtra	15.01	10.63	1.00
8	Wani-Pimpalkuti-Chanaka new line (1973-74)	Maharashtra	8.5	4.55	2.50
9	Manmad-Parbani-Parli-Vaijnath conversion (1973-74)	Maharashtra	70.00	1.50	0.45
10	Manikgarh-Chandur new line (1979-80)	Maharashtra	7.26	0.73	1.00
11	Miraj-Sangli Restoration (1980-81)	Maharashtra	2.37	.0002	0.05

SHRI D. K. NAIKAR: From the statistics given by the hon. Minister, it is apparently clear that the allocations in the Railway Budget in respect of Maharashtra State are much higher as compared to those in Karnataka State. The criterion indicated by the Minister himself is not based on rational thinking. Because, he said,

there is no expected development in the industrial area and there is no traffic, money allocation is less than that in Maharashtra. May I know from the Hon. Minister whether he is aware that more industries have been coming up there and the traffic is much more than it is in any other State? What steps is he going to take

to lay new lines and develop the broad-gauge?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): Sir, within the three years, one new line has been taken up in Karnataka and one conversion of line has been taken up there. The new line is from Chitradurg to Raidurg and the conversion of line is from Bangalore to Mysore.

Now, so far as comparison of allocation to Karnataka and Maharashtra is concerned, only three lines have been taken up within these three years in Maharashtra i.e. one from Manigarh to Chandur, second to bring Madhavnagar on the main line and the third one is from Miraj to Sanghli. These are the only three line projects which have been taken up in these three years. Their allocation is also meagre.

Yes, of course, the Railway keeps in view while taking up the projects the basic factors of industrialisation and augmentation of agricultural produce, including the profitability. As already mentioned the original cost for laying the new line from Chitradurg to Raidurg was Rs. 20.27 crores and for conversion of Bangalore to Mysore line was estimated to be Rs. 27.60 crores. The present outlay for 1982-83 is about Rs. 30 lakhs for the new line from Chitradurg to Raidurg and for the conversion it is about Rs. 50 lakhs.

SHRI D. K. NAIKAR: Sir, this is not the real answer which I expected from the Hon. Minister. The Minister comes from Andhra Pradesh and keeps on moving from Karnataka every now and then. He knows in Kerala there is broad-gauge, in Maharashtra there is broad-gauge, but here in Karnataka there is not even a single broadgauge line. Therefore, why has this attitude is not developing the railway line in

Karnataka taken place? Why is the Government not thinking to propose a broad-gauge from Guntur to Miraj and from Bangalore to Miraj? This I categorically want to know from the Hon. Minister.

MR. SPEAKER: Is it a question or a threat?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI P. SHIV SHANKAR): Sir, he is the son-in-law of Karnataka.

SHRI MALLIKARJUN: Sir, I appreciate the spirit of the Hon. Member as to why we should not convert all the existing metre-gauge into broad-gauge. But we all are aware of the constraints of funds and lack of funds allocation in the Sixth Plan period itself. For these line capacity works (including gauge conversion) only Rs. 480 crores have been allocated in the Planning period by the Planning Commission. Of these Rs. 290 crores have already been utilised for the works in hand and we are left with Rs. 1900 crores for all such work and so on and so forth. This is the main reason for our liability for the immediate conversion as we desire to see it done in the entire country.

SHRI S. B. SIDNAL: Sir, may I know whether the Railways are for developed States or for development? May I know whether all the railway lines for conversion are only dependent on the agricultural produce and industries or cement or whatever it is? What the Minister has stated now is contradicting his own statement. Therefore, I would like to know categorically from the Hon. Minister at least this. Is there any proposal before the Government for conversion of railway lines in Karnataka in so far as you compare this thing to other States in the South?

**SHRI C. K. JAFFER SHARIEF:** Sir, I think the Hon. Member are fully aware that the Mangalore to Miraj line has already been taken up for updating the survey for conversion from metre-gauge to broad-gauge. From Miraj to Hubli, the South-Central Railway has already completed the updating of the survey and the report is awaited. From Bangalore to Hubli it is awaited. Once it comes, then we will process it and send it to the Planning Commission, after proper examination, if considered justified. As my colleague has already said, financial constraints are the main factor. It all depends upon the Planning Commission and the availability of funds.

**SHRI D. K. NAIKAR:** Sir, only one clarification.

(Interruptions)\*\*

**MR. SPEAKER:** No, Mr. Naikar. Not allowed. I do not know whether Mr. Sethi and his colleagues have been impressed by your vehemence, but I have been.

**Medicines destroyed by Red Cross Society**

\*826. **SHRI NIHAL SINGH:**

**SHRI RAM SINGH SHAKYA:**

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that every year costly medicines worth of lakhs of rupees are being received by Indian Red Cross Society from foreign donors or from sister societies; and

(b) is it a fact that there is great shortage of costly medicines and such medicines of foreign make are being destroyed by Indian Red Cross Society as it could not utilise the same within the expiry period?

**THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI KUMUD-BEN M. JOSHI):** (a) and (b). The Indian Red Cross has received consignments of essential drugs from sister Societies abroad and other foreign donors generally on occasions of major calamities. At times, shortages of specific brands of some essential drugs have been reported from different places in the country. However, in several of these cases equivalent products are available. No costly medicine has been destroyed by the Indian Red Cross Society. Certain vaccines could not be utilised because the stocks were received when only one month of shelf life was left and some quantity was returned from the field unutilised after the expiry date.

**श्री निहाल सिंह :** अध्यक्ष महोदय, इन्होंने जो जवाब दिया है उस पर विश्वास नहीं हो रहा है, क्योंकि एमो ही मवाल हमने 13 मार्च, 1982 को पूछा था कि क्या यह सच है कि इंडियन रेड क्रॉस सोसाइटी की दिल्ली ब्रांच प्रत्येक महीने पहले शनिवार को उस कपड़े की बिक्री करती है जो उसे विदेशों से उपहार के रूप में प्राप्त होता है? तो इन्होंने उत्तर दिया कि नहीं। और मेरे पास दो रसीदें हैं जो कपड़ा बेचा गया। एक है इंडियन रेड क्रॉस सोसाइटी, दिल्ली ब्रांच की थिफ्ट शोप की रसीद दिनांक 26-10-1981 और दूसरी रसीद है 2-4-1982 की। यह पक्की रसीदें हैं। और यह उत्तर देते हैं कि नहीं। और यहां बेचा गया। तो यह रसीदें सही हैं या जो उत्तर दिया गया है वह सही है? फिर एमो ही उत्तर दिया कि नष्ट नहीं की जाती है, जब कि मुझे मान्म है कि नष्ट की जाती है। तो मैं मंत्री महोदय से जानना चाहता हूँ कि कि कुछ ऐसी औषधियाँ जिन पर डेंट ऑफ एक्सपायरी नहीं रहती हैं उन औषधियों का आगे क्या करते हैं?

**THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI B. SHANKARANAND):** The first question

which the hon. Member has asked, has nothing to do with the medicines that are destroyed, or should be destroyed. I have nothing to say about it.

About the second question, we have said that some medicines should have been destroyed after the expiry dates. And in 1979, in the case of a medicine that is TAB, out of 65,750 doses which arrived in October, 1978 bearing the expiry date of November 1978, 19,750 doses—could not be utilized because any medicine of this type is to be utilised before the expiry date. And if, out of the shelf life of this medicine, only one month was left when the consignment arrived in this country, naturally it could not be utilized. Under these circumstances, such medicines are to be destroyed.

**श्री निहाल सिंह :** अध्यक्ष महोदय, मैंने पूछा था वहत मी एसी दवाइयां हैं जिन पर डेटे आफ एक्सपायरी नहीं होती है, उनका आप क्या करते हैं ?

**अध्यक्ष महोदय :** वह एक्सपायर नहीं होती ।

**SHRI B. SHANKARANAND:** Naturally, a medicine or a vaccine which does not bear an expiry date on its vials cannot be utilized, unless its efficiency is tested.

**श्री निहाल सिंह :** अध्यक्ष महोदय, जितनी दवाइयां बाहर से आती हैं हवाई अड्डे पर वह वहां सालों पड़ी रह जाती हैं और भेजे नहीं पाते हैं । और जब भेजते भी हैं तो उनकी डेटे खत्म हो जाती है । तो जो ही वह दवाइयां आते उनको जल्दी में जल्दी विभिन्न प्रान्तों को भेज दिया जाए, एसी व्यवस्था आप करेंगे ?

**SHRI B. SHANKARANAND:** The hon. Member is under the impression that the moment the consignment comes the very same consignment can be immediately despatched. Despatching of consignments of medicines depends on the requirements and the de-

tails of requirements of each State, and the areas affected by the calamity. It cannot be done as the hon. Member thinks.

**श्रीमती कृष्णा साहू :** एक सप्ते के मुताबिक 118 मिलियन बच्चे हमारे देश में गरीबी रेखा के नीचे जी रहे हैं । उन अंडर नरिशड बच्चों के लिये रेडक्रॉस सोसाइटी द्वारा जो विदेशी दानकर्ताओं एवं सहयोगियों से दवाएं प्राप्त होती हैं, उन औषधियों का हमारे प्रखंडों, औषधालयों में देहातों में वितरण के लिये भंजा जाता है, लेकिन उनका समय पर वितरण नहीं होता है । क्या मंत्री महोदय इसके लिये कोई विशेष प्रयत्न करेंगे कि वह दवाएं बर्बाद न हों और वह अंडर नरिशड बच्चों को समय पर मिल जाया करे ?

**SHRI B. SHANKARANAND:** The hon. member has not confined to the main question. It refers to the question of medicines received by the Red Cross Society and despatched to the States concerned.

**श्री राजनाथ सोनकर शास्त्री :** हमारे देश में वर्ल्ड हेल्थ ऑर्गनाइजेशन, रेडक्रॉस सोसाइटी और दूसरी विभिन्न संस्थाओं से काफी मात्रा में दवाएं आती हैं, परिवार नियोजन संबंधी और इसके साथ ही साथ बच्चों के सम्बन्ध में । यह दवाएं गांवों में बच्चों के लिये और उसके साथ-साथ बच्चों के लिए भेजी जाती है । स्वास्थ्य केन्द्रों में ये दवाएं भेजी जाती हैं, जहां से प्राथमिक चिकित्सा केन्द्र के लोग और स्टाफ के लोग वितरित करते हैं ।

जो दूरदराज के प्राथमिक स्वास्थ्य केन्द्र हैं वहां पर यह दवाइयां जाती हैं, उसमें कुछ एक्सपायरी डेट्स वाली दवाएं होती हैं जो रीफ्रिजरेटर बगैरह के अभाव में ख़त्म हो जाती हैं, या उनकी उपयोगिता समाप्त हो जाती है । वहां पर जो गरीब और शोषित वर्ग के लोग होते हैं, क्या उनको दवाएं वितरित करने में कोई भेद भी किया जाता है ?

**SHRI B. SHANKARANAND:** I have no information as to the receipt of something which concerns the family

planning programme of this country which has been received by the Red Cross Society. So, on this part of the question, I cannot answer. As regards the discrimination which they allege to be existing in various health centres of the country, if the hon. member brings to my notice any such discrimination has been committed, I shall severely take action.

श्री राजनाथ सोनकर शास्त्री : रेफ्रिजरेटर और दूसरे उपकरण जो प्राथमिक स्वास्थ्य केंद्रों पर नहीं और इसकी वजह से दवाएं एकमपायर कर जाती हैं, क्या सरकार की ओर से कुछ ऐसे प्रावधान बनाए गए हैं या सरकार ऐसा सोच रही है कि वहाँ दवाओं को सुरक्षित रखने के लिये रेफ्रिजरेटर और अन्य उपकरण भेजे जायें?

SHRI B. SHANKARANAND: To maintain a refrigerator in its effective functioning, we need electricity and power; without it, we cannot run any refrigerator. So, under these circumstances, there are cases where certain medicines which could not be used go beyond the expiry date.

श्री राजनाथ सोनकर शास्त्री: ऊर्जा मंत्री वरगबर यह कहते हैं कि हमने हिन्दुस्तान के मारगे गांव में बिजली पहुंचा दी।

अध्यक्ष महोदय : ऐसा कहीं नहीं कहा है।

#### Safety Monitoring Teams

\*827. SHRI BALKRISHNA WASNIK: Will the Minister of RAILWAY be pleased to state:

(a) whether Government have appointed two Safety Monitoring Teams to suggest safety measures;

(b) when these safety teams were set up;

(c) the number of divisions toured by them;

(d) whether they have suggested any safety measures so far;

(e) the salient features thereof; and

(f) the extent to which these safety measures have been implemented.

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) to (f). A statement is laid on the Table of the Sabha.

#### STATEMENT

(a) Two High Level Safety Monitoring Teams of railway officers have been appointed to monitor adherence to the safety provisions on Railways.

(b) These teams were constituted on 2.2.82.

(c) 44 (Forty Four).

(d) to (f). The main thrust of the functioning of these teams is to ensure that measures to improve safety consciousness amongst railway staff and officers are ensured. For this, the teams are carrying out extensive inspections of stations, yards, track, bridges, loco sheds, signalling installations. The teams are discussing their observations with the local staff and officers to ensure immediate rectification of the lacunae and deficiencies which come to their notice.

SHRI BALKRISHNA WASNIK: Can the hon. Minister tell us the composition of these teams and whether the results of the suggestions made by the teams are satisfactory so far?

SHRI MALLIKARJUN: Two High Powered Safety Monitoring Teams have been constituted recently in the month of February and the composition of them is that they consist of senior administrative officers from various disciplines like mechanical engineering, civil engineering, signalling and telecommunication and operation.

and operation and from all these disciplines they constitute, senior administrative officers, and these teams have been going round in order to see the safety consciousness and to prevent accidents particularly as has been emphasised in this august House by the Minister for Railways and we are all concerned about it. And so far as their suggestions are concerned, they have visited about 44 divisions and they made various inspections of stations, yards, marshalling yards, signalling and tele-communication system and so on and so forth. Ultimately they have made certain observations and also given certain suggestions in regard to Mechanical Engineering and Civil Engineering and the other disciplines.

Now, some of the suggestions given by this high-powered safety team are under consideration which will be immediately taken up and about some of the recommendations, in regard even to the Directorate of Establishment and so on and so forth, instructions have also been given and the Government is very much concerned about the prevention, occurrence and recurrence of accidents.

**SHRI BALKRISHNA WASNIK:** One of the reasons for accidents in the Railways is human failure. May I know whether in their recommendations they have made suggestions on this aspect?

**SHRI MALLIKARJUN:** It is true that human failure is the biggest cause so far as Railway accidents are concerned. The observations which have been made by the Team are, first to finalise the accident inquiries and then to see why disciplinary action against the staff cannot be taken and the adequacy of punishments so far as the staff are concerned; and in respect of other matters also in addition to the operational matters, they have made observations.

**श्री सत्य नारायण जटिया :** यह बधाई की बात है कि रेल मंत्रालय ने दुर्घटनाओं को टालने के लिए या व्यवस्था में सुधार करने के लिए दो निगरानी दलों का गठन किया है। जैसा कि उत्तर में बताया गया है, इन दलों ने 44 स्थानों का दौरा किया है। इन दलों ने जो कमियां बताई हैं, उन्हें पूरा करने के लिए रेगुलर स्टाफ पर्याप्त नहीं है, जिसके कारण दुर्घटनाएं होती होंगी। मैं जानना चाहता हूँ कि इन दलों के सुझावों का इम्प्लीमेंट करने के लिए क्या रेल मंत्रालय अलग से कोई व्यवस्था करने पर विचार कर रहा है।

**THE MINISTER OF RAILWAYS (SHRI P. C. SETHI):** We have actually now separated the Directorate of Safety and Coaching and now there are two separate Directors, one for safety and another for Coaching. Similarly, this will go right up to the divisional level and we will have a separate safety officer. There is no dearth of officers and manpower in the Railways and therefore even with the present staff itself the suggestions given by the Safety Team can be gone into and they are being gone into and we are looking into them; and wherever lacunae have been found—in their first visit they have pointed out lacunae and in the next round they will evaluate and do the evaluation of the various divisions and this is the whole thinking.

**DR. SUBRAMANIAM SWAMY:** It is a matter of credit to Mr. Sethi that since he took over there have been fewer accidents. I hope there is no accident today! The other Ministers also share the credit.

**श्री फल चन्द्र वर्मा :** क्या एकिगडेंट वास्तव में कम हो गए हैं ?

**डा. सुब्रह्मण्य स्वामी:** पता नहीं। आज तो जाए।

**THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI P. SHIV SHANKAR):** What an unpious wish!

DR. SUBRAMANIAM SWAMY: Unpious? I give a compliment and they throw it back at me. Anyway, I withdraw my remark. But, Sir, I would like.... (*Interruptions*)

MR. SPEAKER: That is not a remark. That is a compliment.

DR. SUBRAMANIAM SWAMY: Yes, Sir. I paid a compliment. But they do not understand a compliment. They think that we must attack them all the time. Only then they feel happy. (*Interruptions*)

SHRI P. SHIV SHANKAR: You said, there may not be an accident today! (*Interruptions*)

DR. SUBRAMANIAM SWAMY: But if there is an accident today, it will be embarrassing tomorrow. (*Interruptions*)

I want to bring to the Minister's notice, that we had seen press reports earlier about this Safety Team. But we find that in the Bombay suburban service, there has been no such survey. No survey was conducted, and in fact, this is where all the terrible accidents have taken place in that region. I want to know whether special attention will be paid to the suburban commuter traffic as far as safety is concerned.

MR. SPEAKER: Why should a preferential treatment be given to Bombay?

SHR P. C. SETHI: Recently, I visited the Bombay suburban traffic; and I had detailed discussions with the hon. Member there. And whatever deficiencies we have found, those would certainly be looked into. We would try to improve the suburban railway service.

SHRI KAMAL NATH: We have heard for the last two years many a time in this House as well as in the press that teams have gone to evalu-

ate safety and suggest measures of safety. But the composition of these teams has consisted many times, what I am told, of people, who have no knowledge of operations. If 12 people have to go, they have picked up 12 people on a lottery basis rather than trying to evaluate that these people have some knowledge of operations.

MR. SPEAKER: Have you not heard that ignorance is bliss?

SHRI KAMAL NATH: I know, Sir, but it is this bliss that I am talking about.

The net result has been that the more number of teams which have gone in the last two years, there have been more accidents. Maybe it is a good idea stopping sending these teams.

Anyway, these teams have come back with certain suggestions. I hope and presume that they are good suggestions and the Minister has stated that they are being considered and will be implemented. Despite the suggestions, implementation does not take place. What special steps are being taken to implement those suggestions which have been accepted by the Government? How will the implementation of these be monitored? Are steps being considered for that so that they are really, truly and positively implemented?

SHRI P. C. SETHI: These teams were constituted only on 2nd of February, 1982. Therefore, there is no question of these teams going round for the last two years. (*Interruptions*)

MR. SPEAKER: Can it not have retrospective effect?

DR. SUBRAMANIAM SWAMY: He should take Mr. Kamal Nath's expertise because he knows how to get accidents.

SHRI SOMNATH CHATTERJEE: Very upto the mark with Railways.



SHRI P. C. SETHI: It is not as if they have taken the people on lottery basis. Senior officers from transportation, tele-communication, engineering, mechanical engineering, signalling...

SHRI KAMAL NATH: Not catering?

SHRI P. C. SETHI: Catering does not come in the area of accidents.

SHRI KAMAL NATH: People have gone from the Catering also.

SHRI P. C. SETHI: People have been taken from important disciplines.

As far as the recommendations of these teams are concerned, they are being monitored at the General Manager's level and at the same time, we are having regular meetings in the Board with these teams. I have also been visiting various zones to meet these teams, to go into the recommendations given by them. I can assure the hon. Members that we would certainly like to implement these suggestion which we have accepted.

श्री फूल चन्द वर्मा : मंत्री महोदय ने बताया कि 44 डिब्बों का आप के सुरक्षा दल ने अवलोकन किया और जो विभिन्न क्षामियां थीं उस के सम्बन्ध में रिपोर्ट वगैरह प्रस्तुत कर रहे हैं। मैं जानना चाहता हूँ कि यह सुरक्षा दल विभिन्न स्थानों पर जो गया था क्या वह रेल से गया था या हवाई जहाज से गया था ? अक्सर यह होता है कि रेलवे बोर्ड के चेंबरमैन तो हवाई जहाज से सफर करते हैं और हमारे सेठी जी रेल मंत्री होने के बाद भी रेल से इन्दौर जाते हैं। इसलिए रेल में सधार करने के लिए हवाई जहाज से जाना पड़े यह जरा विचारणीय प्रश्न हो जाता है। एक तो मैं यह जानना चाहता हूँ।

दूसरे, मैं यह जानना चाहूंगा कि मध्य प्रदेश से वेस्टर्न रेलवे और सेंट्रल रेलवे दोनों ही गुजरती हैं, आप की जानकारी में भी यह होगा और मेरी जानकारी में तो है ही, हम दोनों एक ही स्थान से आते हैं, क्या यह सही है कि इन दोनों रेलवेज में विशेष कर तीन पत्ती के लिए जगह खोजने वाले

लागे रहते हैं ? अभी पिछले दिनों एक व्यक्ति से 3 हजार रुपये छीन लिए गए लेकिन उस को पकड़ा नहीं गया। तो क्या रेलवे सुरक्षा दल को जांच में सब बातें भी आएंगी या नहीं ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): The question does not arise out of the main question.

श्री फूल चंद वर्मा : अध्यक्ष महोदय, जवाब नहीं आया।

अध्यक्ष महोदय : जवाब तो सवाल में ही आ गया।

श्री फूल चंद वर्मा : जवाब कुछ तो जाना चाहिए।

SHRI C. K. JAFFER SHARIEF : The question does not arise out of the main question.

श्री फूल चंद वर्मा : मैंने यह तो नहीं कहा कि मंत्री मुंडाते ही आले पड़े। आप जैसे ही रेल मंत्री बने रेल दुर्घटना हो गई।

अध्यक्ष महोदय : मंत्री बनते ही रेल दुर्घटना बन्द हो गई।

### Indians in Burmese jail

\*829. SHRI RAJESH KUMAR SINGH:

SHRI CHINTAMANI JENA:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether it is a fact that there are a number of Indians in Burmese jails;

(b) if so, the number of such Indians and since when they are in Burmese jails; and

(c) the steps Government have taken to secure the release of Indians detained in Burmese jails and to ensure protection of the interest of the Indian community in that country?

THE MINISTER FOR PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI P. SHIV SHANKAR): (a) and (b). As per the latest information available with Government, there are 130 Indians in various Burmese Jails at present. A statement giving break-up is attached. Approximately 150 of the persons detained are held on charges connected with illegal immigration into or illegal stay in Burma.

(c) The matter of their expeditious trial and release on the expiry of their prison terms has been regularly and vigorously taken up with the Burmese authorities at various levels from time to time. As a result of our persistent efforts, 34 Indians were released during the last year alone. Our Embassy in Rangoon has been advised to continue their efforts and to persuade the Burmese authorities to adopt a humanitarian approach while implementing their regulatory measures.

#### Statement

Year of Arrest	Number
1965	1
1970	1
1972	1
1973	3
1974	1
1975	47
1976	31
1977	7
1978	37
1979	8
1980	16
1981	5
1982	2
<b>Total</b>	<b>160</b>

श्री राधेश कुमार सिंह : अध्यक्ष महोदय, 160 भारतीय वर्मा की भिन्न भिन्न

जेलों में बन्द हैं। इसी प्रकार से पाकिस्तान की जेलों में भी 300 लोगों के बन्द होने की बात आपने स्वीकार की थी जिनमें से 40 भारतीय तो ऐसे हैं जोकि सन् 1971 की लड़ाई के बाद आज तक वापिस नहीं आए हैं। पाकिस्तान गवर्नमेंट ने भी कहा है कि चार गिज़नर्स आफ दार पाकिस्तान जेलों में हैं।

इसमें मंत्री जी ने बताया है :

"Approximately 150 of the persons detained are held on charges connected with illegal immigration of illegal stay in Burma."

इसमें दस लोगों के बारे में आपने नहीं बताया है कि वे किस लिए बन्द हैं? दूसरी बात यह है कि इनमें से कितने लोगों के क्लेम का निर्णय हो गया है और जेल की अविध भी पूरी हो गई है उसके बावजूद उनका नहीं छोड़ा गया है तो इस सम्बन्ध में भी क्या आपने वहाँ की सरकार से कोई सम्पर्क किया है या और कोई कार्यवाही की है?

SHRI P. SHIV SHANKAR: In the answer I have given the figure approximately as 150 persons. I have not given the exact figure as 150. The position is that out of a total of 160 persons, 30 persons are detained under the Foreign Registration Act for not being in possession of documents or for the default in payment of the annual stay permit fees, 118 are detained for illegal entry into Burma through the land route and 12 are detained for some criminal or civil offences. That makes a total of 160 persons.

My hon friend asked how many cases have been settled, or are likely to be settled. I must submit that because of the efforts that have been made by our Mission in Burma, roughly about 40 persons out of these 160 are likely to be released within the next two or three months.

श्री राधेश कुमार सिंह : अध्यक्ष महोदय, कुछ समय पहले पाकिस्तान के सम्बन्ध में अहदवारों में छपा था। "हिन्दुस्तान टाइम्स"

में यह आया था कि पाकिस्तान की जेलों में 8 भारतीयों की हालत खराब हो गई, उनका मानसिक सन्तुलन बिगड़ गया। मैं जानना चाहता हूँ क्या मंत्री जी ने, बर्मा की जेलों में जो भारतीय हैं उनकी स्थिति के बारे में कोई जानकारी हासिल की है कि वे किस देश में हैं? इसके अतिरिक्त वहाँ पर जो भारतीय छुट्टे हैं या जो आपने छुड़ाए हैं, उनका स्वदेश जाने की भी आपने कोई व्यवस्था की है?

SHRI P. SHIV SHANKAR: I must say that a lot of consular assistance is being given to this type of people. Our officials also visit the jails, particularly in Rangoon. But in the farming areas, like Mandalay, it is difficult because of the lack of communication. They try to go and visit them and give them a moral boosting. One aspect which has to be taken into consideration is that, if they were all Indian citizens, then, necessarily all action is bound to be taken in order to safeguard the interests of our citizens. But, many of these people, who are there, are of Indian origin and some of them are settled there for a long time.

About those who are the Indian citizens, and who go straight from the border because after all it is one thousand mile border, all care is taken in respect of such type of people of Indian origin and Indian citizens.

SHRI SONTOSH MOHAN DEV: Sir, the base of the Manipur People's Liberation Army which is creating secessionist movement, is in Burma and Mr. Bisweshwar Singh, who has been arrested, has confessed it in his statement. In view of this, may I know whether any of these PLA people have been arrested there and whether the Government of India is trying to get them back here.

SHRI P. SHIV SHANKAR: I think, I am not sure about many of the PLAs being arrested. The question raised originally was with respect to the persons in jail already. So, I answered with reference to that.

SHRI SONTOSH MOHAN DEV: My question is whether any PLAs have been arrested there. They are also Indian citizens.

SHRI P. SHIV SHANKAR: That is perfectly all right. I have said that from the break-up that I have given, there do not appear to be any PLAs at all because I have already said that there are 30 of the persons who are without any document, 108 of the persons who trespassed into their territory and only 12 of the persons who committed civil and criminal offences.

श्री मोतीभाई आर. चौधरी : बर्मा में जो भारतीय बसे हुए थे उनकी जायदाद का राष्ट्रीयकरण कर दिया गया है और उनको जो मुआवजा मिलना चाहिए था, वह अभी तक नहीं मिला है।

अध्यक्ष महोदय : यह इस सवाल से रिलेवंट नहीं है।

श्री मोतीभाई आर. चौधरी : जेल में वे बन्द हैं और उन की जायदाद ले ली गई है। ब्रिटिश नागरिक जो थे, उनको पैसा मिल गया है।

अध्यक्ष महोदय : इस सवाल की इसमें उत्पत्ति नहीं होती है।

एक माननीय सदस्य : आप करा दीजिए उत्पत्ति।

अध्यक्ष महोदय : उन नेचुरल कैसे हो सकती है।

नेक्स्ट क्वेश्चन, श्री एच. एन. नन्जे गौडा।

Introduction of Computers in Railways  
+  
\*829. SHRI H. N. NANJE GOWDA:  
SHRI KRISHNA KUMAR  
GOYAL:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Institute of Railway Signal & Telecommunication Engineers had held a symposium at Madras and suggested to Government

that a time has come that the question of introducing computers in handling the reservation work, wagon control and movement work be decided by Government for better efficiency in the railways;

(b) if so, what is the reaction of the railway engineers about the issue; and

(c) what is Government's reaction on this issue and when a decision will be taken in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMEN-TARY AFFAIRS (SHRI MALLIK-ARJUN): (a) The matter of introduc-ing computers in various fields in the Railways was generally discussed in a symposium of the Institute held at Madras on 27th and 28th March, 1982.

(b) and (c). The need for a com-puterised system for passenger reser-vations and freight operations control has already been recognised and ac-cepted by the Railway Board. A pilot study team for freight operations management system has been set up on the Northern Railway. A conceptual scheme is also being prepared for com-puterisation of passenger reservations in Delhi area.

SHRI H. N. NANJE GOWDA: Sir, based on the views expressed at the Symposium at Madras, I would like to know whether the Institute have recommended anything specifically about this matter. If so, what are the specific recommendations the Institute have submitted to the Government and what are the reactions of the Govern-ment regarding the same?

Sir, the Minister has stated that a pilot Study Team has been set up. What is the experience of this Team and whether they have also submitted any report—interim or final, I do not know—and what are the details?

SHRI MALLIKARJUN: Sir, so far as the Institute of Railway Signal & Tele-

communication Engineers' meeting at Madras is concerned, there was no resolution passed, but an expression was made that it is high time that the Railways had gone in for computerisa-tion in order to control the reservation and also the freight traffic. Otherwise apart from that, the system of com-puterisation in Railways has long been the subject of discussion before the Railway Ministry and also before other concerned Ministries like the Ministry of Electronics.

Sir, recently, last year, even a high level composite Team has been con-stituted drawing experts from the De-partment of Atomic Energy and De-partment of Electronics and from Railways. This Team has also been deputed to go round abroad to find out the proven capability of the pre-sent computerisation. And the Team has come, the report has to be sub-mitted. However, the Railways are keen to go in for computerisation.

SHRI H. N. NANJE GOWDA: Sir, not only the Centre should be keen, but they must act. The question is whether they have drawn up a plan of action for the implementation of the system. If so, by what time they will succeed in implementing the scheme in the country.

SHRI MALLIKARJUN: Sir, 'scheme' means we are prepared to act, and 'act' means we have got some reaction—reacting to the process of planning, to the point of reality as such.

It is the question of huge invest-ment. However, because of the ad-vancement in science and technology..

SHRI H. N. NANJE GOWDA: What is the estimated cost?

SHRI MALLIKARJUN: It is about Rs. 200 crores for hardware and soft-ware. But however that is a secondary phenomenon. The primary one is the report which will be submitted by the Committee. The Members of the Committee have gone abroad. On their giving suggestions, these will be sub-

jected to discussion with the ministry concerned. Ultimately it will be decided which one suits the Indian system perfectly. Then they will make a study of it. Ultimately the final thing will come up. However, it is not that easy that we will be able to computerise in the Indian Railways. It may take about ten years or so.

**DR. VASANT KUMAR PANDIT:** The hon. Minister has already reacted and acted and assured. Will he tell us what is the approximate assessment of the cost of fourth generation computerisation which is likely to be spread over the Sixth Plan period? Is it a fact that while negotiating for loan with the World Bank as also with the other foreign institutions and IMF loan there is a condition that Railways should undertake fourth generation computerisation, without which the loan should not be taken. What is the reaction of the Government thereupon?

**SHRI MALLIKARJUN:** I have already informed about the approximate cost. It is about Rs. 200 crores or so. This will be distributed for hardware, software and like that. The overall application of the computerisation is the feed back so far as freight operation and the movement of wagons are concerned. Now for certain reasons wagons are held up and we are not getting the feed back. We will have to get complete knowledge of the operational system and also reservation. So far as the World Bank reference is concerned, there is, as such no compulsion or condition which has been imposed by the World Bank for computerisation. But, however, last year there was a meeting with the World Bank. Still we are taking up the matter at different levels. The advancement of the World Bank loan or from any other source does not come into the picture at this stage.

**SHRI SAMAR MUKHERJEE:** This issue of loan by the World Bank has been discussed here. One of the conditions is that IBM computer fourth generation will be introduced. I want to know what will be the impact of

introduction of this fourth generation computerisation on the employment potentiality or the existing employment strength?

**SHRI MALLIKARJUN:** Within a decade the very productivity of the Railways will also augment as per the Plan proposals. I do not agree to the point of misconception that it is going to effect the employees. It will not effect the employees. It is the question of feed back. We will have some standard. When some wagons have been held up, who has to work on it, who has to repair them and who has to maintain them? They have to go back to the workshop. The only thing is that I will get first hand information in such a way that I will be promptly acting so that things are rectified and utilised. It is a misconception that it will in any way effect the employees of the Indian Railways.

**श्री रामादत्तार शास्त्री :** अध्यक्ष जी, मैं इसी के दूसरे पहलू पर पूछना चाहता हूँ। आपने कहा कि मजदूरों के काम पर असर नहीं पड़ेगा। मैं यह जानना चाहता हूँ कि यह जो अध्ययन किया जा रहा है, या जो गोष्ठी हुई है, उसमें शामिल किमी व्यक्ति या व्यक्तियों के समूह ने क्या आपको इस तरह की राय दी है कि इस के बाद मजदूरों का रिट्रिबुट होगा ?

**श्री मल्लिकार्जुन :** रिट्रिबुट का प्रश्न इसलिए पैदा नहीं होता जैसे मैं पहले सदन को बता चुका हूँ कि कर्मचारियों का व्यवहार अलग है और कम्प्यूटर का कर्तव्य अलग है।

#### Tapering Down of Production in C.L.W.

\*830. **SHRI SATYASADHAN  
CHAKRABORTY:**  
**SHRI SUDHIR GIRI:**

Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have received recently representation against the Government's decision of tapering

down of production in Chittaranjan Locomotive Works;

(b) if so, the salient points raised therein;

(c) steps taken by Government thereon; and

(d) if no steps have been taken, the reasons thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMEN-TARY AFFAIRS (SHRI MALLIK-ARJUN): (a) to (d) A statement is laid on the table of the House

#### Statement

(a) and (b) Yes Sir, concern has been expressed at the tapering down of locomotives production programme at Chittaranjan Locomotive Works and consequent idling of capacity.

(c) Steps have been taken to diversify the activities of Chittaranjan Locomotive Works by undertaking heavy repairs of heavily damaged electric locomotives and increasing manufacture of spare parts for more efficient maintenance of locomotives. Planning Commission has also been requested to enhance the Sixth Plan allocation for rolling stock.

(d) Does not arise.

SHRI SATYASADHAN CHAKRA-BORTY: Sir, I have the statement with me. The Question was, as you know, whether Government have received recently representations against the Government's decision of tapering down of production in Chittaranjan Locomotive Works. In the answer, he said, 'Yes'. And then, the Minister has said, concern has been expressed and he has also spoken about what will happen to the idle capacity.

But you have admitted that the production has been tapered down. Now the question is, during the Budget Speech, the hon. Minister has said that because of electrification, there will be need for more locomotives. In this year, you declared that more locomo-

tives will be necessary. But then, you instruct the Chittaranjan Locomotive Works to reduce the production of locomotives. If there is a need for increasing the production, as you have said it because of the expansion and electrification, why has this tapering down of production in C.L.W. been done?

THE MINISTER OF RAILWAYS (SHRI P. C. SETHI): It is a fact that the Chittaranjan Locomotive Works' capacity is to manufacture 300 locos in 3 years. But in terms of what the Planning Commission has allocated to us, we would be able to get from them only 204. To that extent, 96 will be less. The capacity of D.L.W. Banaras is 420 in 3 years and we would be able to get 272 only. With the result, there would be 148 locos less. The total number of locos which will be less then, is 244. That is why, we have approached the Planning Commission to give us immediately Rs. 400 crores and we have asked that during the mid-term Plan Appraisal, a sum of Rs. 1700 crores be provided to us in order to cater to our immediate needs for keeping the Railways going, at the present standard.

SHRI SATYASADHAN CHAKRA-BORTY: Sir, you will notice, this is a very important question. Every day when we ask Questions, the normal replay most of the Questions which comes from the Minister is, no allocation in the Sixth Five Year Plan is made. And then, if they do not allocate funds, they cannot do anything. When the Sixth Five Year Plan was formulated, we could not discuss it. Then, what is the position of Parliament? Money is allocated by the Planning Commission as you say, and discussions take place with your Ministry. But when we ask Questions, you say, since money has not been allocated, we cannot do anything. Now, what is the position of Parliament? What is the use of asking Questions then? If you cannot answer the Questions, if you cannot say why you are going to reduce it, and if you are not in a

position to get funds when we just cannot discuss even the Plan itself, what is the use?

Even when I raised the Question of Petro Chemicals in Haldia, the answer came that in the Sixth Five Year Plan there was no fund.

SHRI SONTOSH MOHAN DEV: Is it an election speech?

SHRI SATYASADHAN CHAKRABORTY: This is not an election speech. You will have enough of it.

This is an important thing. There is a fact before me that in Chittaranjan Locomotive Works, the production of armatures has been stopped. Previously, this factory was used to produce armatures. Now, you are bringing the armatures from Rodomax. Why is it so? The thing which you used to produce in your factory you are not producing now. You have stopped production and you are bringing from outside. So, when you say that this is the year of productivity, when you say that you are going to increase the railway electric traction.... (*Interruption*). Nobody can save this party, it is going to collapse. Now, my specific question is, why this order of armature is coming from the Rodomax? Is it because of the fact that one of your officers is now with the Rodomax, leaving your job? How are you going to increase the electric traction without increasing the production of electric locomotives?

SHRI P. C. SETHI: We have received a communication, in this connection, from the hon. Member, Mr. Samar Mukherjee, also where he has said that the service conditions of the staff will be affected; there will be squeeze in the employment potential and there will be squeeze in the production of ancillary industries which the hon. Member, Mr. Chakraborty is now referring to. It is not that we would not be able to take up the Production of these locos in time and in future also. That is why we have approached the Planning Commission and we are

confined that we will get immediately at least Rs. 200 crores and that will suffice us to meet the demand of locos, as far as their production is concerned. Therefore, there is no question of any retrenchment of the staff and we will be able to take up an extra production as soon as by the end of this month or beginning of next month we get the allotted amount.

SHRI SOMNATH CHATTERJEE: The hon. Minister has tried to make a good exercise of avoiding a direct answer to the question. The reason why there is tapering down of production is not very clear to me unless it is for lack of finance. If it is for lack of finance one can understand. Let him say so. But in the answer what he says is, there is tapering down of production and there is consequent idling of capacity, but the organisation are trying "to diversify the activities of Chittaranjan Locomotive Works by undertaking heavy repairs of heavily damaged electric locomotives and increasing manufacture of spareparts for more efficient maintenance of locomotives".

How do these two positions stand together I fail to understand. Therefore, I would like the hon. Minister to tell us whether by reason of financial inadequacy, they are tapering down production, to use the phrase used in the answer, If there is lack of finance how are they trying to diversify the activities in other spheres? Let us, therefore, know what is the correct position, when this decision of tapering down of production was taken, what were the reasons which prompted them to do that when they expect the money to come and when they would revive the production.

SHRI MALLIKARJUN: What the hon. Member has mentioned is true. In the Sixth Plan period, the targeted production of locomotives is 780 for railway's requirement both in Chittaranjan and also in DLW....

SHRI SOMNATH CHATTERJEE: Your Minister said 720, not 780.

**SHRI MALLIKARJUN:** It is subject to correction. What the hon. Member has mentioned is correct that it is because of lack of finance and it is because of the allocation of the Planning Commission in the Sixth Plan as a whole. The installed capacity of CLW is 100 locomotives per year whereas the installed capacity of DLW is 140 locomotives per year. That is because of the targeted production which is going to come up within the Sixth Plan period, which is 780 locomotives for railway's requirements. Some capacity is lying idle. The additional capacity is lying idle. The additional capacity means both the production units have got the capacity to produce about....

**SHRI SOMNATH CHATTERJEE:** It is a question of tapering down production.

What are we to understand by this?

**SHRI MALLIKARJUN:** As has already been informed by the Hon. Minister, tapering down production is due to want of funds. There is also damage to some of the electrical locomotives to a greater extent there is need to repair them, and also to produce spare parts without taking them from outside.

At the same time, we like to adhere to the targeted figure of the Sixth Five Year Plan.

So far as getting work from the staff is concerned, we are getting work from the staff on the basis of their ability, as the Hon. Member has already been informed and, therefore, work will in no way be affected.

#### WRITTEN ANSWERS TO QUESTIONS

##### Free Education to Girls at All Stages

\*821. **SHRI ANANTHA RAMULU MALLU:** Will the Minister of EDUCATION be pleased to state:

(a) whether there is any proposal under consideration of Government to

make the education of the girls free at all stages in the country;

(b) if so, what are the details thereof; and

(c) if not, what are the reasons therefor?

**THE MINISTER OF STATE OF THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRIMATI SHEILA KAUL):** (a) No, Sir.

(b) Does not arise.

(c) Providing free education for all children upto the age of 14 years, that is, in classes I—VIII, is a responsibility enjoined upon the State under Article 45 of the Constitution. Accordingly, girls' education is free in primary and middle stages in all States and Union Territories. A majority of the States and Union Territories have also made education free for girls at the secondary stage. Nearly half of them have made it free at the senior secondary stage also.

##### Diesel training to untrained Running staff

\*822. **SHRI A. NEELALOHITHASAN NADAR:** Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any demand before Government for providing diesel training to all untrained running staff of the Palghat Division of Southern Railway in view of the complete dieselisation of the Division; and

(b) if so, details of the action taken on the demand?

**THE MINISTER OF RAILWAYS (SHRI P. C. SETHI):** (a) and (b). Presently Palghat Division has not been completely dieselised, which no doubt is taking place progressively. Simultaneously, re-training of steam locomotive personnel for diesel operations is taking place with forward planning.



With periodical reviews of staff likely to be rendered surplus on the steam loco side, and according to seniority, re-training is arranged 692 Running staff of the Division have undergone Diesel training, and 594 who are yet to undergo such training will be put through the same according to seniority.

### Guidelines to Determine Quantum of Grants to Universities

\*823. SHRI M. RAMANNA RAI: Will the Minister of EDUCATION be pleased to state:

(a) are there any guidelines to determine the quantum of grants to various Universities; and

(b) if so, what are the guidelines followed by the University Grants Commission in this regard?

THE MINISTER OF STATE OF THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRIMATI SHEILA KAUL): (a) and (b). The University Grants Commission has formulated guidelines for the Universities to prepare their proposals for development grants during the Sixth Plan. These guidelines indicate the types and nature of the programmes to be undertaken, the criteria to be followed in determining the levels of support to be provided, the pattern of assistance for various items of expenditure, etc. A printed copy of these guidelines is available in the Parliament Library. Some details of these guidelines have also been given in the Annual Report of the U.G.C. for 1980-81, which is also available in the Parliament Library.

### Officer-Staff Ratio in Mechanical Engineering Department of Railways

\*824. SHRI V. KISHORE CHANDRA S. DEO: Will the Minister of RAILWAYS be pleased to state:

(a) whether 35 per cent of the railways' working expenses pertain to the Mechanical Engineering Department;

(b) whether 35 per cent of the staff of the Railways is controlled by the Mechanical Engineering Department;

(c) whether over 40 per cent of the Capital-at-Charge of the Railways is the responsibility of the Mechanical Engineering Department;

(d) if so, whether the officer-staff ratio of the Mechanical Engineering Department is approximately 1:550 as compared to approximately 1:250 for the other department; and

(e) if so, what steps are being taken by him to remove this imbalance?

THE MINISTER OF RAILWAYS (SHRI P. C. SETHI): (a) to (d). The Working expenses pertaining to Mechanical Department form about 50 per cent of the total working expenses of the Railways. The Mechanical Department also controls 32 per cent of the staff of the Railways and is responsible for approximately 40 per cent of the Capital-at-Charge. The officer to staff ratio is 1:432 for the Mechanical Engineering Department against 1:106 for the other Departments of the Railways.

The ratio of officers to staff in the Mechanical Engineering Department has been gradually improving from 1:520 in 1978 to 1:430 in 1979 and in 1981 was 1:432. Efforts will continue to be made in this direction but those will necessarily have to be over an extended period.

कुष्ठ रोग के उन्मूलन के लिए उत्तर प्रदेश की सहायता

\*831. श्री हरीश रावत : क्या स्वास्थ्य और परिवार कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) उत्तर प्रदेश में कुष्ठ रोग से पीड़ित लोगों की कुल संख्या क्या है;

(ख) वहाँ कुष्ठ रोगों के अस्पतालों की कुल संख्या क्या है;

(ग) केन्द्रीय सरकार द्वारा उन्हें कुल कितनी वित्तीय सहायता उपलब्ध कराई गई है; और

(घ) कुष्ठ रोग से पीड़ित लोगों के पुनर्वास के लिए केन्द्रीय सरकार द्वारा क्या कदम उठाए जा रहे हैं ?

स्वास्थ्य और परिवार कल्याण मंत्री (श्री बी. शंकरानन्द) : (क) अनुमान है कुष्ठ रोगियों की संख्या लगभग पांच लाख है ।

(ख) कुष्ठ रोगियों के लिए वहां पर 22 कुष्ठ-गृह और कुष्ठ अस्पताल तथा जनरल अस्पतालों से जुड़े 15 अस्थायी उपचार-वार्ड हैं ।

(ग) 1981-82 के दौरान केन्द्रीय सहायता के रूप में लगभग 35 लाख रुपये की राशि दी गई ।

(घ) कुष्ठ रोगियों का चिकित्सा/शल्य क्रिया संबंधी पुनर्वास राष्ट्रीय कुष्ठ नियंत्रण कार्यक्रम के अन्तर्गत आ जाता है । उत्तर प्रदेश में छह शल्य चिकित्सा यूनिट पहले ही खोले जा चुके हैं जहां रोगियों के अंगों को मरजरी करके ठीक किया जाता है ।

दिल्ली में विकलांगों के लिए सुविधाएं

\*832. श्री सज्जन कुमार : क्या समाज कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि दिल्ली प्रशासन ने विकलांगों को सुविधाएं देने के लिए कई योजनाएं तैयार की हैं ;

(ख) यदि हां, तो तत्सम्बन्धी ब्यांरा क्या है ; और

(ग) विकृत अस्थि वाले लोगों को क्या सुविधाएं विशेष रूप से उपलब्ध हैं ?

शिक्षा और संस्कृति तथा समाज कल्याण मंत्रालयों में उप मंत्री (श्री पी. के. शृंगन) : (क) जी, हां ।

(ख) और (ग). एक विवरण संलग्न है ।

विवरण

(ख) और (ग)

दिल्ली प्रशासन द्वारा विकलांगों को निम्नीलिखित सुविधाएं प्रदान की गई हैं :—

1. विकलांग व्यक्तियों के लिए 3 प्रतिशत पदों को नीचे दिए अनुसार आरक्षित किया गया है :—

दृष्टिहीन	1 प्रतिशत
गूंगे और बिधिर	1 प्रतिशत
अस्थि विकलांग	1 प्रतिशत

2. एक विशेष राजगार केन्द्र है जिसमें केवल विकलांग व्यक्तियों को ही पंजीकृत तथा राजगार प्रदान कराया जाता है ।

3. समीकृत शिक्षा की एक योजना है जिसके अन्तर्गत

(क) प्रत्येक बालक

(1) प्रतिमाह 25 रुपये तक का परिवहन खर्च प्राप्त करने का ; तथा

(2) प्रति वर्ष पुस्तकों और स्टेशनरी के लिए 150 रुपये की धनराशि प्राप्त करने का पात्र है ।

(ख) रिसॉर्स रूम के उपकरण खर्चों के लिए स्कूलों को प्रति बालक 500 रुपये की दर से धनराशि स्वीकार्य है ।

4. जिन विकलांग व्यक्तियों को 1981 में सेवा-निवृत्त होना था, उनके सेवाकाल को एक वर्ष के लिए बढ़ा दिया गया है ।

5. विकलांगों द्वारा आर्थीटिक, श्रवणीय सहायता यंत्रों को खरीदने के लिए श्रवणीय सहायता यंत्रों को खरीदने के लिए वित्तीय सहायता प्रदान की जाती है ।

6. स्कूलों और कालेजों में अध्ययन करने वाले विकलांग छात्रों को छात्रवृत्तियां प्रदान की जाती हैं ।

7. औद्योगिक प्रशिक्षण संस्थानों में 3 प्रतिशत स्थानों को विकलांग व्यक्तियों के लिए आरक्षित किया गया है ।

8. वृद्धावस्था पेंशन योजना के अन्तर्गत 60 वर्ष से अधिक आयु के व्यक्तियों के लिए वित्तीय सहायता उपलब्ध है। विकलांग व्यक्ति 55 वर्ष की आयु से ही पेंशन पाने के पात्र हैं।

9. वृद्धों और निःशक्तों को वित्तीय सहायता प्रदान करने की योजना के अन्तर्गत विकलांग व्यक्तियों को 360 रुपये की एक-मुस्त वित्तीय सहायता दी जाती है।

10. जिन विकलांग व्यक्तियों के पास अपने वाहन हैं वे उनके द्वारा क्रय किए गए 2 हार्सपावर के वाहन के लिए 15 लीटर प्रति मास और 2 हार्सपावर से अधिक हार्सपावर के वाहन के लिए 25 लीटर प्रति मास की सीमा तक 60 प्रतिशत खर्च की वापसी प्राप्त करने के पात्र हैं।

11. विकलांग व्यक्तियों के लिए एक शैल्ड वर्कशाप स्थापित की गई है जहां काम के अनुसार मजदूरी के आधार पर अस्थि-विकलांग व्यक्ति कपड़ों की सिलाई करने में और दृष्टिहीन कुर्सियां बुनने में कार्यरत हैं।

12. दिल्ली विकास प्राधिकरण द्वारा बनाए गए फ्लेटों के आवंटन में प्राधिकरण ने विकलांग व्यक्तियों के लिए 1 प्रतिशत आरक्षण प्रदान किया है।

13. दिल्ली विकास प्राधिकरण, नई दिल्ली नगर पालिका और दिल्ली नगर निगम द्वारा निर्मित क़स्कों को विकलांग व्यक्तियों को आवंटित करने की एक योजना चलाई गई है जिससे उनके पुनर्वास में सहायता मिलेगी।

14. विकलांग व्यक्तियों के लिए एक होस्टल की स्थापना की गई है।

#### Repatriation of Indians from Gulf Countries

\*833. SHRI V. S. VIJAYARAGHAVAN: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) how many Indian nationals have been repatriated to India from the gulf countries at Government expense during the last one year;

(b) how much amount has been spent by the Government in this regard; and

(c) what steps are being taken to remedy the situation?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI P. SHIV SHANKAR): (a) 49.

(b) Rs. 1,62,313. 51.

This amount is however, recoverable from the repatriates and Rs. 1,36,601.96 has already been recovered.

(c) The problem is not a serious one, taking into account that several lakhs of Indian Passport holders are, at present, working in the Gulf Countries.

However, it may be added that prompt action is taken by Government to assist Indian destitutes when necessary.

Similarly, the procedure regarding recoveries in India has also been streamlined and the repatriation charges are recovered with the help of State Governments.

#### Contribution of Government to Capital Funds of State Transport Undertakings

\*834. SHRI CHINGWANG KONYAK: Will the Minister of RAILWAYS be pleased to lay a statement showing:

(a) what is the present contribution of the Union Government to Capital funds of State Transport Undertakings; and

(b) details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) The contribution of the Central Government to the State Road

Transport Corporations as on 31-3-82 is Rs. 14,511.55 lakhs.

(b) The Corporation-wise details are as follows:—

State Road Transport Corporation	Cumulative investment as on 31-3-1982
	(Rs. in lakhs)
1. Andhra Pradesh . . . . .	2527.00
2. Assam . . . . .	390.91
3. Bihar . . . . .	912.80
4. Gujarat . . . . .	2747.21
5. Karnataka . . . . .	756.21
6. Kerala . . . . .	995.67
7. Maharashtra . . . . .	1269.00
8. Madhya Pradesh . . . . .	1076.57
9. North Bengal . . . . .	270.01
10. Himachal Pradesh . . . . .	432.57
11. Pepsu . . . . .	477.62
12. Orissa . . . . .	199.67
13. Rajasthan . . . . .	732.50
14. Uttar Pradesh . . . . .	1286.20
15. Manipur . . . . .	176.00
16. Tripura . . . . .	176.61
17. Jammu & Kashmir . . . . .	28.00
18. Meghalaya . . . . .	57.00
<b>TOTAL . . . . .</b>	<b>14,511.55</b>

### Check on Mushroom Growth of Universities

\*835. SHRI HARINATH MISRA: Will the Minister of EDUCATION be pleased to state:

(a) whether Government's attention has been drawn to the news-item under the caption "Check on mushroom growth of Universities", as published in the 'Hindu' dated 29 March, 1982;

(b) whether the University Grants Commission proposes to arm itself with statutory powers to control the mushroom growth of Universities and colleges;

(c) whether it is proposed to amend the U.G.C. Act in this connection; and

(d) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRIMATI SHEILA KAUL): (a) Yes, Sir.

(b) to (d) The Central Government are examining legislative measures, including amendments to the UGC Act, to provide for the regulation of establishment of new Universities in the country. The details of these measures have not yet been finalised.

### Alleged Misuse of Medical Termination of Pregnancy Act

\*836. DR. VASANT KUMAR PANDIT: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the provisions of Medical Termination of Pregnancy Act, 1971 are being misused as a method to perform illegal abortions;

(b) whether attention of the Government has been drawn to the reports of Indian Association of Obstetrics and Gynaecology and the Population Council released recently.

(c) whether the Seminar on Medical Termination of Pregnancy held during the 5th Annual Conference of Indian Academy of Forensic Medicines has suggested amendments to prevent issues of MTP Act and Rules thereunder; and

(d) if so, the reactions of the Government and the action taken to prevent illegal abortions and high percentage of deaths of young girls?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI B. SHANKARANAND): (a) No, Sir.

(b) Yes, Sir.

(c) One of the papers presented in the Seminar suggested certain amendments to the Medical Termination of Pregnancy Act, 1971.

(d) Steps have been taken by way of increasing the facilities and availability of trained manpower to attend to abortion services under the purview of the M.T.P. Act, 1971. Availability facilities of such safe, hygienic and legal abortion services is being made known to the public.

#### Setting up Indo-Pak Joint Commission

\*837. SHRI GHULAM RASOOL KOCHAK:

SHRI MADHAVRAO SCINDLA:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether modalities for setting up Indo-Pakistan Joint Commission has been worked out;

(b) if so, whether any final decision in this regard has been finalised;

(c) if so, what is its composition; and

(d) by what time the Indo-Pak Joint Commission is likely to be formed and meeting held?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI P. SHIV SHANKAR): (a) to (b). The details regarding the nature, scope and time of setting up of the Joint Commission are yet to be worked out through consultations between the two Governments.

डोरी यूनिट योजना के अन्तर्गत विधवाओं को पशु दिया जाना

8998. श्री मोती भाई आर. चांधरी : क्या समाज कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) डोरी यूनिट योजना के अन्तर्गत विधवाओं को पशु देने के लिए गुजरात ने

वर्ष 1981-82 के लिए कितनी मांग की है और कितनी मांग स्वीकार की गई है और शेष मांग को कब तक पूरा किया जाएगा।

(ख) यदि धनराशि कम हुई तो क्या इस लाभकारी योजना के लिए बजट में अतिरिक्त धनराशि का आवंटन किया जाएगा; और

(ग) क्या इस लाभकारी योजना के लिए अधिक मांग वाले राज्यों को इस शीर्ष के अन्तर्गत उन राज्यों की धनराशि को भेजने के लिए कदम उठाए जाएंगे जिनकी मांग कम है परन्तु जिनके पास धनराशि फालतू है ?

शिक्षा और संस्कृति तथा समाज कल्याण मंत्रालयों में उप मंत्री (श्री पी. के. थुंगन) : (क) केन्द्रीय समाज कल्याण बोर्ड द्वारा अपने सामाजिक-आर्थिक कार्यक्रम के अधीन चलाई जाने वाली डोरी यूनिट योजना के अन्तर्गत गुजरात राज्य समाज कल्याण सलाहकार बोर्ड ने वर्ष 1981-82 के दौरान 61.98 लाख रूपए की कुल अनुदान राशि के लिए 96 संस्थाओं को आवेदन भेजे थे। इस में से केन्द्रीय समाज कल्याण बोर्ड ने 65 संस्थाओं के संबंध में कुल 41.53 लाख रूपए के अनुदान मंजूर किए थे। शेष आवेदनों पर वर्ष 1982-83 के दौरान विचार किया जाएगा।

(ख) इस समय पूर्वानुमान नहीं लगाया जा सकता है। बजट में धनराशियों के लिए और मांगों पर अक्टूबर-नवम्बर में संशोधित प्राक्कलनों के समय पर विचार किया जाता है।

(ग) राज्य बोर्डों के पास फालतू धनराशि उन राज्य बोर्डों को पहले ही भेजी जा चुकी है जहां मांग अधिक है। इसके परिणामस्वरूप वर्ष 1981-82 के दौरान गुजरात राज्य बोर्ड को डोरी योजना के लिए 11.00 लाख रूपए के आवंटन के मुकाबले वास्तव में 32.63 लाख रूपए की धनराशि मंजूर की गई थी। यह धनराशि 7.23 लाख रूपए की उस धनराशि के अतिरिक्त थी जो गुजरात राज्य बोर्ड को वर्ष 1981-82 से पूर्व डोरी यूनिट के लिए अनुदान के रूप में मंजूर की गई थी।

### Selection Grade for Staff Nurses Working in Government Hospitals

8999. SHRI BASUDEB ACHARYA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that staff nurses working in Central Government hospitals have been recommended selection grade as per third Pay Commission Report, 1973;

(b) whether staff Nurses working in Central Government hospitals have been given selection grade since 1st August, 1976; and

(c) if so, under which rule of Government they have been given selection grade?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI KUMUDBEN M. JOSHI): (a) to (c). The Third Pay Commission recommended selection grade in Group C and Group D cadres, which were accepted by the Government and orders were issued for its implementation on the 10th January, 1977 to the introduction of selection grade posts with effect from 1st August, 1976.

Accordingly posts of selection grade in the Nursing cadres of Safdarjang Hospital and Dr. Ram Manohar Lohia Hospital were also created. Proposals for introduction of selection grade in the Nursing cadres of Smt. Sucheta Kriplani Hospital and Kalawati Saran Children's Hospital are being processed.

### Functioning of Kendriya Hindi Sansthan

9000. SHRI A. K. ROY: Will the Minister of EDUCATION be pleased to state:

(a) whether a senior officer of the Ministry visited the Gauhati Centre of the Kendriya Hindi Sansthan and submitted a report about its functioning during the last six months; and

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

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) and (b). Yes, Sir. The officer concerned had gone to Gauhati in connection with the Conference of Education Secretaries and DPI's of North Eastern region and he only availed himself of the opportunity to visit the Centre during his presence at Gauhati, there was no question submitting a report.

### Special RMS Van in Trains of Southern Railway

9001. SHRI D. S. A. SIVAPRAKASHAM: Will the Minister of RAILWAYS be pleased to state:.

(a) whether Government are aware that many trains in Southern Railway which carry mail do not have a special RMS van (painted Red);

(b) whether it is a fact that in the absence of such a special van postal staff sorting mail are forced to occupy passengers compartments thus putting the travelling public to great inconvenience; and

(c) what arrangements Government have made to have a special van for Postal staff carrying Mail in trains in the Southern Railway?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Yes.

(b) and (c). Wherever nominated postal vans are available, they are running by trains. In other cases, train service accommodation is earmarked for carriage of mail, as required by P&T authorities. Postal vans for Southern and other railways are manufactured on demand by Postal authorities.

At present there is an available sanction for manufacture of 58 BG and 99 MG postal vans.

Standardisation of layouts for these postal vans taking into account future requirements is under joint consideration by the Ministries of Communication and Railways. Manufacture of these postal vans will be undertaken after the layout are finalised and after manufacturing the postal vans will be allotted to all railways including Southern Railways. The actual rate of manufacture will however depend on availability of funds and coach manufacturing capacity within the country and the requirements of passenger coaches which will have to be given priority.

#### **Election to Central Council of Indian Medicine**

9002. SHRI CHATURBHUI: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that the term of the present Central Council of Indian Medicine was for 5 years, from 1971 to 1976;

(b) whether the election of Central Council of Indian Medicine is pending for the last 6 years under the provision of Central Council of Indian Medicine Act, 1970;

(c) whether election rules were notified 7 years back and returning officers appointed but election was not conducted;

(d) is it a fact that the Health Minister assured the Parliament in 1980 that the election process for Central Council of Indian Medicine was going on and shortly election would be conducted;

(e) if so, reason for non-fulfilment of Minister's assurance to the House;

(f) reason for withholding election under the democratic set up for such

important statutory institution in contravention of the provision of Act; and

(g) by what time the election would be held and completed?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI B. SHAN-KARANAND): (a) The Central Council of Indian Medicine is a body corporate having perpetual succession. As per Section 7(1) of the Indian Medicine Central Council Act, 1970 the term of the President, Vice-Presidents or Members of the Central Council is five years or until their successors are duly elected or nominated, whichever is longer.

(b) and (c). The election rules were notified in 1975 but the Committee on Subordinate Legislation of both Lok Sabha and Rajya Sabha had recommended certain amendments which were finalised and notified in September, 1979. No returning officers have so far been appointed.

(d) to (f). It is a fact that it was indicated in reply to Lok Sabha Unstarred Question No. 3632 answered on 10th July 1980 that the election to the Central Council of Indian Medicine are likely to be held early. The elections could not be held due to the fact that the State Registers of Indian Medicine which constitute the electoral rolls are not upto date and require revision.

(g) The process of rectification of the electoral rolls has to be completed before elections are held.

#### **Amendment to Recruitment Rules of Govt. Medical Store Depot**

9003. SHRI K. B. S. MANI: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether amendment to recruitment rules of Government Medical Store Depot, Madras is under finalisation and if so, when this will be finalised

(b) among the Depot employees which categories are eligible as per the existing recruitment rules for the promotion from Group 'C' to Group 'B' and Group 'B' to Group 'A'; and

(c) what are the amendments proposed to the existing recruitment rules from Group 'A' to Group 'D' categories of staff?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI KUMUD-BEN M. JOSHI): (a) Yes; proposals regarding amendment to recruitment rules of various categories of posts in all the Government Medical Store Depot are under finalisation in due course.

(b) All the categories of employees in the feeder grades with specified length of service, as per the existing Recruitment Rules are eligible for promotion from Group 'C' to Group 'B' and Group 'B' to Group 'A' respectively.

(c) As the matter is under consideration it is premature to indicate the proposed amendments.

#### Establishment of Natural Cure Hospitals

9004. SHRI HARIHAR SOREN: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government has a proposal for the establishment of some natural cure hospitals in the country;

(b) if so, when those natural cure hospitals are proposed to be established;

(c) the places where such hospitals will be established; and

(d) the progress made so far in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI KUMUD-BEN M. JOSHI): (a) to (d). There is no proposal at present to establish any nature cure hospital in the country. However, there is a proposal to establish a National Institute of Naturopathy, which would be having a hospital.

#### Unloading of Oil in Sri Lanka due to sitting in Calcutta and Haldia Ports

9005. SHRI G. NARSIMHA REDDY: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that because of heavy silting in Calcutta and Haldia Ports, the heavy oil tankers have refused to come near the Port and informed the Government that they will unload in Sri Lanka wherefrom we have to carry them in small ships;

(b) if so, the estimated extra cost that is involved in this process and whether Paradip could be used for the same;

(c) whether the cost of dredging in these two ports during the last two years has increased substantially; and

(d) if so, the expenditure incurred, year-wise?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): (a) Government have no knowledge of heavy oil tankers refusing to come to Calcutta and Haldia Ports and instead proposing to unload the cargo at Sri Lanka. Tankers are continuing to call at these Ports as in the past.

(b) Does not arise.

(c) and (d). The cost of dredging during 1981-82 has increased mainly due to rise in Additional D.A. The



cost of dredging at Calcutta & Haldia during 1980-81 and 1981-82 was as under:

(Rs. in lakhs)

Year	River dredging and river maintenance	Channel Development	Total cost
1980-81	1602.59	879.97	2482.56
*1981-82	1718.00	924.00	2642.00

\*The figure is on the basis of the estimate as accounts for 1981-82 have not yet been finalised.

#### Sale of miscellaneous articles at Allahabad

9006. SHRI DAYA RAM SHAKYA: Will the Minister of RAILWAYS be pleased to state:

(a) whether contract for sale of miscellaneous articles at Allahabad Railway Station was ordered to be awarded by the previous Minister in favour of M/s. Railway Cycle Stand Karamchari Shram Samvida Sankari Samiti Ltd., Allahabad, for a period of one year with effect from 24 February, 1981;

(b) what are the detailed terms and conditions of this contract and how much security and Licence Fees was fixed by Railway and deposited by Society;

(c) the details of fines imposed and realised together with other punitive

action taken against them for committing various irregularities; and

(d) whether it is a fact that Society is deliberately not paying Licence Fees etc. in time as per agreement and how much amount was outstanding against them till 28 February, 1982?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MLLIKARJUN): (a) The contract for sale of miscellaneous articles at Allahabad Junction Railway Station has been awarded to M/s. Railway Cycle stand Karamchari Shram Samvida Sahkari Samiti Ltd., Allahabad for a period of 3 years with effect from 26-2-81 in pursuance of the policy of the Government to promote cooperative movement.

(b) The contract has been awarded under the general terms and conditions for awards of miscellaneous article contracts under licensing system. The licence fee has been fixed as per extant procedure and policy taking into consideration the size of the station, type of the establishment, economic viability etc. Rs. 72,540/- has been paid by the Society as licence fee etc. for the period from 26-2-81 to 28-2-82 at the rate of Rs. 6,045/- per month. A sum of Rs. 7,254/- has also been paid by the Society as security deposit on 23-2-81.

(c) The details are indicated below:—

Month/Year	Nature of irregularities committed	Action taken
May '81	One unauthorised vendor detected selling miscellaneous articles.	Fined Rs. 25/-.
June '81	Two unauthorised vendors detected selling chappals etc.	Fined Rs. 40/-.
July '81	Three unauthorised vendors detected selling miscellaneous articles.	Warning issued.
Aug. '81	Two unauthorised vendors detected selling miscellaneous articles.	Fined Rs. 100/-.

1	2	3
Oct. '81	Five unauthorised vendors detected selling miscellaneous articles.	Fined Rs. 500/-.
Oct. '81	Five unauthorised vendors detected selling miscellaneous articles.	Five vendors were prosecuted. Three vendors paid fine of Rs. 175/- each and two were sent to jail in default of payment.
Nov. '81	Unauthorised vendors detected selling miscellaneous goods.	Vendors were prosecuted under Indian Railways Act and the Society fined Rs. 500/-.

(d) Does not arise, in view of the reply to part (b) of the question.

#### Primary Renewals of Rails

9007. PROF. MADHU DANDAVATE: Will the Minister of RAILWAYS be pleased to state:

(a) what was the backlog of primary renewals of rails in the year 1981-82;

(b) what was the amount allocated for primary renewals in 1981-82;

(c) how much portion of these allocations was actually spent for primary renewals in 1981-82; and

(d) if the entire allocations were not spent for the purpose, the reasons thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Backlog of approved primary renewals of rails in 1981-82 (including New Works included in 1981-82) was 4712 Kms.

(b) Total amount allocated for track renewals both primary and secondary in 1981-82 was Rs. 164.95 crores (Gross).

(c) and (d). The appropriation accounts are yet to be finalised. It is expected that amounts allocated will be fully spent.

#### Installation of Radio Therapy Machine for Cancer

9008. SHRI K. PRADHANI: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government have installed new radio therapy machine for the treatment of cancer;

(b) if so, the names of the States and Union Territory hospitals where such machines have been installed;

(c) whether such machines are imported; and

(d) if so, their cost per piece?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI KUMUD-BEN M. JOSHI): (a) Government provides Central assistance to the extent of Rs. 10.00 lakhs per unit to the State/Union Territory Governments and voluntary institutions, subject to the satisfaction of conditions stipulated for the release of grant in aid for the installation of Cobalt Therapy Units.

(b) A statement indicating the States/Union Territory Governments and the names of their hospitals for which Central assistance has been released for the installation of Cobalt Therapy Units, since 1974-75, is attached.

(c) and (d). The machines are being manufactured indigenously and are also being imported. The cost of an

indigenous Cobalt 60 Therapy machine is approximately Rs. 13.00 lakhs while that of an imported machine is approximately Rs. 22.00 lakhs.

#### Statement

List of State/U.T. Govts./Voluntary institutions which have received Central assistance for the installation of Cobalt Therapy Units.

1974-75

Govt. of J & K for a unit at the SMHS-Hospital, Srinagar.

1975-76

Govt. of Orissa for a unit at the SCB Medical College, Cuttack.

1976-77

Dr. B. B. Cancer Institute, Gauhati for setting up a Unit.

Goa Cancer Society, Panaji for setting up a Unit.

1977-78

Banaras Hindu University, Varanasi for setting up a Unit.

Govt. of Tamil Nadu for a unit at the Govt. Royapattah Hospital, Madras.

Govt. of Bihar for a unit at the Rajendra Medical College & Hospital, Ranchi.

Govt. of Kerala for a unit at the Medical College & Hospital, Calicut.

1978-79

Govt. of Himachal Pradesh for a unit at the H.P. Medical College, Simla.

Govt. of Rajasthan for a unit at the M.G. Hospital Jodhpur.

Hanuman Prasad Poddar Samarsak Samiti, Gorakhpur (sponsored by the Govt. of U.P.) for setting up a unit.

Amala Cancer Hospital, Trichur, Kerala for setting up a unit.

1980-81

Govt. of Karnataka for a unit at the Kidwai Memorial Institute of Oncology, Bangalore.

Govt. of Maharashtra for a unit at the Medical College Hospital, Nagpur.

Govt. of Tripura for a unit at the Cancer Hospital, Agartala.

Govt. of Orissa for a unit at the VSS Medical College Hospital, Burla.

1981-82

Govt. of Gujarat for a unit at the Medical College, Jamnagar.

Govt. of Madhya Pradesh for a unit at the Medical College Hospital, Bhopal.

Govt. of Kerala for a unit at the Amala Cancer Hospital and Research Institute, Trichur.

Govt. of Meghalaya for a unit at the Civil Hospital, Shillong.

Govt. of Rajasthan for two units at the RNT Medical College, Udaipur and the SMS Hospital, Jaipur.

Govt. of West Bengal for a unit at the Chittaranjan Cancer Hospital, Calcutta.

Govt. of Maharashtra for a unit at the Medical College Hospital, Aurangabad.

#### Arab Sheikhs Marrying Indian Girls

9009. SHRI ARJUN SEHNI: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether some cases have been brought to the notice of Government regarding the activities of Arab Sheikhs who purchase and marry poor Indian girls and after taking them to the Arab countries, throw them in the streets to lead a life of prostitutes;

(b) if so, the number of such cases which came to the notice of Government during last three years, and

(c) the reaction of Government in this regard?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI P. SHIV SHANKAR): (a) Some cases of Indian women going to Arab countries after their marriage to Arab

nationals and their subsequent exploitation had come to the notice of the Government during 1973-75.

(b) No cases of exploitation which led these women to the life of a prostitute abroad have come to the notice of the Government during the last three years.

(c) The question of exploitation of young Indian girls marrying Arabs was thoroughly discussed by the Estimates Committee in April 1981 and finds a place in Chapter IV of its report.

The Government is vigilant in this regard and has issued instructions to Indian Missions abroad to interview in depth all Arabs sponsoring Indian wives and also to send to the Ministry reports regarding any cases of exploitation which come to their notice for taking suitable action. The Government has also arranged publicity through radio and the vernacular Press to warn the public of the dangers of such marriages and has written to the State Governments, urging them to take stern action against unscrupulous middlemen and touts who arrange such marriages.

### Amount Earmarked for Family Planning

9010. SHRI K. RAMAMURTHY: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) the total amount earmarked for family planning for the year 1982-83 and how it is proposed to be spent;

(b) specific amount to be spent in rural areas for the purpose of family planning; and

(c) figures of expenditure incurred during 1979-80, 1980-81 and 1981-82 for family planning in rural areas and urban areas separately year-wise?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI KUMUD-BEN M. JOSHI): (a) Rs. 245.00 crores. Of this, Rs. 229.61 crores will be provided to State and Union Territory Governments as grants-in-aid and Rs. 15.39 crores will be spent Centrally.

(b) and (c). A statement giving details of expenditure and its classification in rural and urban areas is enclosed.

### Statement

*Details of Expenditure during 1979-80 to 1981-82 and outlay 1982-83 on Family Planning Programme*

(Rs. in crores)

	Total Expenditure	Amount spent in rural areas	Amount spent in urban areas	Other** Expenditure
1979-80	118.52	59.42	5.61	53.49
1980-81	134.22@	67.86	6.23	60.13
1981-82	168.68@	72.59	7.36	88.73
1982-83	245.00*	1231.60	7.60	113.80

@Provisional.

\*Budget provision.

\*\*Include expenditure on common services, central training, media research, supplies and compensation for which separate classification into rural and urban areas not possible.

**C.G.H.S. Polyclinic at Janakpuri, New Delhi**

9011. SHRI BHIKU RAM JAIN: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that Ministry has purchased a plot of land in Janakpuri, New Delhi to construct a polyclinic under C.G.H.S.,

(b) if so, whether the building plan for the same has been prepared and got sanctioned,

(c) the estimated cost involved,

(d) when the actual work of construction is likely to start and when it would be completed, and

(e) the reasons for the delay?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI KUMUD BEN M. JOSHI): (a) to (e). A plot of land has been allotted by the D.D.A. for construction of a CGHS dispensary at Janakpuri, but its final possession has not yet been handed over to CGHS. The plan and estimate for the building will be prepared and thereafter construction work will be taken in hand.

**Purchase of Machinery for improving production Capacity**

9012. SHRI THAZHAI M. MARUNITHI: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the Government Medical Store Depot, Madras has submitted a proposal to the Government during the last 2 years to purchase and supply machinery to improve the production capacity of the factory particularly tablet and steam section;

(b) if so, the details thereof;

(c) action taken on the proposal received from the above depot; and

(d) if no action has been taken, the reasons thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI KUMUD BEN M. JOSHI): (a) and (b). No proposal to improve the production in so far as the steam section of Medical Store Depot Madras Factory is concerned, has been received from the Depot. However, a proposal had been received in April, 81 from them suggesting improvement in the Tablet Section of their Factory with a view to increasing the production from 60 lakhs tablets per month to 120 lakhs tablets.

(c) and (d). A Working Group set up by the committee on Public Expenditure had recommended pruning of the activities of the Medical Store Depot and the same is under examination.

The proposal to improve the production capacity of the Factory attached to the Medical Store Depot Madras can be examined further only after a decision in principle is taken on the above recommendations.

**मन्दार हिल-वैद्यनाथ धाम लाइन**

9013. श्री समीन्द्रबोर : क्या रेल-मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि मन्दार हिल बाँसी से वैद्यनाथ धाम तक कोई रेल लाइन न होने के कारण भागलपुर और मध्यान्तरगना के लोगों को जमशेदपुर और कलकत्ता तक यात्रा करने में भारी कठिनाई का सामना करना पड़ता है;

(ख) क्या यह भी सच है कि मन्दार हिल बाँसी से वैद्यनाथ धाम तक एक रेल लाइन के निर्माण के लिए प्राक्कलन तथा योजना तैयार की गयी है; और

(ग) यदि हाँ, तो इस रेल लाइन का शीघ्र निर्माण करने के लिए सरकार द्वारा क्या कार्यवाही की जा रही है ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उप मंत्री (श्री मल्लिकार्जुन): (क) से (न). इस क्षेत्र में रेल संचार सुविधाओं की व्यवस्था करने के उद्देश्य से, मन्दाय हिल (बिंसी) बंदरनाथधाम (दंबधर) के बीच बड़े सामान की रेल लाइन बिछाने के लिए हाल ही में (1981) एक प्राथमिक इंजीनियरी एवं यातायात सर्वेक्षण किया गया था और सर्वेक्षण रिपोर्ट की इस समय जांच की जा रही है। सर्वेक्षण रिपोर्ट की सभी पहलुओं से जांच हो चुकने के बाद, प्रस्तावित रेल लाइन की वित्तीय बर्ध-व्यवस्था और धन की उपलब्धता को ध्यान में रखते हुए तथा योजना आयोग से इसकी स्वीकृति मिल जाने पर इस रेल लाइन के निर्माण के संबंध में विनिश्चय किया जाएगा।

#### Revised rates of Cycle/Scooter/Car Parkings

9014. SHRI R.L.P. VERMA: Will the Minister of RAILWAYS be pleased to state:

(a) whether rates of cycle/scooter/car parking have been revised by the Northern Railway Administration; if so, details thereof;

(b) what rates have been fixed for Mirzapur, Allahabad, Fatehpur, Kanpur, Govindpuri, Aligarh and Dadri on Allahabad Division and the dates

from which they have been implemented;

(c) the reasons why Railway Administration is not inviting open tenders for allotment of cycle/Scooter stand contract at Kanpur thereby causing financial loss; and

(d) what remedial measures are being taken to safeguard the financial interest of the Railways?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) The old rates will remain in force during the pendency of the existing contracts. The rates for cycle and scooter/motor cycle parking for future contracts have been revised by the Northern Railway as per details in the Statement attached.

(b) The revised rates for Cycle/Scooter parking mentioned for class 'A' Stations in the statement are applicable to all these stations. These will, however, be effective from the dates fresh contracts are awarded for these stations.

(c) and (d). The present contract for cycle/scooter stand at Kanpur is valid upto 31-1-83 and the revised rates will, therefore, be applicable on award of fresh contract.

#### Statement

The revised parking charges for cycle/scooter/motor cycle at Railway station cycle stands on the Northern Railway w.e.f. 9-9-1982 are as under:—

Particulars	Per Cycle	Per Auto Cycle/Scooter/Motor Cycle	
		Without helmet	With helmet
1	2	3	4
<b>'A' Class Stations</b>			
<i>Normal rates:</i>			
(a) For 4 hours . . . . .	Rs. 00.25	Rs. 00.040	Rs. 00.50
(b) For more than 4 hours upto 24 hours . . . . .	00.50	00.80	1.00
(c) For every subsequent 24 hrs. or part thereof . . . . .	00.50	00.80	1.00

1

2

3

4

*Monthly Concession rates:*

(i) Public . . . . .	7.00	12.00	15.00
(ii) Railway Employees . . . . .	1.00	2.00	2.50
(iii) Milkman . . . . .	8.00	12.00	15.00

*B' Class Stations**Normal rates:*

(a) For 4 hours . . . . .	00.15	00.25	00.30
(b) For more than 4 hours upto 24 hours . . . . .	00.30	00.50	00.60
(c) For every subsequent 24 hrs. or part thereof . . . . .	00.30	00.50	00.60

*Monthly Concession rates:*

(i) From public . . . . .	4.00	7.00	9.00
(ii) Railway Employees . . . . .	00.50	1.00	1.50
(iii) Milkman . . . . .	5.00	7.00	9.00

The above rates will be applicable to the contracts to be allotted in future.

**Transfer of Senior/Junior Domestic Science Teachers in Distt. South of Directorate of Education, Delhi Administration**

9015. SHRI DOONGAR SINGH Will the Minister of EDUCATION be pleased to state:

(a) whether some Senior Domestic Science Teachers and Junior Domestic Science Teachers posted in Government Secondary Schools in or near their locality within four Kms. from their residences in District South of Directorate of Education, Delhi Administration, have not been transferred for the last 12 years;

(b) if so, the number of those Senior/Junior Domestic Science Teachers, school-wise, who have been working in the same schools for the last twelve years or more and total period of their service in same school and the reasons therefor; and

(c) whether the Government propose to review posting policy for those teachers who have already rendered

service in the same schools for twelve years or more?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) and (b). According to information furnished by the Delhi Administration only one Senior Domestic Science Teacher has been working for the last twelve years in the Government Girls Secondary School, Bhogal. In accordance with the approved transfer policy, generally no teacher is transferred unless he/she asks for a transfer.

(c) No, Sir.

**Posting of Senior/Junior Domestic Science Teachers in District South of Directorate of Education, Delhi Administration**

9016. SHRI BHEEKHABHAI: Will the Minister of EDUCATION be pleased to state:

(a) whether in some Government Girls Secondary Schools in District

South of Directorate of Education, Delhi Administration, two Senior Domestic Science Teachers have been posted while in some schools there is no sanctioned post of Senior Domestic Science Teacher and only Junior Domestic Science Teachers teach Home Science to students upto IX and X standard;

(b) if so, names of schools where there are no sanctioned posts of Senior Domestic Science Teachers;

(c) number of sanctioned posts of Junior Domestic Science Teachers in such schools;

(d) names of schools in District South where posts of Senior Domestic Science Teachers are lying vacant;

(e) basis for post-fixation of these teachers for teaching Home Science in schools; and

(f) whether the Government propose to issue instructions for sanction of posts of Senior Domestic Science Teachers in those schools where there is no such post and where there are two or more Junior Home Science Teachers working in the interest of IX and X Standard students?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) to (c). According to information furnished by the Delhi Administration there is only one Government Girls Secondary School in District South of Directorate of Education, Delhi Administration, where two Senior Domestic Science Teachers have been posted to perform duties. There is, however, no school in District South where the post of Senior Domestic Science Teachers does not exist.

(d) As reported by the Delhi Administration, no posts of Senior Domestic Science Teachers are lying vacant in schools in District South.

(e) As per approved norms for post-fixation in Government Sec-

dary Schools, posts of Senior/Junior Domestic Science Teachers are sanctioned on the basis of enrolment and periods in classes IX and X and VI to VIII, respectively.

(f) Does not arise in view of reply to parts (a), (b) and (c) above.

#### Regularisation of Casual Labourers of Minto Bridge, New Delhi

9017. SHRI SUSHIL BHATTACHARYA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware that the casual labourers have put in 7 to 10 years of service under SEN (Apl) Minto Bridge, New Delhi;

(b) if so, steps taken by Government to regularise their services; and

(c) if no steps have been taken, the reasons thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Yes.

(b) and (c). The Casual labourers were given an opportunity for regular absorption in Stores Depot Shakurbasti against regular posts out of Delhi area as a special case but they have not accepted the same. They will be considered for regularisation as and when vacancies become available in Delhi Division by creation of New posts for maintenance or otherwise.

#### Reimbursement of expenses incurred under Surgical Sundries

9018. SHRI R. N. RAKESH: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) the number of applications of Central Government servants for reimbursement of medical expenses incurred on Surgical Sundries used in the Open Heart Surgery of themselves or their dependents performed at the All India Institute of Medical Sciences,



after their cases were duly referred to by the CGHS, which are pending with the Ministry for a year or more;

(b) the reasons why these applications for reimbursement could not be settled so far;

(c) the date by which the reimbursement is likely to be made in these cases; and

(d) whether it is proposed to introduce a procedure in future under which the Hospital would provide necessary medicines and surgical sundries in the cases referred to by the CGHS and submit the bills direct to the CGHS for payment instead of forcing the poor Government servants to incur huge amounts and then wait for years for reimbursement?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI KUMUDBEN M. JOSHI): (a) 8 cases.

(b) and (c). Claims for medical charges on surgical sundries are not reimbursable under CGHS Rules, and as such it has not been possible to allow reimbursement from CGHS.

A proposal for reimbursement of claims by the Departments in which the Central Government servant concerned may be working from the service heads has been considered and orders to this effect are likely to be issued shortly. After this the question of reimbursement will be considered by the Departments concerned.

(d) There is no such proposal.

#### Duties of Inspectors of Telecommunication Department

9019. SHRI RAMAVATAR SHASTRI: Will the Minister of RAILWAYS be pleased to state:

(a) what are the duties of Grade I, II and III Inspectors and Maintainers of Signal and Telecommunication Department separately; and

(b) what is the strength of the staff in each Railway?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Duties of Inspectors and Maintainers are as shown in Annexure I laid on the Table of the House. [Placed in Library. See No. LT-4015/82].

(b) Strength of the staff (Inspectors and Maintainers) on each Railway is shown in Annexure II laid on the Table of the House. [Placed in Library. See No. LT-4015/82].

#### Names of Universities recognised by U.G.C.

9020. SHRIMATI SANYOGITA RANE: Will the Minister of EDUCATION be pleased to state:

(a) the names of Universities in the country recognised by the University Grants Commission and the grants made to them during the current year; and

(b) whether grants are given to those Universities which have yet to be recognised by the University Grants Commission and the details thereof?

THE MINISTER OF STATE OF THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRIMATI SHEILA KAUL): (a) and (b). There is no provision in the U.G.C. Act for the recognition of Universities. All Universities, established by law, come within the purview of the U.G.C. Act. However, according to Section 12A of the UGC Act, only those Universities established after June 17, 1972 which are declared fit by the Commission to receive grants are provided financial assistance by the University Grants Commission. There are at present 18 such universities which are not being paid any grants.

The current financial year has just commenced, and no significant development grants have been released to most of the Universities so far.

**Letter from S.Ms' Association,  
Madurai**

9021. SHRI E. BALANANDAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have received any letter dated 15 February, 1982 from All India Station Masters' Association, Madurai Division;

(b) if so, the salient points raised by the Association in the said letter;

(c) steps taken by Government thereon; and

(d) if no steps have been taken, the reasons thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Yes.

(b) to (d). A statement is attached.

**Statement**

The salient points raised by the Association are as follows:—

(i) Incorrect information is being given by the Divisional authorities regarding the goods sheds working hours at Rameswaram.

(ii) Goods clerks at Rameswaram are not adhering to the roster and

(iii) Goods shed working hours were changed.

Following comments are offered on the above points:—

(i) The allegation is not correct.

(ii) Working hours of goods sheds have been notified at Rameswaram from 10.00 to 18.00 hrs. which is in existence since October, 1978 and

(iii) Non-adherence to the rosters by goods clerks had been dealt with suitably.

**Setting up of Health Education  
Commission**

9022. SHRI MOHAN LAL PATEL: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government have taken any decision on the setting up of a Health Education Commission; and

(b) if so, what are the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI KUMUDBEN M. JOSHI): (a) No.

(b) Does not arise.

**Indo-N. Yemen economic cooperation**

9023. SHRI G. M. BANATWALLA: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether an official delegation recently visited N. Yemen to explore possibilities of economic cooperation between India and N. Yemen;

(b) whether the delegation has been able to identify any areas for bilateral cooperation;

(c) the outcome of the delegation; and

(d) steps proposed to follow up the findings of the delegation?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI P. SHIV SHANKAR): (a) Yes, Sir. An Indian delegation led by Shri Romesh Bhandari, Secretary, Ministry of External Affairs, visited the Yemen Arab Republic from 22—25 March, 1982 to explore possibilities of economic cooperation between the two countries.

(b) to (d). During the visit, wide ranging discussions took place regarding cooperation in industrial, economic technical, health and educational fields. A number of areas for further cooperation were identified, such as

small-scale industries, industrial policy and planning, training facilities, agriculture, health, education, commerce, banking, transport and civil aviation. Concerned agencies in both countries will be actively pursuing implementation of proposals finalised.

#### Posts of S.Os. accounts grade

9024. SHRI SOMJIBHAI DAMOR: Will the Minister of RAILWAYS be pleased to state:

(a) whether reserved vacancies i.e. 15 per cent for SCs and 7½ per cent for S.Ts. have been fully filled for the posts of Section Officers Accounts Grade Rs. 500—900, Senior Sub-Head Scales Rs. 550—750 (R) and clerk grade I scale Rs. 425—700 (R) in Western Railways;

(b) if no, what are the reasons for the same and what action has been taken to fill up the above posts according to roster; and

(c) whether any crash programme is proposed for filling up the above posts?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMEN-TARY AFFAIRS (SHRI MALLIK-ARJUN): (a) to (c). The information is being collected from Western Railway and will be laid on the Table of the Sabha.

#### Raid on Parcel Office, New Delhi Station

9025. SHRI CHHANGUR RAM: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Extended Luggage Booking Office, Parcel Office, New Delhi Station was raided by Northern Railway Vigilance Organisation in the month of October, 1981;

(b) if so, whether any fraudulent transaction were detected; and

(c) if so, whether the staff at fault have been charge-sheeted for major penalty?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMEN-TARY AFFAIRS (SHRI MALLIK-ARJUN): (a) and (b), Yes.

(c) The staff at fault has already been punished with stoppage of 3 sets of passes.

#### Stagnation of Craft Teachers in Government Senior Secondary Schools

9026. SHRI HIRALAL R. PARMAR: Will the Minister of EDUCATION be pleased to state:

(a) whether it is a fact that Crafts Teachers in Government Senior Secondary Schools are stagnating for a number of years;

(b) whether it is a fact that despite the fact that they have become eligible to get Selection Grade, the same has not been given to them though such posts are lying vacant;

(c) if so, what is the number of such vacant posts;

(d) whether Government propose to fill up such posts in the near future;

(e) if so, when; and

(f) if not, reasons thereof?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) According to a recent survey made by the Delhi Administration, only five Craft Teachers in Government Senior Secondary Schools were found to be drawing pay on the maximum of their pay scale as on 1-1-1980.

(b) Selection Grades have been granted to eligible Craft Teachers against the available Selection Grade posts.

(c) to (f). Do not arise.

State-wise allocation of budget for Education

Budget during the last three years; year-wise?

9027. SHRI ZAINAL ABEDIN: Will the Minister of EDUCATION be pleased to state the State-wise allocation of budget for Education including Union territories and their percentage of allocation from the total allocation of

THE MINISTER OF STATE OF THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRIMATI SHEILA KAUL): A statement giving the latest available information is enclosed.

Statement

Budgetted Allocations for Education

(Education & other Departments)

State/Union Territory	Amount in crores of rupees			Percentage of Allocation to Total State Revenue Budget		
	1979-80 (Actuals)	1980-81 (Revised Estimates)	1981-82 (Budget Esti- mates)	1979-80	1980-81	1981-82
1	2	3	4	5	6	7
1. Andhra Pradesh . . .	239.04	277.97	327.25	23.6	24.5	26.6
2. Assam . . . . .	89.93	97.84	105.94	29.0	26.5	27.5
3. Bihar . . . . .	198.79	269.30	280.57	31.3	30.5	28.8
4. Gujarat . . . . .	193.57	226.74	238.35	26.0	24.5	24.4
5. Haryana . . . . .	68.91	88.16	92.44	21.7	21.5	21.3
6. Himachal Pradesh . . .	36.07	44.52	48.37	18.2	19.9	20.1
7. Jammu & Kashmir . . .	39.81	52.57	52.89	21.0	19.1	18.0
8. Karnataka . . . . .	175.68	194.84	220.82	23.8	21.0	22.6
9. Kerala . . . . .	207.27	239.65	268.76	35.0	35.6	37.2
10. Madhya Pradesh . . .	183.23	213.63	233.66	23.2	20.8	22.0
11. Maharashtra . . . . .	379.01	442.60	446.99	23.7	23.0	21.8
12. Manipur . . . . .	15.00	18.74	19.34	20.8	21.5	18.7
13. Meghalaya . . . . .	7.72	10.79	11.32	16.8	18.4	17.7
14. Nagaland . . . . .	9.94	13.06	13.29	14.5	15.2	14.5
15. Orissa . . . . .	101.75	126.45	133.63	22.7	22.4	24.4
16. Punjab . . . . .	120.07	142.67	134.84	27.2	27.3	25.6
17. Rajasthan . . . . .	143.17	163.38	175.06	22.5	23.8	25.3
18. Sikkim . . . . .	3.07	3.57	3.97	10.4	12.0	12.5
19. Tamil Nadu . . . . .	232.38	280.62	296.56	27.4	23.7	26.1
20. Tripura . . . . .	14.93	16.99	18.16	24.1	17.4	21.2

1	2	3	4	5	6	7
21. Uttar Pradesh . . .	335.28	365.29	380.77	23.3	21.3	21.8
22. West Bengal . . .	239.44	296.58	321.13	24.5	25.1	25.4
23. A & N Islands . . .	3.46	3.87	4.15	12.8	12.4	11.9
24. Arunachal Pradesh . . .	5.80	7.48	8.45	9.1	10.1	11.0
25. Chandigarh . . .	7.36	9.03	9.54	28.2	27.7	27.3
26. Dadra & Nagar Haveli . . .	0.74	0.82	0.94	28.7	29.0	26.3
27. Delhi . . .	59.55	67.58	71.96	37.7	35.9	33.7
28. Goa, Daman & Diu . . .	13.11	14.45	15.40	26.0	24.2	24.4
29. Lakshadweep . . .	1.27	1.38	1.45	23.8	17.5	20.3
30. Mizoram . . .	7.20	8.11	7.95	14.4	14.7	14.4
31. Pondicherry . . .	6.14	6.83	7.32	22.1	19.6	20.8
<b>INDIA . . .</b>	<b>3138.67</b>	<b>3705.51</b>	<b>3951.25</b>	<b>24.9</b>	<b>23.9</b>	<b>24.5</b>

#### Merger of Typists with Clerical Cadre

9028. SHRI R. C. DAS: Will the Minister of RAILWAYS be pleased to state:

(a) whether any representation has been received from the Typists working in the zonal railways for merging the cadre of Typists with the Clerical cadre; and

(b) if so, what action has been taken or proposed to be taken for the merger?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Yes.

(b) Having been raised by the National Federation of Indian Railwaymen at the Meeting of the Permanent Negotiating Machinery, the matter has been considered by the Ministry of Railways and it has been decided that since Clerks and Typists constitute different and separate cadres for a number of years with differing functions, their merger would not be a feasible proposition.

#### Construction of Moti Lal Nehru College building, New Delhi

9029. DR. A. U. AZMI:

SHRI HARISH KUMAR GANGWAR:

Will the Minister of EDUCATION be pleased to state:

(a) whether Government is aware that the work on the construction of Moti Lal Nehru College building, New Delhi has been at stand still for about two years now;

(b) if so, reasons thereof; and

(c) steps taken to expedite the construction thereof?

THE MINISTER OF STATE OF THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRIMATI SHEILA KAUL): (a) and (b). Yes, Sir. According to information available, the Contractor has expressed his inability to complete the work unless the Cost is revised due to escalation in prices.

(c) The Cost of Construction is met by the U.G.C. and the Delhi Administration. The revision in Cost will therefore have to be approved by them. The College Authorities are negotiat-

ing the terms of a fresh Contract, before approaching the U.G.C./Delhi Administration for approval of the revised Cost.

#### Kalaazar fever in Bihar

9030. SHRI BHOGENDRA JHA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether there has been recurrence of Kalaazar fever in Khajouli Block of Madhubani District and other areas of Bihar; and

(b) if so, details thereabout and steps being taken to eradicate the same?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI K/MUDBEN M. JOSHI) : (a) and (b). Yes. According to the reports received from the Government of Bihar, there were 224 Cases of Kala-Azar in the District of Madhubani (including Khajouli Block) in 1981 and 20 cases upto 20-2-1982 this year with no death. Necessary measures for the Control of the disease keeping in view the various aspects, are being taken by the Government of Bihar which include periodical active search for cases followed by their treatment and residual insecticide spray of houses and the stables in the villages affected by the disease and in the vicinity. Assistance is being provided by the Government of India by way of technical guidance, training, epidemiological surveillance and second line of drugs obtained through WHO.

#### Confirmation of Clerks

9031. SHRI R. L. BHATIA: Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 4831 dated 17th September, 1981 regarding confirmation of clerks of Moradabad Division and state:

(a) the stage at which the confirmation of these Clerks stands at present;

(b) what is the reason that the targeted date of 28th February, 1982 has not been adhered to by the DPM, Moradabad;

(c) whether it is a fact that this matter had been delayed, if so, the reasons therefor; and

(d) how long more it will take to issue confirmation orders of the Clerks concerned and afford them much needed relief?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) to (c). Seniority lists of Clerks in the grade of Rs. 260—400 under Divisional Rail Manager, Moradabad were duly completed and circulated. Objections were received in this connection which have since been sorted out and confirmation orders of 40 persons out of a total of 180 unconfirmed staff have been issued. For the remaining persons vacancies are not available in this grade for confirmation. The target date of 28-2-1982 could not be adhered to as a large number of objections to seniority list had to be dealt with and certain other connected issues had to be sorted out.

(d) Since confirmation is a continuous process and depends upon the availability of vacancies and also the eligibility of staff for such confirmation, no definite date can be indicated.

Number of driving licences suspended/  
cancelled in Delhi

9032. SHRI HARISH KUMAR  
GANGWAR:

SHRI RAJNATH SONKAR  
SHASTRI:

Will the Minister of SHIPPING AND TRANSPORT be pleased to state how many driving licences were suspended/cancelled in Delhi as per provisions contained in Section 17-A of the Motor Vehicle Act, 1939 during the last three years?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI SITARAM KESARI): Information is being collected and will be laid on the Table of the Sabha.

US Ambassador's statement about arms supply to Pakistan

9033. SHRI RASHEED MASOOD:  
SHRI TRILOK CHANDRA:  
SHRI RAJESH KUMAR SINGH:  
SHRI BALKRISHNA WASNIK:  
SHRI R. L. BHATIA:  
SHRI SUBHASH YADAV:  
SHRI H. N. NANJE GOWDA:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether attention of the Government has been drawn to the recent statement of the US Ambassador in India stating that US will not have any supervisory control and cannot guarantee that the sophisticated arms being supplied to Pakistan will not be used against India; and

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

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI P. SHIV SHANKAR): (a) Government have seen reports of the US Ambassador's speech to the effect that "we have had guarantees from time to time before in various parts of the world and the guarantees have not always worked. So it is a question of what is effective". He further went on to state that specifically "we will not have supervisory control, i.e. there will not be Americans sort of sitting right there."

(b) The Government of India's views regarding the supply of sophisticated arms by the United States to Pakistan are well known and have not changed.

Gaylord Ice Cream Parlour, Ajmal Khan Road, Delhi

9034. SHRI NIREN GHOSH:  
SHRI BASUDEB ACHARYA:  
SHRI MUKUNDA MANDAL:

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether a sample of Gaylord Ice Cream Parlour, Ajmal Khan Road, was found to be 90 per cent adulterated in 1979; and

(b) if so, the action taken thereon?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI KUMUDBEN M. JOSHI): (a) and (b). the Public Analyst was of the opinion that the sample was adulterated due to 4.3 per cent deficiency in milk fat by weight, 1.73 per cent deficiency in total solid by weight and 1.65 per cent deficiency in protein by weight.

The prosecution was not launched as representation of the Manager of the Parlour was received, supported with documents stating that the item was sold as 'Sherbet' and not Ice Cream. The representation, after examination, was accepted by the Delhi Administration.

Proposal made by Chairman of Indo-US Joint Commission about North-South deadlock

9035. SHRI S. B. SIDNAL:  
SHRI MADHAVRAO SCINDIA:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether it is a fact that the Chairman of the Indo-US Joint Commission on Industry and Trade had proposed a dialogue between the two countries to resolve the current North-South deadlock to enliven the world economy;

(b) whether India will take initiative on the proposal of Shri Orville Freeman on the need of transfers of resources from North to South to accomplish economic growth; and

(c) if so, the details thereof?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI P. SHIV SHANKAR): (a) Mr. Orville L. Freeman, the head of the US delegation to the Indo-US Joint Business Council, proposed in the course of a speech at the Indian Council of World Affairs that "we form a bilateral commission or perhaps just an informal forum that will come up with both concepts and ways and means that will move the deadlocked North-South dialogue of its present perch of negativism and acrimony and forward to productive action."

(b) and (c). While the Government of India welcome all suggestions which would facilitate North-South dialogue, no decision has been taken as yet to set up a bilateral commission regarding these matters.

### राकेट विभाग, गुन्धी

9036. श्री जगपाल सिंह : क्या शिक्षा मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या बी. आई. टी. प्रसरा गुन्धी में स्पेस इंजीनियरिंग एण्ड राकेट विभाग की स्थापना की गई है ;

(ख) क्या सरकार भारत और रक्षा मंत्रालय द्वारा उपर्युक्त विभाग को बनेक परियोजनाएं दी गई हैं और यदि हां, तो ऐसी कुल कितनी परियोजनाएं हैं ; और

### क. पूर्णकालिक अनुदान

विषय	न्यासियों का योगदान	शिक्षा मंत्रालय द्वारा मुक्त किए गए अनुदान (रूपए लाखों में)
1.- स्पेस तथा इंजीनियर और राकेट विभाग की प्रयोगशालाओं के लिए मशीनरी तथा उपस्कर	8.35	4.50
2.- स्पेस इंजीनियरी तथा राकेट विभाग के लिए भवन	5.50	1.50
3.- पुस्तकालय (पुस्तकों के लिए)	1.00	0.50
	14.85	6.50

(ग) क्या इस विभाग का सारा व्यय शिक्षा विभाग वहन करता है और यदि हां, तो वर्ष-वार इस विभाग को कितनी धन-राशि दी गई और इसमें से उपकरणों और मशीनों की खरीद पर कितना व्यय किया गया, क्या समस्त उपकरण और मशीनों संस्थान में उपलब्ध हैं और यदि नहीं, तो इसके लिए उत्तरदाई कौन है ?

शिक्षा और संस्कृति तथा समाज कल्याण मंत्रालयों में राज्य मंत्री (श्रीमती शीला कौल):  
(क) जी, हां ।

(ख) ऐसी परियोजनाओं की संख्या 15 है ।

(ग) इस विभाग का सम्पूर्ण व्यय शिक्षा मंत्रालय द्वारा वहन नहीं किया जा रहा है । यह विभाग शिक्षा मंत्रालय तथा अन्य स्रोतों से अनुदान प्राप्त कर रहा है जिनके बारे में संलग्न विवरण में दिए गए हैं ।

सरकारी अनुदानों में से उपस्करों तथा मशीनरी की खरीद पर खर्च की गई राशि इस समय उपलब्ध नहीं है । तथापि, संस्थान द्वारा भेजी गई सूचना के अनुसार, सरकारी अनुदान में से खरीदे गए सम्पूर्ण पूर्णकालिक उपस्कर तथा मशीनरी संस्थान के पास उपलब्ध हैं ।

### विवरण

विडना प्रायोगिकी संस्थान, मेसरा, गुन्धी के राकेट तथा स्पेस इंजीनियरी विभाग के शिक्षा मंत्रालय तथा अन्य स्रोतों से निम्न-लिखित अनुदान प्राप्त हुए हैं ।



### ख. बाबती अनुदान

1975-76 से विभाग को प्राप्त बाबती अनुदान इस प्रकार है :—

वर्ष	न्यासियों का योगदान	भारत सरकार, शिक्षा मंत्रालय द्वारा मुक्त किए गए अनुदान	(रुपए लाखों में)
1975-76	1.07		1.55
1976-77	1.22		1.52
1977-78	0.83		1.78
1978-79	1.09		2.21
1979-80	1.04		2.55
1980-81	1.43		2.39

ग. स्पेश विभाग द्वारा किए गए अनुदान विभाग को 1972-78 के दौरान स्पेश विभाग से छात्रों को शिक्षावस्तियां प्रदान करने के लिए 80,000/-रुपये तथा राकेट निर्माण वायुगतिकी, इलेक्ट्रॉनिक्स तथा नियंत्रण/मार्गदर्शन प्रक्रियाओं के क्षेत्रों में और बागे अनुसंधान कार्य को संकोचित करने के लिये 1.50 लाख रुपये प्राप्त हुए हैं। राशि वार्षिक रूप से बर्च की गई है और कुछ उपस्कर प्राप्त किए गए हैं।

(b) Does not arise.

#### Malpractice in Admission to Medical Colleges in Kerala

9038. SHRI MANOHAR LAL SAINI: Will the Minister of EDUCATION be pleased to state how many cases were registered in connection with the malpractices in the Medical College admissions in Kerala university during last three years?

THE MINISTER OF STATE OF THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRIMATI SHEILA KAUL.): The required information is being obtained from the Government of Kerala and will be placed on the Table of the Sabha.

#### American Assurance to India about Arms Supply to Pakistan

9037. SHRI AMAR ROYPRADHAN: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Government of India have received any assurance from USA that Pakistan would not use the arms supplied by USA against India; and

(b) if so, the details thereof;

#### Abolition of Posts of Special Assistants to Ministers

9039. SHRI N. K. SHEJWALKAR: Will the Minister of RAILWAYS be pleased to state:

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI P. SHIV SHANKAR): (a) Government have received no assurance from the United States that arms supplied by that country to Pakistan would not be used against India.

(a) whether Government have taken a decision to abolish the posts of Special Assistants even for Cabinet Ministers;

(b) whether an Officer on Special Duty in the Senior Administrative Grade has been provided to the present Chairman Railway Board who is Special Assistant and this Officer has access to all secret and confidential papers and files which are to be dealt with at the level of Members of Railway Board and Ministers of Railways; and

(c) what steps he is taking to get rid of the legacy of the past and abolish this extra-constitutional source of authority?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMEN-TARY AFFAIRS (SHRI MALLIKAR-JUN):** (a) The Government has decided that the posts of Special Assistant attached to the Ministers (except in the case of Prime Minister) will be redesignated as Private Secretary.

(b) and (c). The post of Soecial Assistant attached to the post of Chair-man, Railway Board, is being operated as Private Secretary (scale Rs. 150-1200). A Senior Administrative Grade Level II Indian Railway Traffic Service Officer who was working as Ad-ditional Director, Transport Planning has been redesignated as Additional Director, Special Duty.

He continues to perform his duties of Additional Director, Transport Planning, and, in addition, assists the Chairman, Railway Board, with refer-ence to matters pertaining to trans- portation and planning. No additional post has been created.

#### Number of Primary Schools in the country

**9040. SHRI ZAINUL BASHER:** Will the Minister of EDUCATION be pleased to state:

(a) the number of primary schools in the country;

(b) the number of schools without buildings; and

(c) the number of schools if any, without teachers?

**THE MINISTER OF STATE OF THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRIMATI SHEILA KAUL):** (a) and (b). According to the Fourth All India Educational Survey, 41,286 out of a total of 4,74,636 primary schools were without buildings.

(c) The same Survey reported that 2937 primary schools were without teachers. But, according to informa-tion received recently from a majority of the States/Union Territories there are no schools without teachers.

#### Request made for Supplementary Grant by Government of West Bengal

**9041. SHRI GADADHAR SAHA:** Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government of West Bengal made a request to the Centre for a supplementary grant of Rs. 9.91 crores for 1981-82;

(b) whether the West Bengal Gov-ernment approached Government of India for a decision on finance of Rs. 150 crores for total cost in place of present estimate of Rs. 126.68 crores for constructing Project of Second Hooghly Bridge; and

(c) if so, Government's decision on both the items?

**THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI SITA RAM KESARI):** (a) to (c). The Second Hooghly Bridge falls on a State road and the West Bengal Government are, therefore, primarily concerned with its construc-tion. However, in order to assist them financially the Government of India have agreed to provide a loan assis-tance upto Rs. 5713 crores only for this project, the excess over this

amount being met by the State Government from their own resources. Out of Rs. 57.13 crores, Rs. 30.57 crores were released upto 31-3-81 and Rs. 12 crores were released during 1981-82. The State Government's request for increasing the provision during 1981-82 by Rs. 9.91 crores could not be accepted due to financial constraints. Likewise it has also not been possible to accept State Government's request for accepting for central financing the revised cost of the project amounting to Rs. 150 crores.

#### Names and length of National Highways in the country

9042. SHRI MOHAMMAD ASRAR AHMAD: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) names and length of each National Highway in the country, State-wise;

(b) names and lengths of each State Highways taken over by the Government and converted into National Highway, State-wise; and

(c) names and lengths of State Highways that are under consideration of the Government for conversion into National Highways?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI SITA RAM KESARI): (a) A statement (Annexure 'I') is laid on the Table of the House [Placed in Library. See No. LT-4016/82].

(b) Presumably, the Member is referring to the roads declared as National Highways since the beginning of the 6th Plan (1980-85). A statement (Annexure 'II') giving the requisite information is laid on the Table of the House. [Placed in Library. See No. LT-4016/82].

(c) Owing to financial constraints, the Government of India are unable to declare any new road as National Highway in any State at present.

#### P.M.'s visit to U.K.

9044. SHRI T. R. SHAMANNA: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether after her recent visit of United Kingdom the Prime Minister is satisfied about the safety (life and property) of Indians living in United Kingdom; and

(b) has the Prime Minister discussed the above matter with the Prime Minister of United Kingdom?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI P. SHIV SHANKAR): (a) and (b). Prime Minister reiterated the concern we have for the welfare of the Indians living in UK.

The responsibility for the maintenance of law and order in Britain is that of the Government of UK. However, Government's concern has been conveyed from time to time to the British Government.

#### Train Accidents

9045. SHRI ATAL BIHARI VAJPAYEE:

SHRI SURAJ BHAN:  
SHRI RAM PRASAD  
AHIRWAR:

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

(a) how many major and minor train accidents took place and loss of life and property due to them suffered during the periods from March 25, 1977 to July 20, 1979; July 20, 1979 to January 15, 1980; January 15, 1980 to December 31, 1980 and January 1, 1981 to January 15, 1982; and

(b) when was the rate of train accidents per month highest during the above periods and when was it the lowest?

THE DEPUTY MINISTER IN THE  
MINISTRY OF RAILWAYS AND IN  
THE DEPARTMENT OF PARLIA-

MENTARY AFFAIRS (SHRI MAL-  
LIKARJUN):

(a) Periods	No. of train accidents (both major and minor)	No. of persons killed	Cost of damage to Railway property (in crores of Rs.)
(1) March 25, 1977 to July 20, 1979 . . . . .	2,105	618	10.6
(2) July 21, 1979 to January 15, 1980 . . . . .	432	135	3.8
(3) January 16, 1980 to December 31, 1980 . . . . .	946	211	5.9
(4) January 1, 1981 to January 15, 1982 . . . . .	1,154	546	11.7

(b) The rate of train accidents per month was the highest during the period 1st January, 1981 to 15 January 1982 and it was the lowest during the period 21-7-1979 to 15-1-1980.

(a) the approved plan outlay of funds of his Ministry in 1981-82;

(b) the amount actually utilised by his Ministry in the above financial year; and

(c) the details about the funds not utilised (portwise) in that year?

Utilisation of plan outlay during  
1981-82

9046. SHRI A. C. DAS:

SHRI S. M. KRISHNA:

Will the Minister of SHIPPING AND TRANSPORT be pleased to lay a statement showing:

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): (a) to (c). Details of the Plan outlay, amounts utilised and funds not utilised by the major ports in 1981-82 are furnished below:

Name of the Port	(Rs. in lakhs)		
	Plan outlay (Revised)	Amount utilised	Extent of funds not utilised (—) / funds utilised in excess of outlay (+)
(1)	(2)	(3)	(4)
1. (a) Calcutta . . . . .	217	163	(—)54
(b) Haldia Docks . . . . .	200	132	(—)68
(c) Bhagirathi Hoogly river training works . . . . .	220	198	(—)22
2. (a) Bombay . . . . .	1054	881	(—)173
(b) Nhava Sheva . . . . .	26	27	(+)1

	1	2	3	4
3. Madras . . . . .		1139	1280	(+)141
4. Cochin . . . . .		1275	1222	(-)53
5. Visakhapatnam . . . . .		1208	990	(-)218
6. Kandla . . . . .		888	991	(+)103
7. Mormugao . . . . .		446	346	(-)100
8. Paradip . . . . .		910	929	(+)79
9. New Mangalore . . . . .		1016	1026	(+)10
10. Tutic orin . . . . .		648	594	(-)54
Total . . . . .		9247	8839	(-)408

Note: Figure in col. 3 of the above Table is provisional pending finalisation of accounts for 1981-82

#### Better utilisation of wagons

9047. SHRI RAM JETHMALANI:  
Will the Minister of RAILWAYS be pleased to state:

(a) whether Railways earmark specific number of box-rakes for steel plants for specific quantity of traffic units for bulk movement;

(b) if so, whether it has resulted in better utilisation of wagons and also better goods traffic and better earnings;

(c) whether this scheme is being extended to coal for power houses, coal for depots, cement, fertilizers and foodgrains;

(d) if so, the details thereof; and

(e) if not, reasons, therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMEN-TARY AFFAIRS (SHRI MALLIK-ARJUN): (a) No.

(b) to (d). Do not arise.

(e) If specific rakes are allotted for particular traffic, it will lead to empty haulage in one direction. Hence as far as possible return load is obtained

for wagons. Thus wagons going to South loaded with foodgrains bring fertiliser from Madras for Northern States.

#### Grant of extra-ordinary leave to JNU faculty members

9048. PROF. AJIT KUMAR MEHTA:  
SHRI K. ARJUNAN:

Will the Minister of EDUCATION be pleased to state:

(a) provisions of Ordinances/Statutes relating to grant of extra-ordinary leave to JNU faculty members; and

(b) whether faculty members are paid full time wages/salaries during the period?

THE MINISTER OF STATE OF THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRIMATI SHEILA KAUL): (a) The provisions governing extra-ordinary leave to faculty members are contained in Ordinance 8 of the Ordinances of the University, concerning leave. The major provisions are that such leave is granted when no other leave is admissible, or when a teacher specifically applies for such leave.

Only permanent teachers are eligible for such leave, and the total period of continuous absence from duty shall in no case exceed five years. Such leave is granted to teachers to accept appointments, or fellowships under Government, and teaching or research assignments in Universities or research institutes.

(b) Teachers on extra-ordinary leave are not entitled to any pay. However, only such allowances as are admissible to them on extra-ordinary leave are paid.

#### Participation of Israel in Asiad 82

9049. SHRI KAMAL NATH:

SHRI G. M. BANATWALLA:

Will the Minister of EDUCATION be pleased to state:

(a) whether Government have decided not to invite Israel to participate in Asiad 1982; and

(b) if so, facts thereof?

THE MINISTER OF STATE OF THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRIMATI SHEILA KAUL): (a) It

is for the Special Organising Committee for the IX Asian Games to issue invitations to member countries to participate in Asiad '82. The Committee has yet to issue these invitations.

(b) Does not arise.

#### State participation in construction of rail line

9050. SHRI SUBHASH CHANDRA BOSE ALLURI: Will the Minister of RAILWAYS be pleased to state:

(a) whether some State Governments have sent proposals to the Centre wherein they had agreed to bear part of the financial burden on the construction of rail lines, doubling of trac and conversion of lines into B.G.; and

(b) if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Yes.

(b) A statement is attached.

#### Statement

*Details of proposals for construction of new lines, gauge conversion etc., where the State Government have offered assistance to the Railways.*

S.No.	State Concerned	Details of the railway scheme	Extent of assistance offered.
1	2	3	4
1	Andhra Pradesh	Construction of a BG line from Bibinagar to Nadikude on S. C. Railway.	Land to be provided free of cost.
2	Bihar	i) Laying a parallel broad gauge line from Hajipur to Bachwara on N. E. Railway.	Do.
		ii) Construction of a new BG line from Dauram Madhepura to Singbeshwar on N.E. Railway.	Do.
		iii) Construction of a BG line from Arrah to Sasaram	Do.
		iv) Construction of a new BG line from Deogarh to Dumka.	Do.

1	2	3	4
	v)	Construction of a new BG line from Mumaffarpur to Sitamarhi.	Land to be provided free of cost.
	vi)	Construction of a new BG line from Ranchi to Giridih via Hazaribagh.	Do.
	vii)	Construction of a new BG line from Madepura to Dumka.	Do.
	viii)	Conversion of the existing narrow gauge line from Ranchi to Lohardaga and its extension to Tori.	Do.
	ix)	Construction of a new BG line from Mandarhill to Baidyanathdham.	Do.
	x)	Construction of a new line from Mandarhill to Sainthia via Dumka.	Do.
	xi)	Construction of a new BG line from Forbesganj to Thakurganj via Bahadurganj.	Do.
	xii)	Construction of a new BG line from Banmanikhi to Narpatganj.	Do.
	xiii)	Construction of a new BG line from Bihari- ganj to Kursaila.	Do.
	xiv)	Construction of a new BG line from Nirmali to Forbesganj.	Do.
	xv)	Construction of a new BG line from Nirmali to Saraigarh.	Do.
	xvi)	Construction of a new BG line from Sultan- ganj to Deogarh.	Do.
	xvii)	Construction of new BG line from Pirpanitti to Dumka via Godda.	Do.
	xviii)	Construction of a new BG line from Rajgir to Gaya.	Do.
	xix)	Construction of a new BG line from Gaya to Tori via Dhobi-Chatra.	Do.
	xx)	Construction of a new BG line from Barwadih to Samadih.	Do.
	xxi)	Construction of a new BG line from Ranchi to Korba via Lohardaga.	Do.
	xxii)	Construction of a new BG line from Darbhanga to Muzaffarpur.	Do.
	xxiii)	Construction of a new MG line from Laukaha to Sitamarhi via Jayanagar.	Do.
	xxiv)	Construction of a new MG line from Lalitgram to Birpur.	Do.
	xxv)	Construction of a new line from Mehasi to Sahara.	Do.
	xxvi)	Construction of new line from Simri, Bakhtiarpur to Bihariganj.	Do.

1	2	3	4
		xxvii) Conversion of Darbhanga Nirmali MG line into BG.	Do.
		xxviii) Conversion of Darbhanga-Jayanagar MG line into BG.	Do.
		xxix) Conversion of Katihar-Jogbani MG line into BG.	Do.
		xxx) Conversion of Soharsa-Jogbani MG line into MG.	Do.
		xxxi) Conversion of Bettiah-Motihari-Muzaffarpur MG line into BG.	Do.
		xxcii) Conversion of Bathnaha-Birpur NG section into BG.	Do.
3. Gujarat		Bhavnagar-Tarapur new BG line.	Initially the State Govt. had agreed to provide land free of cost and also to bear the losses on the line for five years. Subsequently the State Govt. advised that it would not bear any portion of the cost of the line.
4. Himachal Pradesh	1)	Construction of a new BG line from Nangal to Talwara.	Cost of land will be borne by the State Govt. who will also bear cost of labour for earthwork, under the food-for-work programme. Wooden sleepers will be provided at site at cost price.
	2)	Construction of a new BG line from Jagadhri to Rajori.	Land offered by State Govt. free of cost.
	3)	Kalka-Parwanoo BG line.	Do.
5. Karnataka		Conversion of Bangalore—Mysore MG section into BG.	Supply of 2.27 lakhs of wooden sleepers free of cost (approx. value Rs. 3.75 crores) free land (value Rs. 85 lakhs)
6. Kerala	1)	Construction of BG line from Frankulam to Alleppy.	Supply of Govt. land free. Wooden sleepers also free of cost (value approx. Rs. 1 crore)
	2)	Construction of BG line from Kuttipuram to Trichur via Guruvayur.	Supply of wooden sleepers free of cost.
7. Maharashtra		Construction of BG line from Apta to Roha.	Land given free of cost.
8. Orissa		Construction of Jakhapura-Banspani BG line.	Cost of land amounting to Rs. 1.42 crores and earthwork component for Daitari-Banspani link to the extent of Rs. 3 crores.
9. West Bengal	1)	Construction of a new BG line from Rudge Rudge to Namkhana.	Land will be given free of cost by the State Govt. Earthwork will be got executed under the food for work programme.
	2)	Construction of a BG line between Howrah and Azma.	Actual cost of land will be borne by the State Govt.
	3)	Construction of a BG line from Howrah (Dankuni) to Sheekhala.	Do.



### Wireless Operators

9051. SHRI M. ARUNACHALAM: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that two Wireless Operators at Madras have been promoted to higher scales and posted elsewhere;

(b) whether it is a fact that two Wireless Operators at Madras are retiring in June/July, 1982; and

(c) whether in view of above any action has been initiated to handover Madras/Mudurai Teleprinter link to operating Branch (Signallers) for adjusting the shortfall of four wireless operators?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Two Wireless Operators in Scale Rs. 330—560 were promoted to Scale Rs. 425—640 during 1981. They were not posted elsewhere but retained at Madras.

(b) Only one Wireless Operator at Madras will be retiring on 30-6-1982 and no employee is due to retire in July, 1982 from Madras.

(c) Yes.

चन्द्रपुर बडसा-जबलपुर लाइन को बड़ी लाइन में बदलना

9052. श्री बिलास मुत्तेमवार : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या छोटी पंचवर्षीय योजना के दौरान चन्द्रपुर बडसा-जबलपुर लाइन को छोटी से बड़ी लाइन में बदलने का प्रस्ताव है,

(ख) क्या इस कार्य के लिए कोई सर्वेक्षण किया गया है, और

(ग) छोटी लाइन को बड़ी लाइन में बदलने के लिए निर्धारित मानक क्या है ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उप मंत्री (श्री मल्लिकार्जुन): (क) जी नहीं ।

(ख) जबलपुर-गोंदिया छोटी लाइन को बड़ी लाइन में बदलने के लिए सर्वेक्षण किया गया था । सर्वेक्षण से पता चला था कि यह प्रस्ताव बहुत ही अलाभप्रद होगा और यह भी पता चला था कि यातायात की दृष्टि से इस आमान परिवर्तन का कोई जोरदार औचित्य नहीं है । इस तथ्य को ध्यान में रखते हुए, जो प्राथमिकता के आधार पर चल रही परिवर्तनकार्यों के लिए भी पर्याप्त नहीं है, को अत्यधिक कमी को दृष्टिगत रखते हुए, फिलहाल इस प्रस्ताव पर विचार छोड़ देना पड़ा है ।

(ग) आमान परिवर्तन के बारे में तब विचार किया जाता है जब

(1) कोई बृद्ध मूल्य हो जाता है और अतिरिक्त यातायात को सम्भालने में वह अक्षम हो जाता है ।

(2) वानान्तरण का काम इस कदर बढ़ जाता है कि यह किफायती नहीं रहता और न ही सर्वथा व्यावहारिक होता है ।

(3) आमान परिवर्तन की आवश्यकता उन क्षेत्रों में जिनमें विकास की सम्भावना होती है, नकार के दृष्टि और निर्बाध साधनों की व्यवस्था करने के लिए होती है ।

### Stolen of Idol of Nataraja

9053. SHRI NAWAL KISHORE SHARMA: Will the Minister of EDUCATION be pleased to state:

(a) whether it is a fact that a rare idol of dancing Nataraja, reportedly stolen from a temple in Tamil Nadu four years ago has been found in a museum in the United States; and

(b) if so, the steps taken to bring back the idol to India and re-install the same in the temple from where it was stolen?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) According to the information supplied by

Tamil Nadu Police Authorities an image of Nataraja stated to be belonging to the Easwaran temple in Tamil Nadu has been spotted in a museum in U.S.A.

(b) A move for bringing it back can be made only after the facts justifying its repatriation are established.

#### Fertility in women

9054. SHRI R. P. GAEKWAD: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government's attention had been drawn to a recent French study findings, the greatly exaggerated belief, that women are less apt to become pregnant after they reach the age of thirty and that in reality most women are fertile until their late 30s;

(b) whether Government propose to propagate the findings to help women in our country to postpone having children; and

(c) if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI KUMUD-BEN M. JOSHI): (a) The Government are not aware of such a study. However, on the basis of the available demographic data, the peak fertility in women is around 25 years of age and after the age of 25 years, fertility starts declining till menopause.

(b) and (c) Does not arise.

#### Stoppage of Rajdhani Express at Asansol

9055. SHRI KRISHNA CHANDRA HALDER: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal for stoppage of Rajdhani Express at Asansol;

(b) whether Government have received any letter/representations in this regard; and

(c) if so, steps taken or proposed to be taken thereon?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MLLIK-RJUN): (a) No.

(b) Yes.

(c) With a view to provide a fast through and comfortable service between the metropolitan cities stoppages of these trains is confined to stations only where required for operational reasons. Provision of more stoppages will give rise to similar demands and deceleration of the train which will change the very character of the train.

#### Level Crossing between Karol Bagh and Kishan Ganj

9056. SHRI TRILOK CHANDRA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that there used to be double level crossing for linking Karol Bagh and Kishanganj by road;

(b) whether it is also a fact that people have to make a detour of 2 miles for going to Karol Bagh or New Delhi as a result of closure of this level crossing;

(c) whether people and Delhi Traffic Police both have suggested for construction of a fly over there; and

(d) if so, the time by which the Railway Department will construct a fly over at this place for the convenience of the people?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIK-ARJUN): (a) Yes.

(b) No. Two foot over bridges for Pedestrians, one road over bridge at Shakurbasti and one road under bridge on Azad Market end of Delhi Kishanganj Railway Station are al-

ready available for going from Kishanganj towards Karol Bagh/New Delhi.

(c) No.

(d) Does not arise.

#### Seniority list of Assistant Secretaries in NCERT

9057. SHRI R. P. YADAV: Will the Minister of EDUCATION be pleased to state:

(a) whether the seniority list of Assistant Secretaries in the NCERT who were confirmed with effect from 17 June, 1974 is being revised;

(b) if so, the reasons thereof;

(c) whether it is a fact that certain employees belonging to scheduled castes are effected due to the revision of the said seniority list; and

(d) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRIMATI SHEILA KAUL): (a) No Sir.

(b) to (d) Do not arise

#### Free education to all Children upto the Age of 14 Years

9058. PROF. NARAIN CHAND PARASHAR: Will the Minister of EDUCATION be pleased to state:

(a) whether Government have conducted any survey for the non-enrolment of children belonging to the age group 6—11 years in the Primary Schools keeping in view the Constitutional Provision for universal free and compulsory primary education (Article 45);

(b) if so, the findings of the survey;

(c) whether any special programme of action for ensuring education to all eligible children in this age group keeping in view the added stress laid on this aspect in the New 20-Point

Economic Programme has been drawn up;

(d) if so, the nature of the plan of action and the likely period for its implementation; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRIMATI SHEILA KAUL): (a) and (b) The Fourth All India Educational Survey conducted in the country with 20-9-1978 as the reference date, covered, among other things, the enrolment position for 6—11 age group children. Such data are also collected annually by the Ministry. According to such data relating to 1979-80, the base year of Sixth Plan aims at 95 percent enrolment in primary classes (I—V) by 81.9.

(c) and (d) Yes, Sir. It is proposed to increase enrolment and improve retention in the formal system. For the benefit of those children who are not able to avail of the facilities offered by the formal system, a non-formal education programme has been introduced. The Sixth Plan aims at 95 per cent enrolment in primary classes (I—V) by 1984-85.

(e) Does not arise.

#### Sale of non-refined groundnut oil Containing Aflatoxin

9059. SHRI D. L. BAITHA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that unrefined groundnut oil contains aflatoxin—one of the known carcinogens;

(b) if so, whether it has been examined whether raw or parched nut or other derivatives also contain aflatoxin;

(c) whether Government have made any arrangement to see that no unrefined groundnut oil and other

derivatives containing aflatoxin are sold for the consumption of general public; and

(d) if so, the details of the same?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI KUMUD-BEN M JOSHI): (a) Unrefined groundnut oil may contain Aflatoxin depending on the quality of groundnuts;

(b) Yes. The raw groundnut may contain Aflatoxin depending on the quality, storage etc.

(c) and (d). The Prevention of Food Adulteration Rules, 1955, already prescribe that groundnut should not contain Aflatoxin exceeding 30 microgram per kg (30 p.p.b.). The Government is already considering a proposal to lay down maximum limit of Aflatoxin in all food stuffs including groundnut oil.

Attitude of India's Nepal Embassy towards Indian Journalists

9060. SHRI N. E. HORO: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Government's attention has been drawn to 'Hindustan Times' dated 28 March, 1982 that Indian Journalists representing newspapers and news agencies had reluctantly boycotted the Salt agreement signing ceremony, because of the non-cooperative and indifferent attitude of the Indian Embassy towards them in Kathmandu, Nepal; and

(b) if so, the details in this regard?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI P. SHIV SHANKAR): (a) Yes, Sir,

(b) The newspaper report states that the boycott occurred because Indian journalists in Kathmandu have been inadequately briefed by the Indian Embassy on important issues and visits.

The Embassy, whose function it is to promote Indo-Nepalese relations, and which must operate within the framework of inter-governmental relations, is making all efforts to ensure that Indian journalists are kept suitably briefed on important matters.

Outmoded curricula of Universities

9061. SHRI M. RAMGOPAL REDDY: Will the Minister of EDUCATION be pleased to state:

(a) whether it is a fact that the Chairman of the University Grants Commission has said that curricula of Universities are outmoded and have an inherent weakness in that they were tailored to suit urban areas and fully developed societies; and

(b) if so, what are the change in curricula contemplated in this regard?

THE MINISTER OF STATE OF THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRIMATI SHEILA KAUL).

(a) These views were expressed by the Chairman, University Grants Commission while addressing the Convocation of a University recently.

(b) The curricula for various courses offered by the Universities are prepared by the Universities themselves. On its part, the U.G.C. with the assistance of expert panels in various subjects, reviews the syllabi and courses followed by various Universities and suggests from time to time measures for modernising and updating their contents. In addition, in the context of the introduction of the new pattern of education, the U.G.C. has suggested a major reorganisation of undergraduate courses, with a view to make them relevant to the local environment and to the development needs of Community. It has been suggested that the broad components of the courses should include a set of Foundation courses, a set of Core-disciplines and some application-oriented subjects.

### Railway Pharmacists

9062. SHRI KUSUMA KRISHNA MURTHY: Will the Minister of RAILWAYS be pleased to state:

(a) role the Railway pharmacists play in the Railway Health Unit in the absence of Railway doctors;

(b) whether the Railway Pharmacists are kept at a very low grade in their pay and status;

(c) whether the cadre of railway pharmacists can be totally wiped out as a measure of economy; and

(d) if not, what corrective steps were considered necessary to take in order to make the cadre of pharmacists more effective comparatively?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) During the temporary absence of Railway doctor, pharmacist carries on the routine work of the Health Unit, e.g. marking of the attendance of the patients, providing them simple treatment, rendering the first-aid in emergencies and summoning additional expert medical help in the form of directing the patient to the proper place or calling a doctor to the Health Unit.

In rare instance pharmacists are manning medical outpost. Here, they provide first-aid to the patients as well as simple routine treatment.

(b) No. The following grades are provided for the Railway Pharmacists:

Pharmacists Gr. B	Rs. 330—480
„	Rs. 330—560
„ Gr. A	Rs. 425—640
Selection Grade } Pharmacists }	Rs. 425—640
Pharmacists-cum- } Storekeeper }	Rs. 455—700 Rs. 550—750

These grades have been revised in the past and were considered by the Pay Commission as well as by the Government particularly for the percentage distribution of various grades for the entire cadre.

(c) No. Pharmacists form a very important and indispensable segment of the Railway Medical Department.

(d) As already mentioned in Part (b) corrective steps have been taken in the past to improve the pay scales as well as status of the pharmacists. These are likely to continue along with all other categories of staff in the medical department as well as in the Railways. Incidentally, it may be mentioned that the pay scales and status of the pharmacists in the Railways are broadly based on their counterparts in the Civil Side.

### Admission of Students in various programmes in J.N.U.

9063 SHRI N KANDASWAMY: Will the Minister of EDUCATION be pleased to state:

(a) how many students were admitted to various programmes in Jawaharlal Nehru University during three years, Centre-wise/school-wise/year-wise break-up,

(b) how many among them were rural students, how many from public school,

(c) how many SC/ST, backward classes candidates were admitted into the University, Centre-wise/school-wise/year-wise break-up of admitted candidates,

(d) among the admitted candidates how many were given scholarship,

(e) among them how many did drop out, and

(f) if so, the reasons for the drop out?

THE MINISTER OF STATE OF THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRIMATI SHEILA KAUL):

(a) and (c). A statement giving details of admissions to various schools of the University during the last three years, programme-wise is laid on the Table of the House [Placed in Library. See No. LT-497/82]. The statement also shows SC/ST and other backward classes students among them.

(b) The University does not maintain records about the classification of students on the basis of rural or public school background.

(d) to (f). The number of candidates, among those admitted during the last three years, who were awarded scholarships and the number among them who dropped out is being collected and will be laid on the Table of Sabha.

#### Dieselisation of Saurashtra Mail

9064. SHRI DAULATSINHJI JAD-EJA: Will the Minister of RAILWAYS be pleased to state:

(a) whether any request has been received to replace the coal engine by diesel engine in Saurashtra Mail and also to increase the number of coaches for the benefit of people of Saurashtra region in Gujarat State; and

(b) if so, the decision taken by the Government thereon?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALIKARJUN): (a) and (b). Saurashtra Mail at present runs with electric engine between Bombay Central and Ahmedabad and with steam engine between Ahmedabad and Hapa. Dieselisation of long distance Mail/Express trains is being done on a programmed basis having regard to availability of diesel locomotives, which are also required for clearance of essential freight traffic. As and when additional diesel locomotives be-

come available dieselisation and augmentation of load 5/6 Saurashtra Mail between Ahmedabad and Hapa will be considered along with other similar demands.

#### मुनावावा-खोखारोपर रेल मार्ग

9065. श्री वृद्धि चन्द्र जैन : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) मुनावावा (भारत) - खोखारोपर (पाकिस्तान) रेल मार्ग कब बन्द किया गया और उसके क्या कारण हैं;

(ख) क्या यह सच है कि इस मार्ग को पुनः खोलने के लिए दोनों देशों की सरकारों के बीच कई बार वार्ता हुई है;

(ग) यदि हाँ, तो ये वार्ताएँ कब हुईं और उनके क्या परिणाम निकले; और

(घ) क्या यह सच है कि यह मार्ग पंजाब में बाधा मार्ग की तुलना में राजस्थान, मध्य प्रदेश, गुजरात, महाराष्ट्र, तमिलनाडु, आन्ध्र प्रदेश और केरल राज्यों के लिए कम खर्चीला है ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उप मंत्री (श्री मल्लिकार्जुन): (क) 1965 में भारत-पाक युद्ध के बाद मुनावाव-खोखारोपर रेल मार्ग को बन्द कर दिया गया था।

(ख) जी नहीं।

(ग) प्रश्न नहीं उठता।

(घ) दक्षिणी पाकिस्तानी की ओर जाने वाले यात्रियों के लिए यह मार्ग छोटा पड़ता है।

#### Financial Assistance for Bridge over Nalagola River

9066. SHRI SATYAGOPAL MISRA: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government have received any proposal from the State Government of West Bengal for the approval and financial assistance of the Centre regarding construction of a bridge over the Nalagola river to

shorten the distance between Balurghat and Malda in North Bengal;

(b) whether his Ministry has taken the matter with the Defence Ministry because it is close to the India-Bangladesh border;

(c) if so, the details thereof; and

(d) decisions about the approval and financial assistance of the centre to the State therefor?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI SITARAM KESARI): (a) to (d). No proposal has so far been received from the Government of West Bengal in this regard during the Sixth (1980-85) Plan.

#### National Committee on Women

9067. SHRIMATI KISHORI SINHA: Will the Minister of SOCIAL WELFARE be pleased to state:

(a) whether the Government have dissolved the National Committee on Women;

(b) whether the Committee during its life time did any work assigned to it; and

(c) if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) The term of the National Committee on Women, reconstituted in January, 1978, has expired and it is in the process of being reconstituted.

(b) and (c). Yes, Sir. The functions of the National Committee on Women were:—

(i) To advise the Central and State Governments from time to time on the legislative and administrative measures necessary for removing, as far as possible, the economic and social injustice, disabili-

ties and discriminations of Indian women, to suggest ways and means of enabling women to break through obsolete restraints, to enable them to assert their inherent right to equality so that every Indian women is enable to develop her capacities and make her contribution to the progress of the nation; and

(ii) To review the progress of implementation of programmes designed in pursuance thereof.

This Committee during its tenure adopted four Resolutions one of which included endorsement of the National Plan of Action for Women. In another it called upon all Departments of Government of India to review the effect of their Plans and policies to ensure they do not adversely affect the opportunities for women and, on the other hand should actively safeguard and promote them

#### Expansion of Tiruvalla Railway station

9068. PROF. P. J. KURIEN: Will the Minister of RAILWAYS be pleased to state:

(a) details of representations received from public for the expansion of Tiruvalla, Chengannur, Mavelikkara and Kayamkulam Railway stations in the Trivandrum Division;

(b) works recommended by the General Manager, Southern Railway; and

(c) details of expansion work proposed to be undertaken in the current year?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Representations regarding expansion/improvement of

Tiruvalla, Chengannur and Kayamkulam Railway Stations in Trivandrum Division have been received from the following:

(i) The Railway Users' Association of Chengannur; (ii) The Secretary, District Congress Committee (I), Congress House, Alleppey; (iii) Central Travancore Railway Users' Associa-

tion, Lovina Angadikal, Chengannur, Kerala; (iv) Grama Vigasana Poura Samathi, Kalissery Chengannur; (v) Passengers' Association, Tiruvalla; and (vi) Shri P.C. Thomas, Member, Kerala Legislative Assembly; and (vii) Prof. P.J. Kurien, Member of Parliament (Lok Sabha), New Delhi

(b) and (c) A statement is attached.

#### Statement

S. No.	Name of the Station	Details of works sanctioned/proposed by the General Manager, Southern Railway and their progress.
1	Tiruvalla	<p>(i) Provision of a waiting hall —Work is completed.</p> <p>(ii) Covering over the platform —Work is completed.</p> <p>(iii) Raising of platform to BG Standard—Work in progress.</p> <p>(iv) Remodelling of station building. —Work sanctioned and being taken up.</p>
2	Chengannur	<p>(i) Widening, raising and covering over platform No. 2. —Work in progress.</p> <p>(ii) Remodelling of station building —Work completed under Ernakulam—Quilon Trivendrum Central conversion scheme.</p>
3	Mavelikara	<p>(i) Raising of passenger platform No. 1 to BG Standard. —Work nearing completion.</p> <p>(ii) Expansion of platform shelters on main platform and provision of a new shelter at Platform No. 2. —Work in progress.</p> <p>(iii) Provision of a foot-over-bridge —Work in progress.</p> <p>(iv) Improvements to station building —Work included in 82-83 Budget. Being taken up.</p>
4	Kayamkulam	<p>(i) Extension of platform to accommodate 18 bogies length of train. —Work since completed.</p> <p>(ii) Raising of existing rail level platform no. 2 to BG Standard. —Work in progress.</p> <p>(iii) Extension of existing passenger shelter. —Work in progress.</p> <p>(iv) Improvements to watering arrangements —Provision of water taps etc. —Work is completed.</p>



### Idle capacity of C.L.W.

9069. SHRI SAMAR MUKHERJEE:  
Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware about the idle capacity in Chittaranjan Locomotive Works which may affect the service conditions and prospects of the staff, squeeze in the employment potential and also in the production of ancillary industries which supply materials to the Chittaranjan Locomotive Works;

(b) whether Government have received any letter dated 12 March, 82 in this regard?

(c) if so, the details thereof;

(d) steps taken by Government to utilise the full capacity of the Chittaranjan Locomotive Works; and

(e) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Yes, but the idling of capacity would not affect the service conditions of the staff.

(b) Yes.

(c) In this letter, concern has been expressed at the tapering down of locomotive production programme at Chittaranjan Locomotive Works on account of paucity of funds and idling of the workshops production capacity.

(d) Steps have been taken to diversify manufacturing activities by undertaking repairs to heavily damaged electric locomotives and stepping up manufacture of spare parts for more efficient maintenance of locomotives. Planning Commission has also been requested to enhance the Sixth Plan allocation for the rolling stock.

(e) Does not arise.

फ़ैजाबाद और इलाहाबाद के बीच एक्सप्रेस रेल गाड़ी

9070. श्री अजय राम वर्मा : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि उत्तर रेलवे में फ़ैजाबाद और इलाहाबाद के बीच केवल तीन रेल संवायें हैं और ये सभी यात्री गाड़ियां हैं तथा इनके कोचों से भी स्थिति सराब है, और

(ख) क्या इस लाइन पर लम्बी यात्रा वाले यात्रियों को सुविधा उपलब्ध कराने के लिए एक एक्सप्रेस गाड़ी शुरू करने का प्रस्ताव विचाराधीन है ?

रेल मंत्रालय तथा जनसंबंधीय कार्य विभाग में उप मंत्री (श्री मल्लिकार्जुन) : (क) फ़ैजाबाद और इलाहाबाद के बीच तीन अंडी सवारी गाड़ियां चलती हैं। इन गाड़ियों में डिब्बों की संख्या मन्तव्यजनक है।

(ख) इस कण्ठ पर एक्सप्रेस गाड़ी चलाने का कोई प्रस्ताव नहीं है।

### Memo from C.L.W. Workers

9071. SHRI AJIT KUMAR SAHA:  
Will the Minister of RAILWAYS be pleased to state:

(a) whether employees and workers of Chittaranjan Locomotive Works handed over a memorandum to the General Manager of C.L.W. on 19 February, 1982,

(b) if so, the salient points raised in the said memorandum; and

(c) steps taken by Government on the said memorandum; and

(d) if not, the reasons for that?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN):

(a) Yes.

(b) to (d) A statement is attached.

**Statement**

The salient demands made by the association are as follows:—

- (i) providing jobs to trained trade apprentices,
- (ii) immediate recruitment of trade apprentices and their training in the technical school,
- (iii) victimisation of workers in the form of removal from service under Rule 14 (ii) of Discipline and Appeal Rules, break in service, no work no pay, is increasing in recent days, etc.
- (iv) immediate payment of DA and other allowances in cash including pensionary benefits on account of merger of DA, etc.

These demands have been considered within the framework of existing rules and financial constraints and such action as considered necessary has been taken. No Railway employees is victimised for legitimate trade union activities. It is only for specific acts of omission and commission that an employee is taken up after following the procedure laid down in the Discipline and Appeal Rules. Transfers are made in the administrative interest and not as a penal measure. Break in service imposed for participating in illegal stoppage of work is condoned depending on the merits of each case. The scheme of training of apprentices under the Apprentices Act, 1961 which was suspended in April 1977 has since been revived with effect from 17-9-1981.

**Second entry at Delhi Railway Station**

9072. SHRI VIJAY KUMAR YADAV: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that as per current budget of 1982-83 the work

of construction of 2nd entry at Delhi Main station has not been started as yet; —

(b) whether it is a fact that before Asian Games in the capital there is no possibility of providing additional facilities to the passengers at Delhi Main station;

(c) whether it is a fact that platform Nos. 11—13, 3—5, and 1-2 and others are very congested and so many long distance trains bogies are dealt with out of the platforms and the passengers have to face great difficulty.

(d) whether it is also a fact that length of both the vacant platforms No. 14 combined with 20 is such that all the long distance trains can be accommodated at the Delhi Main station; and

(e) what are the detailed reasons for not shifting the long distance trains to both the vacant platform Nos. 14 and 20 at Delhi Main station?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) to (e). Information is being collected and will be laid on the table of the Sabha.

**Protection of monuments in the State of Karnataka**

9073. SHRI G. Y. KRISHNAN: Will the Minister of EDUCATION be pleased to state:

(a) the number of the monuments of historical importance and architectural beauty in the State of Karnataka which are being protected by the Archaeological Survey of India; and

(b) the amounts provided for the protection of these monuments during last three years?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) Accord-

ing to the entries in the protection notifications, the number of monuments in Karnataka, declared protected as of national importance by the Archaeological Survey of India, is 482.

(b) The amounts provided for the protection of these monuments, during the last three years, are mentioned below:—

1979-80	Rs. 28,96,000
1980-81	Rs. 24,18,000
1981-82	Rs. 22,56,000

The figures include the cost of annual maintenance, structural repairs, chemical treatment and landscaping the areas around the monuments.

#### Private practice by teaching staff of Medical Colleges

9074. SHRI RAM VILAS PASWAN: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it has come to the notice of the Government that a number of Professors and other teaching staff of the Medical Colleges have been doing private practices;

(b) whether all of them obtained prior permission from the Government before starting their private practice;

(c) how far it has affected the teaching of the students; and

(d) whether Government propose to put a ban on such private practice in the country and if not, the reasons thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI KUMUD-BEN M. JOSHI): (a) Government is aware that the teachers in medical colleges in some States are allowed private practice.

(b), (c) & (d). The members of the Central Health Service, both teaching and non-teaching, are not permitted private practice. Health is a State subject and the requisite decision in the matter requires to be taken by the State Governments, who have been so advised by the Government of India.

#### Appointment of Principals on ad-hoc basis by Delhi Administration

9075. SHRI MANGAL RAM PREMI: Will the Minister of EDUCATION be pleased to state:

(a) whether Delhi Administration had appointed about 66 Principals on ad hoc basis in class II service during 1966—70 before 27 May, 1970—the date from which these were regarded as Class I posts;

(b) how many of these appointments were on the recommendations of regular Departmental Promotion Committee constituted before 27 May, 1970; and

(c) how long these ad hoc appointments are likely to continue keeping in view that some of these are continuing for the last 12—15 years?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) Yes, Sir.

(b) None.

(c) As reported by the Delhi Administration, the seniority list of Vice-Principals will be finalised as soon as the Writ Petitions pending in the High Court are decided and the cases of all eligible Vice-Principals will be submitted to the regular Departmental Promotion Committee under the Chairmanship either of the Chairman or a Member of the U.P.S.C. for regularisation in the posts of Principals.

**No. of SC/ST among the Vice-Chancellors/Pro-VCs/Rectors**

9076. SHRI RAJNATH SONKAR SHASTRI: Will the Minister of EDUCATION be pleased to state:

(a) among the Vice-Chancellors/Pro-VCs/Rectors in Central Universities how many belong to Scheduled Castes/Scheduled tribes;

(b) what is their percentage;

(c) whether Government will give preference to SC/ST candidates while making appointments to senior faculty positions in Universities and

(d) if not, the reasons thereof?

THE MINISTER OF STATE OF THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRIMATI SHEILA KAUL): (a) and (b) None at present.

(c) and (d). There is at present no reservation for Scheduled Caste/Scheduled Tribe candidates in posts above that of lecturer in the Universities. Universities follow UGC guidelines in this regard.

**Expenditure incurred by Port Trusts of Bombay and Madras**

9077. SHRI RASA BEHARI BEHERA: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

a) the details of the expenditure incurred by the Port Trusts of Bombay and Madras during the years 1979-80, 1980-81 and 1981-82 year-wise;

(b) the details of names of the news dailies and periodicals used for publicity by these Port Trusts, Port-wise, during the said period, year-wise; and

(c) the details of the Central and State Government accredited correspondents who are on the regular mailing list of the press releases by these Port Trusts Port-wise through P.I.B. officials in New Delhi and respective cities?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): (a) Operating expenditure incurred by the Port Trusts of Bombay and Madras during the year 1979-80; 1980-81 and 1981-82 is as follows:

Name of Port Trust	1979-80 (Actuals)	1980-81 (Actuals)	1981-82 (Revised Estimates)
Bombay . . . . .	Rs. 49,86,34,100	57,88,06,690	69,46,44,000
Madras . . . . .	Rs. 22,10,55,018	26,01,06,127	29,44,67,700

(b) List of publications which were used by Bombay Port Trust for adver-

tisement during 1979-80, 1980-81 and 1981-82 as under:

- |   |   |
|---|---|
| <ol style="list-style-type: none"> <li>1. Daily, Bombay</li> <li>2. Free Press Journal, Bombay.</li> <li>3. The Hindu, Madras.</li> <li>4. The Hindustan, Times, New Delhi.</li> <li>5. The Indian Express, Bombay.</li> <li>6. The Indian Shipping and Transport News, Bombay.</li> <li>7. The Statesman, Calcutta.</li> <li>8. The Times of India, Bombay.</li> </ol> | <ol style="list-style-type: none"> <li>9. Indian Trade Journal, New Delhi.</li> <li>10. The Marine Times, Bomoay.</li> <li>11. The Amrit Bazar Patrika, Calcutta.</li> <li>12. The Loksatta, Bombay.</li> <li>13. The Maharashtra Times, Bombay.</li> <li>14. The Navakal, Bombay.</li> <li>15. The Hindustan, Bombay.</li> </ol> |
|---|---|

16. The Bombay Samachar, Bombay.
17. Navshakti, Bombay.
18. Jammabhoomi, Bombay.
19. Quami Awas, Bombay.
20. The Sakal, Poona.
21. The Sanj Tarun Bharat, Bombay.

Names of the news Dailies and periodicals used for publicity by Madras Port Trust during the years 1979-80, 1980-81 and 1981-82 are as follows:

1. Eastern Economist, Bombay.
2. Marine Times Publication (P) Ltd., Bombay.
3. 'Lloyd's List, London.
4. Industrial Herald Weekly, Madras.
5. Indian Ports, Calcutta (Published by Indian Ports Assn).
6. The Hindu, Madras.
7. The Indian Express.
8. The Mail, Madras.
9. Dinamani, Madras.
10. Daily Thanthi, Madras.
11. Lok Udyog of the standing conference on Public enterprises, New Delhi.
12. Indian, Worker. INTUC, New Delhi.
13. Industrial Image, New Delhi.
14. Alai Osai, Madras.
15. National Herald, New Delhi.
16. Makkal Kural, Madras.
17. Dinakaran, Madras.
18. AITUC 31st Annual Conference New Delhi.
19. Commerce, Bombay.
20. Mobile, Madras.
21. Sports Star, The Hindu, Madras.
22. Indian Shipping and Ship Building, Bombay.
23. Export Mirror, Madras.
24. Eternal India, New Delhi.
25. Business Standard, Calcutta.

26. Industrial Economist, Madras.
27. Indian Shipping and Transport News, Bombay.
28. Navajyothi Annual.
29. Dinamalar, Madras.
30. Aside, Bombay.

(c) Press releases by Bombay Port Trust are not routed through P.I.B. officials in Bombay. Bombay Port Trust sends press releases to about fifty seven persons borne on its list including the Information Officer, P.I.B. Bombay. The fact whether or not persons figure in the list of Central and State Government accredited correspondents has not been taken into consideration.

The invitations for the Press Meets organised by the Madras Port Trust are extended to the accredited media representatives through the local P.I.B. office which maintain a list of 37 invitees.

#### Blood Transfusions Centre at Chandigarh

9078. SHRI CHIRANJILAL SHARMA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state progress made so far in setting up Blood Transfusion Centre at Chandigarh?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI KUMUD-BEN M. JOSHI): The issue was discussed on 6-2-1982 in the meeting of North Zonal Council comprising of States of Punjab, Haryana, Jammu & Kashmir, Himachal Pradesh and Union Territory of Chandigarh.

**Committee for implementing suggestion of Committee on Status of Women**

9079. SHRIMATI PRAMILA DANDAVATE: Will the Minister of SOCIAL WELFARE be pleased to state:

(a) whether the Government have set up a Committee/machinery to implement the various suggestions and

recommendations made by the Committee on the Status of Women in India in 1975;

(b) if so, the details thereof, the names of the members of the Committee and the terms of their reference;

(c) whether the Committee has started its work; and

(d) if so, the progress made so far?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) Yes, Sir.

(b) and (c) The recommendations of the Committee on the Status of Women in India were examined by an Empowered Committee. A comprehensive review of the situation of women in the country was made by the Committee on the Status of Women in India, and in its recommendations emphasised the need of a national machinery to coordinate and intensify the efforts and measures needed for women development. The National Machinery set up in India includes a National Committee on Women and Women Welfare and Development Bureau in the Ministry of Social Welfare. The functions of the National Committee on Women and Women Welfare and Development Bureau are indicated in the statement attached. The question of reconstitution of the National Committee on Women is at present under consideration.

(d) Of the 52 recommendations made by the Committee on the Status of Women in India, many are of long term nature and relate in essence to continuing programmes. Some of the recommendations were modified by the Empowered Committee and some were not recommended for acceptance. The Government accepted the views of the Empowered Committee. Some recommendations have already been implemented and some are in the process of implementation. Implementation of some recommendations is the responsibility of the respective De-

partments/Ministries/State Governments/Union Territories. The recommendations have wide social implications and as such need active help and support of voluntary agencies and community organisations.

#### Statement

#### *The functions of the National Committee on Women*

(a) To advise the Central and State Governments from time to time on the legislative and administrative measure necessary for removing as far as possible, the economic and social injustice, disabilities and discrimination of Indian women to suggest ways and means of enabling women to break through obsolete restraints, to enable them to assert their inherent right to quality so that every Indian Women is enabled to develop her capacities and make her contribution to the progress of the nation; and

(b) To review the progress of implementation of programmes designed in pursuance thereof.

#### *Functions of the Women's Welfare and Development Bureau*

A Women's Welfare and Development Bureau under the charge of a Joint Secretary is the nodal point in Government of India for coordination of measures for women's welfare and development and to initiate policies and programmes and measures. The functions of the Bureau are as under:

(1) To collect statistics and serve as a clearing house for information on matters connected with women's development.

(2) To coordinate and collaborate with other Ministries in the Central Government like Health and Family Welfare, Education, Industry, Labour, Agriculture and Rural Development, Commerce, Banking etc. for planning programmes and implementation of programmes fall in within the competence of these Ministries/Departments.

(3) To monitor programmes for women's welfare and Development in the country.

(4) To coordinate the implementation of programmes through the State Governments for the welfare and development of women.

(5) To service the National Committee, the Steering Committee and the specialised groups.

(6) To take follow up action on the decisions of the Empowered Committee on the Report of the Committee on the Status of Women in India by formulating proposals on the various recommendations and providing guidelines to States/Union Territories for the implementation of the decisions of the State level.

(7) To work out financial and physical targets in the Plan of Action for Women and to make it a part of the country's Five Year Plans and ensure implementation.

(8) To liaise with multi-lateral agencies and the U.N. Agencies in the field of women's welfare and development.

**Awardee of Ph. d., M. Phil. from  
J.N. University**

9080. SHRI B. D. SINGH: Will the Minister of EDUCATION be pleased to refer to the reply to Unstarred Question No. 8791 answered in Lok Sabha on 27th April, 1981 regarding Awardee of Ph.D., M.Phil. from Jawaharlal Nehru University and state:

(a) whether the information asked for in parts (b) to (f) of the question has been collected; and

(b) if not, by what time the information will be collected and laid on the Table of the House?

THE MINISTER OF STATE OF THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRIMATI SHEILA KAUL): (a) Yes, Sir.

(b) The information will be laid on the Table of the House as soon as possible.

#### Advertisement of Limca

9081. SHRI K. LAKKAPPA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to refer to the reply given to Unstarred Question No. 4201 on 19 March, 1981 regarding advertisement of Limca and state:

(a) whether action has been taken or contemplated to be taken after having received the Analyst report; and

(b) if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI KUMUD-BEN M. JOSHI): (a) No.

(b) Does not arise

#### Population Advisory Council

9082. SHRIMATI USHA PRAKASH CHAUDHARI:

SHRI HARIHAR SOREN:

SHRI PIUS TIRKEY:

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that the Government propose to set up a high-level Population Advisory Council to help implementation of the family welfare programme, and if so, the details thereof;

(b) who will be the members of the Council;

(c) what will be the function of the Council; and

(d) other steps proposed to make the family planning successful?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI KUMUD-BEN M. JOSHI): (a) to (c) A Population Advisory Council under the

Chairmanship of Union Minister for Health and Family Welfare, with some eminent persons from fields relevant to Population Control as members, is proposed to be formed to review the Family Planning Programme in the country from time to time and also to initiate new ideas and strategies as may be appropriate.

(d) A statement is attached as Annexure I.

### Statement

The salient features of the strategy to promote and make family planning successful are:

(a) Adoption of the "small family norm" will continue to be promoted entirely on a voluntary basis.

(b) Intensified efforts will be made to spread awareness and information about small family concept by effective and imaginative use of multi-media and inter-personal communication strategies.

(c) Each couple will be allowed to choose the method most suitable to it.

(d) Services and supplies will be provided as close to the door-steps of the acceptors as possible.

(e) The programme will continue to be an integral part of health care and socio-economic development efforts.

(f) Facilities and efforts for rapid increase in female literacy will be intensified and expanded.

(g) Population education will be extended to youth in schools and colleges as well as those out-of-school. It will be introduced in all workers' education and training programmes, conducted by Government Departments/agencies and by the organised sector.

(h) Elected representatives of the people at all levels, grass-root level village organisations, voluntary

organisations, etc., will be closely assisted and provided encouragement and support.

(i) Effective observance of the law relating to minimum age for marriage for girls and boys will be pursued.

(j) As some States/UTs have gone ahead of others and there are variations within States, a selective area specified approach will be followed.

(k) Close monitoring and follow up will be ensured at all levels. Steps will be taken to tone up the administrative machinery and improve motivation and accountability of staff at the field level in consultation with the State Governments.

रेलवे क्रॉसिंग पर निर्माण कार्य में राज्य सरकार की भागीदारी /

9083. श्री राम लाल राही : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) रेल लेवल/क्रॉसिंग पर निर्माण कार्य का उत्तरदायित्व राज्य सरकारों पर डालने का क्या औचित्य है,

(ख) रेल लाइनों पर यह निर्माण विभाग द्वारा न किए जाने के क्या कारण हैं और

(ग) क्या मंत्रालय का विचार असामान्य विलम्ब को दूर करने के लिए नीति में परिवर्तन करने का है ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उप मंत्री (श्री हर्षिकावर्धन) : (क) से (ग), मसुदा की व्यवस्था करना एक सुविधा सम्बन्धी कार्य है जिसकी जरूरत अभी पड़ती है जब या तो रेलवे लाइन सार्वजनिक सड़क से होकर अथवा सार्वजनिक सड़क रेलवे लाइन से होकर गुजरती है। भारतीय रेल अधिनियम, 1890 की धारा 11 के अन्तर्गत, रेल प्रशासन को रेलवे लाइनें बिछाने समय उस भूमि को हस्तमाल में,



जिस पर रेल लाइन बिछायी जाती है, रेलवे द्वारा पैदा की गयी बाधाओं को दूर करने के प्रयोजन के लिए अपेक्षित सुविधा सम्बन्धी सभी कार्यों की व्यवस्था करनी होती है तथा उनका स्थायी रूप से अनुरक्षण करना होता है। रेल अधिनियम की धारा 11 (3) (ख) के अनुसार रेलवे लाइन बिछाने के बाद किसी क्षेत्र के विकास के कारण, सम्पार आदि जो निर्माण-व्यय करने जरूरी हों, उनके लिए रेलों जिम्मेदार नहीं होती।

इन परिस्थितियों में, किसी क्षेत्र विशेष में सभी भावी विकास, कार्यों के कारण अपेक्षित सभी नए सम्पारों की व्यवस्था करने के लिए रेलों वित्तीय दायित्वा स्वीकार नहीं कर सकती।

#### Introduction of new type of passports

9084. SHRI LAKSHMAN MALLIK: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether his Ministry has introduced some new type of passport to curb forgery;

(b) if so, what are those new type of passports; and

(c) what are the circumstances which led the Government to introduce such passports.

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI P. SHIV SHANKAR): (a) It is proposed to introduce a new type of passport booklet which is expected to eliminate the possibilities of forgeries.

(b) These passports contain a self-adhesive laminate which would cover the page containing the photograph of the holder and his personal particulars.

(c) The present design of the passport was continuing from pre-independence days and it was felt that there was a need to design a new passport booklet which was handier, more compact and durable.

While redesigning the passport booklet, opportunity was taken to in-

troduce the special feature of self-adhesive laminate as well. This became necessary because there have been complaints that some criminal elements were able to misuse the passports by substituting the photograph of the holder and changing the entries illegally.

#### Wagon Detention

9085. SHRI S. M. KRISHNA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that detention of wagons by user organisations, specially the steel plants and the Food Corporation of India have severely affected the railway revenues;

(b) whether it is also a fact that the steel plants both in public and private sectors have refused the payment of demurrage charges; and

(c) if so, the nature of action being taken by the Railway authorities to tackle the situation in its own interest for better utilisation of the wagons and discourage detention of wagons where-so-ever?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Detention of wagons at loading as well as unloading points beyond permissible free time by various users does affect, to some extent, the total loading and consequently railway revenues.

(b) and (c). The Steel Plants have not been paying demurrage charges at the enhanced rate introduced from 15th February 1981. The matter was discussed at a meeting held between the representatives of the Ministry of Railways and the Steel Authority of India Ltd., and the latter have agreed to examine and pay the Railways outstanding bills for demurrage charges at the enhanced rate.

**Adult Education Programmes in  
Khargaon District (M.P.)**

9086. SHRI SUBHASH YADAV: Will the Minister of EDUCATION be pleased to state:

(a) what are the names and number of places in Khargaon District in Madhya Pradesh where Adult Education Schools/Programmes have been set up;

(b) what are the number of persons who have been educated under this Scheme in M.P. during the last three years; and

(c) whether any Central financial help was given to that State for the purpose during the above period and if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRIMATI SHEILA KAUL): (a) Adult Education Programme for establishing 300 adult education centres has been sanctioned for Khargaon District in Madhya Pradesh from 1982-83 under the Centrally Sponsored Scheme of Rural Functional Literacy Projects. The places for establishing the centres are being identified by the State Government.

(b) The number of persons enrolled in the Adult Education Programme in M.P. during the last three years is as follows:

Year	Enrolment
1979-80	1,76,281
1980-81	2,63,908
1981-82 (upto 31-12-81)	2,76,175

(c) The Central financial assistance given to Madhya Pradesh for Adult

Education Programme during the last three years is as follows:

Year	Amount of Financial Assistance
1979-80	Rs. 93,08,950.00
1980-81	Rs. 23,12,000.00
1981-82	Rs. 77,72,761.00

**Arrangement for Blood Transfusion  
in G. B. Pant Hospital, New Delhi**

9087. SHRI RAJESH KUMAR SINGH: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that there is no Blood Bank in G.B. Pant Hospital, New Delhi;

(b) whether it is a fact that in case of emergency or serious condi-

tion of a patient, the Blood has to be arranged from Jaya Prakash Narayan Hospital, which is about 1/2 furlong from Pant Hospital and in transaction thereof it takes 20 minutes or more to complete official formalities; and

(c) whether Government propose to make proper arrangements of Blood transfusion for serious patients in Pant Hospital.

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI KUMUDBEN M. JOSHI): (a) Yes.

(b) G.B. Pant Hospital is a Super-speciality referral hospital which does not have a Casualty and Emergency Department. Most of the blood required is for routine surgery which is pre-arranged. Only in a very rare cases it may be required as an emergency measure when blood is obtained from LN Jayprakash Narayan Hospital which is located at a distance of 300 yards only in the same campus.

(c) Does not arise

#### Work study organisation

9088. SHRI HARIKESH BAHADUR: Will the Minister of RAILWAYS be pleased to state:

(a) whether in the Railway Board as also in Zonal Railways there is Efficiency/Work Study Organisation.

(b) whether this organisation undertakes work studies and suggests economy by surrendering the posts and assets;

(c) what is its achievement regarding the number of posts surrendered and the total economy achieved year-wise and Railway-wise since 1973-74 till date;

(d) whether this organisation has ever undertaken any study in which Gazetted posts are to be surrendered;

(e) total number of Gazetted posts proposed to be surrendered year-wise from 1973-74 till date; and

(f) if not, the reasons for not doing so?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Yes.

(b) The object of undertaking studies is not only to surrender posts/assets but to locate impediments and suggest ways and means of overcoming the same with a view to improve efficiency.

(c) to (f). Studies by such Organisations are not conducted with the object of surrendering posts alone or with any bias for surrendering or creating posts for any particular class of employee. It is impracticable to work out the number and category of posts proposed for adjustment/surrender, in the studies or consequentially reduced. Since direct and indirect benefits of such studies accrue in various fields/disciplines, it is not possible to accurately work out the direct or consequential economy achieved as a result of such studies.

Payment of pensions and other benefits to the dependents of the Seamen

9089. SHRI MOHAMMAD ISMAIL: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government have received any representation regarding the system with regards to the payment of pensions and other benefits to the dependents of the seamen from the Forward Seamen's Union of India;

(b) if so, details of the system as described in the said representation;

(c) the reaction of the Government about the system; and

(d) the action taken by the Government to improve the situation?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): (a) and (b). Government received a letter from Shri M. K. Pandhe, Secy., Centre of Indian Trade Unions, New Delhi, forwarding a complaint from the Forward Seamen's Union of India (FSUI), Calcutta, about harassment and discrimination meted out to the retired seamen and widows of seamen by Seafarers Welfare Fund Society (SWFS), Bombay. Out of 41 cases listed, 17 appli-

cations have already been decided and the payment of *ex-gratia* amount ordered; two were found in-eligible, as they belonged to Home Trade Sector and 22 cases were not traceable, for want of details. Particulars of these 22 cases were called for from the FSUI, Calcutta. Their reply has not yet been received. The SWFS, Bombay does not operate pensions schemes as such. No other representation regarding system or any suggestions, has been received.

The payment under all schemes are *ex-gratia* assistance such as monthly *ex-gratia* monetary assistance of Rs. 100 per month to retired or invalidated seamen or dependents of deceased seamen for 10 years; *ad-hoc ex-gratia* financial assistance of Rs. 3000 to widows/dependents of deceased foreign going registered seamen; Rs. 2000 as special case on merits to widows/dependents of registered Home Trade deceased seamen; educational scholarships to children of serving Indian seamen with one child per seamen getting assistance from High School level onwards.

(c) All schemes of the society have been working satisfactorily.

(d) Necessary instructions have been given to the SWF Society by the Director General of Shipping, to deal with the cases of seamen/widows for *ex-gratia* assistance, promptly.

'ग्रामीण विकास' विषय के पाठ्यक्रम में शामिल किया जाना

9090. श्रीमती माधुरी सिंह : क्या गीत मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि छात्रों को इस समय ग्रामीण जीवन और इसकी समस्याओं तथा ग्रामीण विकास परियोजनाओं को कोई जानकारी नहीं है ;

(ख) क्या सरकार ग्रामीण विकास के विषय के पाठ्यक्रम में शामिल करने तथा बुक में ग्रामीण क्षेत्रों में काम करने में सकोषी दूर करने की दृष्टि से पाठ्यक्रम में

संशोधन करने के लिए किसी प्रस्ताव पर विचार कर रही है ; और

(ग) यदि हां, तो तत्संबंधी ब्यौरा क्या है ?

शिक्षा और संस्कृति तथा समाज कल्याण मंत्रालयों में राज्य मंत्री (श्रीमती शीला कौल):  
(क) जी नहीं ।

(ख) और (ग). भूगोल, नागरिक शास्त्र और अर्थशास्त्र में राष्ट्रीय शैक्षिक अनुसंधान एवं प्रशिक्षण परिषद् की पाठ्यपुस्तकों में ग्रामीण विकास मंडली विषयों को पर्याप्त सामग्री मिलती है । विश्वविद्यालय अनुदान आयोग द्वारा पाठ्यक्रमों की पुनः संरचना की योजना का एक महत्वपूर्ण पहलू यह है कि प्रथम डिग्री पाठ्यक्रम को ग्रामीण पर्यावरण और समाज की विकासमूलक आवश्यकताओं के अधिक अनुरूप बनाया जाए ।

ए. ए. सी. और ए. सी. एस. आर.  
कन्डक्टर्स

9091. श्री मूल चन्दा डाला : क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) रेलवे विभाग ने दिल्ली-अहमदाबाद मुख्य लाइन पर पानी जिले में हरीपुर रेलवे स्टेशन पर लघु उद्योग द्वारा निर्मित किए जाने वाले ए. ए. सी. और ए. सी. एस. आर. कन्डक्टर्स की बुकिंग कब बन्द की थी और उसके क्या कारण हैं ; और

(ख) क्या इन लघु उद्योगों ने बुकिंग पर प्रतिबन्ध लगाने का विरुद्ध उनको और मंत्रालय को कोई शिकायत भेजी है और यदि हां, तो कब और उस पर सरकार ने क्या कार्यवाही की है ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उप मंत्री (श्री शीलाकौल):

(क) और (ख). पश्चिम रेलवे ने हरीपुर स्टेशन की माल यातायात की बुकिंग के लिए 10-4-1982 से बन्द करने की अधिसूचना जारी की थी । वहरहाल, व्यापारियों में अभ्यावेदन प्राप्त होने पर, इस स्टेशन की माल यातायात की बुकिंग के लिए बन्द करने के प्रस्ताव को आश्वयित कर दिया गया है ।

### स्टेशन अधीक्षक, टूंडला के अधीन महिला चपरामियों की नियुक्ति

9092. श्री बालासाहिब पवार : क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि स्टेशन अधीक्षक, टूंडला के अधीन कार्यरत महिला चपरामियों को स्टेशन अधीक्षक के कार्यालय में तैनात न करके अन्य जगह तैनात किया जाता है ;

(ख) यदि हां, तो ऐसी कितनी महिला चपरामी हैं, जो स्टेशन अधीक्षक के आदेश पर अपने निजी कार्यालय में कार्य न करके अन्य जगह कार्य कर रही हैं ; और

(ग) क्या यह सच है कि टूंडला स्टेशन पर पुरुष-चपरामियों की कार्यालय में तैनाती कर रखी है, जबकि महिला चपरामियों की नहीं, यदि हां, तो उसके क्या कारण हैं?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उप मंत्री (श्री मल्लिकार्जुन) :

(क) से (ग) : टूंडला में केवल एक ही महिला चपरामी उपनव्य है और वह टूंडला स्टेशन पर तार कार्यालय में कार्यरत है । यह कार्यालय भी स्टेशन अधीक्षक, टूंडला, के नियंत्रण में है उसे इस कार्यालय में प्रशासनिक हित में तैनात किया गया था क्योंकि किसी पुरुष चपरामी की तुलना में, जो विभिन्न कौबनों, यादों, भाल-गोदामों नियंत्रण कार्यालयों, मंडलीय कार्यालय, अधीक्षक के कार्यालय तथा टूंडला क्षेत्र के अन्य महत्वपूर्ण कार्यालयों में आसानी से आ जा सकता है, महिला चपरामी की कुछ सीमाएं होती हैं ।

Sophisticated marine radio beacon at Minicoy

9093. DR. KRUPASINDHU BHOL: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether the Lighthouses and Lightships Department has set up a Rs 15.65 lakh sophisticated marine radio beacon at Minicoy to provide increased navigational assistance and make navigation safe for vessels plying in the area particularly along international routes;

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

(c) how far it will go to help the vessels under all weather conditions to determine their positions accurately?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI SITA RAM KESARI): (a) Yes, Sir.

(b) The Radio Beacon equipment, which is fully transistorised, incorporates the latest technology and has a range of 400 kilometers.

(c) The new Radio Beacon equipment is intended to assist the ships navigating in the area in direction finding. This would also, in conjunction with the Radio Beacon already in operation at Periyar Lighthouse, help the vessels to determine their position accurately within a range of 400 kilometers under all weather conditions.

### रेलवे की कृषि के अधीन भूमि

9094. श्री अशफाक हुसैन : क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) रेलवे के पास कितना भूक्षेत्र है तथा उसका जंगल जिन कार्यों के लिए उपयोग किया जा रहा है उसका ब्यौरा क्या है ;

(ख) इसमें से कितना क्षेत्र कृषि योग्य है और वास्तव में कितने भूमि का खेती के लिए उपयोग किया जा रहा है,

(ग) रेल लाइनों के साथ की भूमि तथा बंगलदा की चारदीवारी में आई हुई भूमि को खेती के लिए किन किन शर्तों पर ठेके पर दिया जाता है और उसमें रेलवे को जंगल, प्रतिहेक्टर अंशतः कितनी आय होती है ;

(घ) क्या आय बढ़ाने के उद्देश्य से इस भूमि का उचित उपयोग करने के सम्बन्ध में सरकार किसी योजना पर विचार कर रही है ;

(ड) क्या कुछ ऐसी भूमि भी है जिसका वास्तव में कृषि कार्यों के लिए उपयोग किया जाता है परन्तु उससे रेलवे का आय नहीं होती है ; और

(च) क्या सरकार जानती है कि गोरखपुर में रेल अधिकारियों के बड़े बंगलों की चारदीवारी में आने वाली भूमि में नियमित रूप में खेती की जाती है ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उप मंत्री (श्री मीस्त्रकारुन) :

(क) सं (च) सूचना इच्छा की जा रही है और मभा-पटल पर रख दी जाएगी ।

#### Shortage of Conservation Staff in Archaeological Survey of India

9095. SHRI SURAJ BHAN: Will the Minister of EDUCATION be pleased to refer to the reply given to Unstarred Question No. 4225 on 17th December, 1981 regarding annual budget of ASI South Western Circle, Aurangabad and State:

(a) the details of shortage of conservation staff in South Western Circle of Archaeological Survey of India, Aurangabad;

(b) how many persons have since been recruited to wipe out this shortage; and

(c) the proposed allocations for this circle for the year 1982-83?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) The details of the vacant posts of conservation staff in the South Western Circle as on 17th December, 1981 are as mentioned below:—

(i) Conservation Assistant Gr. I  
4 Nos.

(ii) Conservation Assistant Gr. II  
4 ..

(iii) Caretakers  
2 ..

(b) Recently the following vacancies have been filled up:—

(i) Conservation Assistant Gr. II  
3 Nos.

(ii) Caretakers  
2 ..  
(Out of two persons, one person who has accepted the offer is yet to join his duties).

(c) The allocations proposed for the South-Western Circle, Aurangabad for the current financial year are as under:—

(i) Special Repairs Rs. 7.00 Lakhs

(ii) Annual Repairs Rs. 5.5 Lakhs

#### Panban Road-Rail Bridge in Tamil Nadu

9096. SHRI N. DENNIS: Will the Minister of RAILWAYS be pleased to state:

(a) the details of progress of the Panbam Road-Rail bridge in Tamil Nadu; and

(b) when it is expected to be completed?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) There already exists a Railway Bridge at Panbam. There is no proposal for a Rail-cum-Road Bridge.

(b) Does not arise.

#### दानापूर डिवीजन में दैनिक मजदूर

9097. श्री कुंवर राम : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) दानापूर डिवीजन में नियमित वेतनमान के लिए योग्य अथवा नियमित सेवा में शामिल किए जाने के लिए कितने दैनिक मजदूर पात्र हैं, और

(ख) उनकी सेवाएं कब तक नियमित किए जाने की संभावना है ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उप मंत्री (श्री मल्लिकार्जुन) :  
(क) बटारह ।

(ख) जैसे ही नियमित रिक्तियां उपलब्ध होंगी, उन्हें नियमित कर दिया जाएगा ।

#### Overbridge near Bandhamunda

9098. SHRI CHINTAMANI PANIGRAHI: Will the Minister of RAILWAYS be pleased to state:

(a) whether the proposal to construct an over bridge near Bandhamunda near Rourkela in South Eastern Railway has been finalised by now; and

(b) if so, by what time the construction work will be undertaken?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) The Government of Orissa advised South Eastern Railway in February, '82 that a proposal for construction of a Road Over Bridge at Bondamunda on cost-sharing basis is under their consideration. However, no firm proposal in this regard has

been received by the Railway from the State Government.

(b) Does not arise at this stage.

#### Loading of Coal Wagons

9099. SHRI TARIQ ANWAR: Will the Minister of RAILWAYS be pleased to state:

(a) what is the average number of coal wagons loaded per month, during the last three years;

(b) the number of coal wagons supplied to the power sector; per month, per power house during the last three years and corresponding monthly demand of the power house; and

(c) details of coal wagons received by the railways monthly for its own use during the above period?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) to (c). A statement is attached.

#### Statement

(a) The average number of coal wagons loaded per day during each month in the last three years is given below:—

#### Statement

(a) The average number of coal wagons loaded per day during each month in the last three years is given below:—

(Figures in 4-wheels)

Month	1979-80	1980-81	1981-82
April	8885	8876	9951
May	8396	8536	9115
June	8635	8618	9384
July	8836	8577	9579
August	8723	8222	9840
September	8665	8261	10639

(Figures in 4-wheelers)

Month	1979-80	1980-81	1981-82
October . . . . .	8533	8582	10121
November . . . . .	8620	8749	10478
December . . . . .	9068	9447	10667
January . . . . .	8568	9643	10969
February . . . . .	9291	10063	11256
March . . . . .	9251	10265	11080

(b) Power houses are supplied coal as per linkage decided by the Standing Linkage Committee and the guide lines given by the Central Government. Loading of coal started improving from December 1980 onwards. Supplies to Power Houses were stepped

up as will be seen from the details given below. In fact, during January, February and March, 1982 daily average coal loading for Power Houses has been more than the target of 4250 wagons per day.

(figures in 4-wheelers) †

Month	1979-80	1980-81	1981-82
April . . . . .	2775	3299	3936
May . . . . .	2715	3197	3585
June . . . . .	2806	3195	3710
July . . . . .	2828	2906	3703
August . . . . .	2669	2526	3744
September . . . . .	2861	2683	4103
October . . . . .	2680	3059	3977
November . . . . .	2733	3197	3983
December . . . . .	2860	3533	4185
January . . . . .	2913	3643	4365
February . . . . .	3323	3974	4506
March . . . . .	3297	3831	4438

(c) The daily average number of coal wagons loaded for Railway use is given below:—

Month	1979-80	1980-81	1981-82
April . . . . .	1463	1498	1382
May . . . . .	1452	1424	1295
June . . . . .	1525	1479	1433



(figures in 4-wheelers)

Month	1979-80	1980-81	1981-82
July	1511	1523	1308
August	1437	1546	1290
September	1414	1411	1306
October	1378	1393	1249
November	1540	1459	1275
December	1514	1486	1373
January	1491	1431	1307
February	1676	1445	1291
March	1565	1245	1308

**Class I Officers**

9100. PROF. RUPCHAND PAL: Will the Minister of RAILWAYS be pleased to state:

(a) Number of class I officers those are there in Indian Railways as in February, 1982;

(b) Number of class I officers those are there in the Mechanical Engineering Department of Indian Railways; and

(c) what is the minimum qualification required for these class I officers?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) and (b) The information is being collected and will be laid on the table of the House.

**(c) For Direct Recruitment**

(i) For Accounts, Traffic, Personnel Departments and Railway Protection Force—A degree from a recognized University.

(ii) For Civil Engineering, Mechanical Engineering, Signal Engineering, Electrical Engineering and Stores Departments—A degree in Engineering from a recognized University or its equivalent.

(ii) For the Medical Department—Degree in Medicine/Surgery for Assistant Divisional Medical Officers and Post-graduate qualification and experience in the concerned discipline for Divisional Medical Officers.

**For Promotion from Group 'B' (Class II) to Group 'A' (Class I)**

No specific educational qualifications have been laid down.

**Freight Haulage Surpassing Target**

9101. SHRI JAGDISH TYTLER: Will the Minister of RAILWAYS be pleased to state.

(a) whether Government are assured of a very high Freight Haulage, surpassing targeted estimates by five million tons this year; and

(b) if so, whether the freight charges need be increased in view of this factor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Yes. During 1981-82 loading of revenue earning traffic has been 220.41 million tonnes approximately against the original target of 215 million tonnes which was subsequently revised to 220 million tonnes.

(b) The freight rates are increased to cover the increase in the working expenses of the Railways which takes place due to escalation in costs of inputs for rail transport. The need for increase in rail freight rates cannot be ruled out if the costs of inputs for rail transport go up.

**Construction of R.O.B. near Vidya Vihar Station**

9102. DR. SUBRAMANIAM SWAMY: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Railways propose to construct a Road Over Bridge near Vidya Vihar Station on Central Railway in Bombay;

(b) if so, the details thereof; and

(c) by what time the bridge is expected to be completed?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) and (b) A proposal to construct a Road Over Bridge as 'deposit' work near Vidya Vihar Station on Central Railway, Bombay has been received from the Bombay Municipal Corporation. The plans for this work have yet to be finalised.

(c) It is not possible to give the completion date for this work at this stage.

**Railway Schools**

9103. SHRI NARAYAN CHOUBEY: Will the Minister of RAILWAYS be pleased to state:

(a) how many High and Higher Secondary Railway Schools are there in the country and the number thereof, zone-wise;

(b) what is the expenditure incurred by the Railways for these schools;

(c) what is the amount spent for the railway school on the S.E. Railway in the years 1978, 1979, 1980 and 1981;

(d) what are the number of students who secured first division in secondary and higher secondary examination in the above years; and

(e) whether the Railway in each zone have an Education Officer and if so, whether the said officer has any special training in education both of the Union Government and State Government.

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) to (e) A statement indicating information (excepting the same pertaining to Southern Railway and C.L.W.) is attached. Information regarding Southern Railway and C.L.W. is being collected and will be laid on the Sabha.

**Statement**

Railway	No. of Schools		Expenditure	No. of students secured Ist Division in							
				Secondary				Hr. Secondary			
				1978	79	80	81	1978	79	80	81
1	2	3	4	5	6	7	8	9	10		
Central	4	2	6,08,453	14	13	23	33	..	1	1	2
Eastern	7	1	39,64,000	128	147	203	118	19	11	24	30
Northern	2	1	25,35,380.22	23	23	34	23	9	17	1	9

	1	2	3	4	5	6	7	8	9	10	11	12
North Eastern	1	2		24,70,000	83	63	70	74	11	85	30	11
Northeast Frontier	3	4		44,02,170.64	67	77	28	74	1	1	4	11
South Central	14	..		65,75,437	95	135	134	197	..	..	..	..
South Eastern	7	9		1,38,17,000	83	105	137	122	35	19	15	43
Western	..	2	3	21,29,582	10	16	21	12	26	27	10	30
D.L.W.	..	..	1	12,87,269.56	..	..	..	..	47	15	68	35

(c)

	Rs.
1978	1,42,05,000.00
1979	1,31,73,000.00
1980	1,59,35,000.00
1981	1,90,89,000.00

(e) No.

छपड़ा-बाराबंकी रेल लाइन में सुधार होना

9104. प्रो. सत्य बबे सिंह : क्या रेल मंत्री 31 सितम्बर, 1981 के तारिकित प्रश्न संख्या 277 में उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) सरकार छपड़ा-गोरखपुर, बाराबंकी ब्रॉड गेज लाइन की स्थिति में सुधार करने में कहां तक सफल हुई है और इस लाइन पर रेल यातायात की वर्तमान स्थिति क्या है और इसकी स्थिति में उर्ध्वगत सुधार कब तक हो जाने की संभावना है,

(ख) क्या छपड़ा-बाराबंकी रेल लाइन की स्थिति भी पहले की तरह है और सरकार द्वारा इस बारे में क्या कार्यवाही की जा रही है, और

(ग) क्या छपड़ा अथवा गोरखपुर में हावड़ा तक सीधी रेल गाड़ी चालू की जाएगी?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उप मंत्री (श्री मल्लिकार्जुन) : (क) गोरखपुर-बाराबंकी लाइन, जिसका हाल ही में अमान-परिवर्तन किया गया है,

की दशा में सितम्बर, 1981 में सुधार हो गया है और अधिकतम अनुसंधान रफतार 50 कि. मी. प्रति घंटे में बढ़ाकर 80 कि. मी. प्रति घंटे में बढ़ाकर दी गयी है। लाइन की दशा में सुधार हो जाने के परिणामस्वरूप यातायात में भी सुधार हुआ है। इस समय छपड़ा-भटनी बंड पर बड़ी लाइन की पांच जोड़ी, भटनी-गोरखपुर बंड पर 6 जोड़ी और गोरखपुर-नरनउ बंड पर पांच जोड़ी गाड़ियां चल रही हैं। इसके अलावा, छपड़ा-गोरखपुर बंड पर 4 जोड़ी तथा गोरखपुर-नरनउ बंड पर 3 जोड़ी माल गाड़ियां सभी चल रही हैं।

(ख) जी नहीं।

(ग) फिलहाल छपड़ा अथवा गोरखपुर और हावड़ा के बीच कोई सीधी गाड़ी चलाने का कोई प्रस्ताव नहीं है।

बीकानेर-रतनगढ़ रेल लाइन में सब स्टेशन

9105. श्री बालत राम तारण : क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या बीकानेर-रतनगढ़ रेल लाइन में विरगा और परमों के बीच 368 कि. मी. पर रामसरा में एक नया लाइन सब स्टेशन की स्थापना करने के लिये विरगा पंचायत में बीकानेर डिवीजनल रेलवे के मैनेजर का कोई प्रस्ताव भेजा है,

(ख) क्या उससे कई गांव लाभान्वित होंगे और यदि हां, तो यह प्रस्ताव कब तक स्वीकृत किया जाएगा और सब स्टेशन अपना कार्य कब शुरू कर देगा,

(ग) क्या सादलपुर-हनुमानगढ़ रेल लाइन में पहारसार हॉल्ट स्टेशन को एक पूरा दर्जे का स्टेशन बनाने के लिए लम्बे समय से मांग हो रही है और यदि हां, तो इस स्टेशन को कब तक एक पूरे दर्जे का स्टेशन बनाया जायेगा,

(घ) क्या सादलपुर-छुरी रेल लाइन पर एक डाकूआ सब स्टेशन तथा सरदार-सहर रतनगढ़-रेल लाइन पर एक सज्जनमार विश्राम स्टेशन प्रदान करने के लिए कोई मांग है, और

(ङ) यदि हां, तो इन स्टेशनों को कब तक स्वीकृत किया जाएगा ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उप मंत्री (श्री श्रीस्वामीजी): (क) और (ङ). बीकानेर-रतनगढ़ लाइन पर बिष्णा और परमनेउ स्टेशनों के बीच पॉन्ट नं. 368/8 पर रामसरा गांव में एक हॉल्ट स्टेशन खोलने के प्रस्ताव की जांच की गई है, लेकिन इस परिचालनक दृष्टि से व्यावहारिक नहीं पाया गया है। इसके अलावा, बिष्णा और परमनेउ स्टेशनों के बीच खोलने गए मीतल नगर हॉल्ट में उस क्षेत्र के लोगों की यात्रा सम्बन्धी आवश्यकताएं प्रयाप्त ढंग में पूरी हो रही हैं।

(ग) पहाड़सर हॉल्ट को फुल्ले स्टेशन में बदलने के प्रस्ताव की जांच की गई थी, लेकिन इस वित्तीय दृष्टि में औचित्यपूर्ण नहीं पाया गया था।

(घ) और (ङ) डाकूआ हॉल्ट स्टेशन की व्यवस्था पहले ही कर दी गई है। जहां तक सज्जनमार हॉल्ट खोलने का संबंध है, इसकी स्वीकृति पहले ही दी जा चुकी है और उत्तर रेल प्रशासन द्वारा इस सम्बन्ध में आगे कार्यवाही की जा रही है।

**Development of D-Shade of Netaji Subhas Dock**

9106. SHRI MUKUNDA MANDAL: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government have nay scheme to develop the D-shade of the

Netaji Subhas Dock where a large portion is lying unprotected and without minimum facilities like electricity, water and sewerage;

(b) if so, the details of the said scheme; and

(c) if not, the reasons for the same?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): (a) Yes.

(b) The area behind the D-shed of Netaji Subhas Dock has been developed and allotted to different container lines operating from Calcutta. Netaji Subhas Dock extension area which is adjacent to D-shed is also proposed to be developed for stacking, storage and handling of containers.

(c) Does not arise.

भारतीय रेल क्रॉस सोसायटी द्वारा महिन्द्रा एण्ड महिन्द्रा से वाहनों की खरीद

9107. श्री निहाल सिंह: क्या स्वास्थ्य और परिवार कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) भारतीय रेल क्रॉस सोसायटी ने चल डिपॉर्मरियों के लिये महिन्द्रा एण्ड महिन्द्रा से कितने वाहन खरीदे और प्रति वाहन किस दर में खरीदा है और उन राज्यों के नाम क्या हैं जिन्हें ये गाड़ियां भेजी गईं,

(ख) क्या इंडियन रेल क्रॉस सोसायटी ने गाड़ियां खरीदने में पहले विभिन्न कम्पनियों से टेंडर मांगे थे;

(ग) यदि हां, तो टेंडर भेजने वाली कम्पनियों के नाम क्या हैं; और

(घ) यदि नहीं, तो टेंडर न मांगने के क्या कारण हैं?

स्वास्थ्य और परिवार कल्याण मंत्रालय में  
उप मंत्री. (कुमारी कुमुदबेन एम. जोशी):

(क) 1. भारतीय रॉड क्रॉस मोसाइटी ने यह बताया है कि मोबाइल डिस्पेंसरियां बनाने के लिए वीम गाड़ियां खरीदी गई थीं।

(2) इन गाड़ियों के खरीदे जाने की तारीख/महीना :

गाड़ियों की संख्या	जिस तारीख/ महीने में मुख्यालय में प्राप्त हुईं।
2	18-8-80
2	14-9-80
1	20-9-80
1	1-10-80
1	22-10-80
1	30-10-80
1	1-11-80
2	17-12-80
1	19-12-80
1	12-1-81
1	20-1-81
1	11-2-81
2	16-3-81
1	19-3-81
2	23-5-81
--	
20	
---	

3. जिन रॉडक्रॉस राज्य शाखाओं को ये गाड़ियां नियत की गईं उनका व्योम इस प्रकार है :-

राज्य का नाम	नियत की गईं गाड़ियों की संख्या
असम	4
बिहार	4
हरियाणा	3
उड़ीसा	1

राज्य का नाम	नियत की गईं गाड़ियों की संख्या
--------------	-----------------------------------

पंजाब	2
-------	---

तमिलनाडु	1
----------	---

उत्तर प्रदेश	2
--------------	---

पश्चिम बंगाल	3
--------------	---

ये गाड़ियां पूर्ति और निपटान महानिदेशालय की स्वीकृत सरकारों दरों पर खरीदी गई थीं।

(ख) और (ग). माटाडोर, हिन्दुस्तान डीजल स्टैंडर्ड और महिन्द्रा जैसी विभिन्न प्रकार के वाहनों का कहा तक दायराम अंशों में उपयोग हो सकता है, इस संबंध में उन की विशेषताओं, तकनीकी विवरणों और अन्य विवरणों की जांच की गई। समस्त पहलुओं पर विचार करने के उपरान्त महिन्द्रा एण्ड महिन्द्रा द्वारा निर्मित 7.00 इन्च 15.8 प्लाट टायरों सहित डीजल इंजन वाला सी. ऑ. डब्ल्यू. कार. एच. डी. 104 डब्ल्यू. वी. संयुक्त फायरवर्ड कटान वाले ट्रक चीमिस के एफ. सी. - 360 डी. माडल को उन इलाकों को देकर हुए जिसमें डिस्पेंसरियां खाली जानी हैं, डिस्पेंसरी वाहन बनाने के लिए उपयुक्त समझा गया। तदनुसार परीक्षण के आधार पर जुलाई 1980 में पहले-पहले ऐसे दो वाहनों को आर्डर दिए गए। 20 वाहनों की आवश्यकता को पूरा करने के लिए शेष वाहन बाद में खरीदे गए।

ये गाड़ियां दिल्ली में कम्पनी के एकमात्र एजेंट्स से पूर्ति और निपटान महानिदेशालय की स्वीकृत सरकारी दरों पर प्राथमिकता के आधार पर खरीदी गई थीं।

(घ) यह प्रश्न नहीं उठता।

**Alleged Mismanagement in Central Council Regional Research Unit of Unani Medicine, Hyderabad/ Calcutta**

9108. SHRI BHEEKHABHAI: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether his attention has been invited to the report published in the Anand Bazar Patrika 'Bengal' on the 15 July, 1981 about the treatment of epilepsy at the Regional Research Institute, Calcutta and in the 'Herbal-cure', Hyderabad, regarding dangerous effects of Bakuchi to cure leucoderma (vitiligo/Baras) by the Central Council Regional Research Unit of Unani Medicine Hyderabad/Calcutta;

(b) if so, action taken by the Ministry in the matter so far;

(c) whether Medical experts Committee has been set up or is proposed to be set up to probe into the working of and appointments made in the C.C.R.U.M. and effectiveness or otherwise of the medicines used in the treatment of leucoderma/epilepsy;

(d) if so, composition of the Committee, when and by what time the Committee will submit its report; and

(e) if not, reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI KUMUD-BEN M. JOSHI): (a) The Government is aware of the news report in 'Herbal Cure', Hyderabad dated the 15th July, 1981 regarding the dangerous effects of Bakuchi allegedly used by the Central Research Institute of Unani Medicine at Hyderabad to cure leucoderma. However, there does not appear to be any report regarding the cure of epilepsy/leucoderma in the 'Anand Bazar Patrika Calcutta (Bengali)' dated the 15th July, 1981.

(b) The news report on leucoderma does not appear to be based on facts, as the Council has not yet divulged the drug and various combination of drugs that they are administering to the patient of leucoderma in the Institute.

(c) The research work on leucoderma is continuously assessed by the Scientific Advisory Committee of the Central Council for Research in Unani Medicine. All appointments in the Research Council are made by duly constituted selection committees in accordance with the approved rules. The Institute has been visited by eminent scientists of modern medicine who have praised the work on leucoderma in the Institute at Hyderabad.

(d) Does not arise.

(e) As in (c) above.

बंशी चिकित्सा प्रणाली हेतु परामर्शदाता के पद के लिये दिज्ञापन रद्द किया जाना

9109. श्री कृष्ण कुमार गोयल : क्या स्वास्थ्य और परिवार कल्याण मंत्री यह बताने की कृपा करेंगे कि मंत्रालय के अधीन देशी चिकित्सा प्रणाली हेतु परामर्शदाता के पद के लिए विज्ञापन को रद्द करने के क्या कारण हैं ?

स्वास्थ्य और परिवार कल्याण मंत्रालय से उए मंत्री (कुमारी कुमुदबेन एम. जोशी) : भर्ती नियमों के अनुसार सलाहकार (भारतीय चिकित्सा पद्धति) का पद संघ लोक सेवा आयोग के जरिये सीधी भर्ती द्वारा भरा जाना है। इस पद का भरणे के लिए संघ लोक सेवा आयोग को एक पत्र भेजा गया था। संघ लोक सेवा आयोग द्वारा यह पद विधिवत विज्ञापित भी कर दिया गया था। तथापि, 3000/- रुपये (नियत) वतन पर विशेष आयुक्त (भारतीय चिकित्सा पद्धति) के एक पद के उपलब्ध होने के परिणामस्वरूप, जिसे करने की कार्यवाही चल रही है तथा सलाहकार (भारतीय चिकित्सा पद्धति) के पद का नाम बदल कर सलाहकार (आयुर्वेद एवं सिद्ध) रखने के फलस्वरूप सलाहकार (भारतीय चिकित्सा पद्धति) के पद के भर्ती नियमों को संशोधित करने के निर्णय को देखते हुए संघ लोक सेवा आयोग से अनुरोध किया गया था कि वे इस पद को भरणे के लिए आगे कार्यवाही न करें।

### Vigilance Inspector Manhandled

9110. SHRI CHHANGUR RAM: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that some parcel clerks manhandled a Northern Railway Vigilance Inspector in October, 1981 and prevented him from conducting the investigations in details in a case of corruptoin and malpractices;

(b) if so, whether any report has been received by the Railway administration from the concerned Inspector, and

(c) if so, further action taken in the matter?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) No. While there was no mahandling, a Vigilance Inspector of Northern Railway was gheraoed and abused by certain staff of the parcel office, New Delhi.

No such incident took place during several subsequent vigilance checks.

(b) Yes.

(c) Suitable action against the erring staff is under consideration.

### Herbarium Sheets Collected from Bhutan

9111. SHRI KRISHNA KUMAR GOYAL: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) is it a fact that large number of herbarium sheets are reported to have been collected from Bhutan;

(b) the number of such herbarium sheets collected by S.R.O. in the Ministry (now retired);

(c) are these sheets properly preserved and classified;

(d) whether any of them have been eaten by moth; and

(e) where these sheets can be inspected?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI KUMUD-BEN M. JOSHI): (a) Yes.

(b) Out of about 1300 gatherings of plants collected, 300 well mounted herbarium sheets were prepared by him;

(c) Yes.

(d) No.

(e) These herbarium sheets are available for inspection at the documentation centre of the Central Council of Research in Ayurveda and Siddha at D 5, Green Park, New Delhi.

### Post of Director in C.C.R.U.M.

9112. SHRI CHATURBHUI. Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether one man holds the posts of Director as well as Dy. Adviser in the Central Council for Research in Unani Medicines;

(b) duties, functions and responsibilities attached to both the posts and qualifications required for them; and

(c) whether it is proposed to appoint two persons for these two important posts having different functions?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI KUMUD-BEN M. JOSHI): (a) There is no post of Deputy Adviser in the Central Council for Research in Unani Medicine. The Dy. Adviser (Unani) in the Ministry of Health & Family Welfare is, however, functioning as the Director of the Central Council for Research in Unani Medicine.

(b) The Dy. Adviser (Unani), in the Ministry of Health and Family Welfare advises in formulating policies for the Unani System of Medicine while the Director Central Council

for Research in Unani Medicine is the Head of the Research Council and is responsible for coordinating, planning and execution of the various research programmes of the Council. Qualifications required for both the posts are given in the attached Statements I & II.

(c) The post of Director, Central Council for Research in Unani Medicine has already been advertised and applications received for selecting a suitable candidate.

#### Statement-I

*Qualifications required for the post of Director, Central Council for Research in Unani Medicine, New Delhi*

Essential:

(a) \*First or Second Class Degree (or equivalent) or Diploma of at least four years duration in Unani System of Medicine from a recognised University or statutory faculty or Board.

(b) 18 years professional experience in Unani System of Medicine after obtaining degree or diploma out of which 12 years experience should be in research/teaching in a recognised Institution/College/University.

OR

(a) \*First or Second Class Degree or Diploma or at least 4 years duration in a Unani System of Medicine from a recognised University or statutory Faculty or Board.

(b) \*First or Second Class Post-graduate Degree or Diploma certificate of at least 2 years duration in Unani System of Medicine.

(c) 18 years professional experience in Unani System of Medicine after obtaining degree/diploma out of which 10 years experience should be in research/teaching in a recognised Institution/College/University.

Desirable:

At least 7 years administrative experience in a responsible position.

Note:

Knowledge of English and Urdu/Persian/Arabic is essential.

\*Note:

(i) First Class Degree is equivalent to 60 per cent and above.

(ii) Second Class Degree is equivalent to 50 per cent and above but below 60 per cent.

#### Statement-II

*Qualification required for the post of Deputy Adviser (Unani) in the Ministry of Health and Family Welfare, New Delhi*

Essential:

(i) Degree or Diploma in Unani of a recognised University/Statutory Faculty/Board/Council etc. or equivalent.

(ii) 12 years' practical experience in a responsible capacity in an Unani Hospital/Dispensary or teaching of Unani Subjects in a recognised Institution or in a research Laboratory/Institution dealing with Unani subjects.

(iii) Good knowledge of English, Hindi and Urdu.

(Qualifications relaxable at the discretion of the Union Public Service Commission in case of candidates otherwise well-qualified; in particular the qualifications regarding experience is relaxable in case of candidates belonging to Scheduled Castes and Scheduled Tribes for posts reserved for them).

Desirable:

Post-graduate degree or Diploma/Certificate in Unani of a recognised University/Statutory Faculty/Board/Council etc. or equivalent.



### Procurement from Government Medical Store Depot

9113. SHRI K. B. S. MANI: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the CGHS Department of Madras do not procure their full requirements from the Government Medical Store Depot, Madras as per the existing orders of Ministry of Health, Government of India, if so, the reasons, therefor;

(b) the value of drugs received from Government Medical Store Depot, Madras and local purchases resorted to by CGHS dispensaries during the last 3 years against the budget allotment for CGHS, Madras;

(c) if the value of drugs procured from GMSD, Madras is far below, what instructions the Ministry propose to give to Chief Medical Officer, CGHS, Madras;

(d) whether there is any proposal to open more CGHS dispensaries, if so, the places and date of opening; and

(e) whether the CGHS dispensaries do not have any testing facilities of the drugs prior to the issue of the same to the patients?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI KUMUD-BEN M JOSHI): (a) The Government have not issued any orders in this regard. CGHS, Madras procures medicines from the Government Medical Store Depot, Madras as well as from other sources.

(b) The value of drugs received from Government Medical Store Depot, Madras and locally purchased alongwith the budget allotment for CGHS, Madras during the last 3 years is as under:—

Year,	Procured from G.M.S.D.	Procured locally	Budget allotment (Material & Supplies)
	Rs.	Rs.	Rs.
1979-80 . . . . .	86,770	5,129	11,20,000
1980-81 . . . . .	300,188	20,530	18,45,000
1981-82 . . . . .	89,389	401,752	23,00,000

In addition the medicines were also purchased through DGS & D.

(c) The medicines are purchased through DGS & D. and MSD and it is not proposed to issue any instructions in this regard.

(d) There is a proposal for opening one additional dispensary in Madras. But its location and date of opening

will be decided after the proposal is approved.

(e) Primarily, the responsibility of quality control rests with the concerned State Drug Controller and is ensured at the point of production under the provisions of Drugs & Cosmetics Act. However, as an additional measure of safety, CGHS carries out selective Tests of medicines through approved laboratories/Tests Houses,

**Testing of Drugs at Bio-Lab of Govt. Medical Store Depot, Madras**

9114. SHRI K. B. S. MANI: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) the items referred to the Director Biological Laboratory of Government Medical Store Depot, Madras by Government Medical Store Depot at Madras, Bombay, Calcutta, Gauhati and Karnal during the period from which the Director assumed office as Director, Depot-wise, year-wise, details;

(b) norms fixed for carrying out the tests of each drug at Bio-Lab. at Government Medical Stores Depot, Madras;

(c) the items tested and result furnished for the above said period under Bacteriology and Biology wings of the Bio-Lab.;

(d) the reasons for inordinate delays taking place in the Bio-Lab., for testing; and

(e) remedial action there has been taken and the delay to fix responsibility?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI KUMUD-BEN M. JOSHI): (a) to (e). The information is being collected and will be laid on the Table of the Sabha.

M/s Cycies Stand Karamchari Shram Sanvida Sahkari Samiti Ltd., Allahabad

9115. SHRI DAYA RAM SHAKYA: Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 5553 on 24 December, 1981 regarding Goods handling contract by Railway Cycle Stand at Allahabad and state:

(a) when the working of M/s. Railway Cycle Stand Karamchari Shram Samvida Sahkari Samiti Ltd., Allahabad, was unsatisfactory during the

entire contractual period at Allahabad Goods Shed in a particular 'field of operation', what were the reasons for allotment of Parcels handling contract at Allahabad which was beyond their 'field of operation'; and

(b) what was the basis for fixing rate of Rs. 32,077/50 P. per month, when there was no increase in the fair wage rate and other factors and the earlier labour Cooperative Society of 'actual workers' was performing the work on monthly lumpsum payment of Rs. 17,999/86 P.?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) At the time of renewal of the parcel handling contract at Allahabad Junction, which was at that time held by M/s. Railway Sahkari Shram Samvida Samiti Ltd., Tundla, it was decided that the work should better be given to a local cooperative society and the work was, therefore awarded to M/s Railway Cycle Stand Karamchari Shram Samvida Sahkari Samiti Ltd., Allahabad.

(b) The earlier contract was on lumpsum basis of Rs. 17,999/85 per month. It was, however, noticed that the labour was working in two shifts of 12 HHrs. each instead of 8 Hrs. each, which was objected to by the labour Enforcement Officer. The traffic had also, gone up by 9 per cent over the earlier years. Therefore, the strength of the labour got increased and the contract was entered into on monthly lumpsum rate of Rs. 32,077/50 p. at the existing daily wage rate.

**Cycle/Scooter Contract at Kanpur**

9116. SHRI DAYA RAM SHAKYA: Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 4343 on 17 December, 1981 regarding Cycle Stand at Kanpur and Allahabad Stations and state:

(a) what were the terms and conditions of contract on which Cycle/

Scooter contract at Kanpur was awarded w.e.f. 1 February, 1979 in favour of M/s. Railway Cycle Stand Karamchari Shram Samvida Sahkari Samiti Ltd. Allahabad;

(b) whether the agreement provided a clause for extension of contract in favour of the Licence for a further period of two years on same terms, conditions and rates;

(c) if not, what were the reasons for extension of contract, when the society remained a habitual defaulter in depositing the railway dues during the contractual period and even thereafter; and

(d) whether it is a fact that on account of undue interference by the Ministry of Railways, the Divisional authorities could not take action to terminate the contract for violation of terms and conditions of the contract?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) to (c). The Cycle/Scooter contract at Kanpur was awarded to M/s. Railway Cycle Stand Karamchari Shram Samvida Sahkari Samiti Ltd., Allahabad for a period of two years from 1.2.1979 on the basis of tenders and the agreement entered into contained the terms and conditions about the payment of licence fee, rates of charges for parking of cycle, Auto-Cycles, Scooters and Motor Cycles and other details of the said contract. There was no provision in the agreement for the extension of the contract, however, as a result of several representations through a Member of Parliament who recommended extension of the contract of the Samiti on the basis of satisfactory performance, it was decided to renew the contract for a period of two years from 1.2.1981.

(d) No.

### Delhi Ring Railway

9117. PROF. MADHU DANDAVATE: Will the Minister of RAILWAYS be pleased to state the details of the Capital's ring railway including the route, frequency of trains and the anticipated traffic?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): Railways have planned to introduce Electrified Commuter Services on the Ring Railway. The Project is estimated to cost Rs. 35 crores and has been planned to be completed by 30-6-1982 EMU Services when introduced would serve Nizamuddin, Lajpat Nagar, Sewa Nagar, Lodhi Colony, Sarojini Nagar, Safdarjung, Chanakapuri, Sardar Patel Marg, Brar Square, Narain Vihar, Kirti Nagar, Patel Nagar, Dayabasti, Delhi Kishan Ganj, Sadar Bazar, New Delhi Minto Bridge, Tilak Bridge, Pragati Maidan, Delhi Main, Shakurbasti, Okhla and Tughlakabad. During the morning and evening peak period it would provide 15 minutes service in peak flow direction and 30 minutes service in non peak flow direction. Besides this skelton services will also run from Shakurbasti to Delhi and Delhi to Tughlakabad and vice versa. With the introduction of Electric Suburban Train Services a total of 2.7 lakh passenger trips shall be cleared daily by the railway.

### Work done by the Sahitya Akademi

9118. SHRI H. N. NANJE GOWDA: Will the Minister of EDUCATION be pleased to state:

(a) whether it is a fact that over the years the Sahitya Akademi has failed to give a lead to encourage literature in the country as it has patronised the work of its own members in preference to the outstanding work done by others;

(b) whether the Khosla Commission had also suggested that in selection

of books by the Akademi manipulations did take place;

(c) whether the Akademi has laid down any rule that a separate committee should evaluate the books by akademi;

(d) the number and names of books that were awarded by the Akademi which were written by its members during the last three years, year-wise and the award money that each of the author got for this; and

(e) what steps have been taken to remedy the present ills?

THE MINISTER OF STATE OF THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRIMATI SHEILA KAUL):

(a) No, Sir.

(b) No, Sir.

(c) Yes, Sir.

(d) A statement is attached.

(e) According to the Sahitya Akademi the present procedure is satisfactory.

#### Statement

(d) The following is the year-wise break-up of the awards from 1979 to 1981 which have gone to the members of the various Sahitya Akademi Language Advisory Boards. The award carries an amount of Rs. 5,00/-.

1979

Total awards declared : 22, one each in 22 languages. Awards to Advisory Board members were in the following languages:

(1) *Assamese*: Sri Bhuben Barna for his collection of poems *Sonali Jahaj*.

(2) *Kashmiri*: Dr. Marghoob Banihali for his collection of poems *Par-tavistan*.

(3) *Konkani*: Dr. R. V. Pandit for his collection of poems *Dorya Gazota*.

(4) *Manipuri*: Shrimati M. K. Bino-dini Devi for her novel *Borosaheb Ongbi Sanatombi*.

1980

Total awards declared; 19, one each in 19 languages. Awards to the Advisory Board members were in the following languages:

(1) *Assamese*: Sri Jogesh Das for his collection of short-stories *Prithivir Asukh*.

(2) *Indian English*: Prof. K. R. Srinivasa Iyengar for his biography of the Mother of Arobindo Ashram *On the Mother*.

(3) *Kannada*: Sri Gorur Ramaswami Iyengar for his travelogue *Americadelli Golury*.

(4) *Konkani*: Prof. Manohar Sar Desai for his book of poems *Pissolim*.

(5) *Punjabi*: Sri Sukhpaalyir Singh Harsat for his book of poems *Suraj to Kehkashan*.

(6) *Rajasthani*: Sri Rameshwar Dayal Shrimati for his book of poems *Mhara Gaon*.

(7) *Sindhi*: Sri Krishin Khatwani for his novel *Yad Kik Pyar Ji*.

1981

Total awards declared: 21, one each in 21 languages. Awards to Advisory Board members were in the following languages:

(1) *Kannada*: Shri Channaveera Kanavi for his collection of poems *Jeewadhvani*.

(2) *Kashmiri*: Sri Moti Lal Saqi for his collection of poems *Mausar*.

(3) *Konkani*: Sri B. B. Borkar for his collection of poems *Sasai*.

(4) *Punjabi*: Prof. V. N. Tewari for his collection of poems *Footpath to Garaj Tak*.

### Use of Herbal Plants for Family Planning

9119. SHRI H. N. NANJE GOWDA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that the Dongria Kondhas of Koraput District of Orissa have successfully tackled the problem of unwanted children by the use of some herbal plants;

(b) whether it is also a fact that this herb has been in use for a very long time and its efficacy has already been tested; and

(c) if so, whether Government have made any effort to make use of this herb on mass scale and if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI KUMUD-BEN M. JOSHI): (a) to (c). The Government have no information about the use of herbal plants by the Dongria Khonds of Koraput district in Orissa for preventing unwanted children. However, the people belonging to Saora tribe, residing in Ganjam district of Orissa, have been using the plant *Plumbago Rosea* as an abortifacient. According to available information, the plant has efficacy as an abortifacient upto four months of pregnancy. Currently, the Indian Council of Medical Research are conducting the toxicity studies of this plant in animals before deciding to undertake its human clinical trials.

### Utilisation of installed capacity at Pharmaceutical Factory

9120. SHRI THAZHAI M. KARUNANITHI: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) what are the items that can be manufactured at the Pharmaceutical Factory attached to Government Me-

dical Store Depot. Madras, with the existing facilities and machinery;

(b) whether there was utilisation of the installed capacity of the factory sections during the last five years, if not, the reasons therefor; and

(c) what remedial action has been taken or proposed to be taken to utilise installed capacity?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI KUMUD-BEN M. JOSHI): (a) A statement showing the items which the Medical Store Depot, Factory Madras can produce is laid on the Table of the House. [Placed in Library. See No. LT-4018/82].

(b) The factory at M.S.D., Madras has six sections, viz., Steam Section, Ointment Section, Tablet Section, Bandage Section, Powder Section and Tincture Section. Except for the Steam Section, the production in other Sections during the last 5 years remained below the installed capacity. In Steam Section, however, during the years 1977-78 and 1981-82, the production was more or less up to the mark or even above the optimum level but in other years it was below the installed capacity.

The reasons for shortage mainly were the shortage of Alcohol, proper size of containers, technical material, soft paraffine, turpentine oil, non-availability of standard bandage cloth, frequent power failure, etc. from time to time.

(c) The following remedial measures were taken to improve the production:

(1) The distilleries have been persuaded to supply the allotted quantity of alcohol, regularly.

(2) Containers Suppliers have been persuaded to supply tin containers in time.

(3) Procurement of standard bandage cloth is being continuously taken up with the D.G.S.&D.

As a result of these measures the production in all the sections except bandage section is expected to improve.

### CGHS Polyclinic in Madras

9121. SHRI THAZHAI M. KARUNANITHI: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:—

(a) whether it is a fact that there is a proposal to set up a polyclinic in Madras city under C.G.H.S. scheme;

(b) if so, whether any action has been taken towards setting up of the above polyclinic and the details thereof; and

(c) if no action has been taken, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI KUMUD-BEN M. JOSHI): (a) Yes.

(b) and (c). Sanction for creation of various posts of specialists, para-medical and other staff for setting up a polyclinic under C.G.H.S. at Madras has been issued. Efforts are being made to locate suitable accommodation. The polyclinic will be established as soon as accommodation becomes available.

### Incidence of Diabetes

9122. SHRI SAMINUDDIN: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the Government are aware of the growing incidence of diabetes in the country;

(b) whether the survey was conducted about the persons suffering from the disease; and

(c) what steps are proposed to contain and tackle the disease specially in the urban areas?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI KUMUD-BEN M. JOSHI): (a) There is no evidence to suggest that incidence of diabetes has increased in the country. However, the Government are aware that prevalence of diabetes increases with urbanization.

(b) A survey, under the auspices of Indian Council Medical Research, of 34,194 persons had been carried out during 1972 to 1975 at six different centres in the country. The survey showed that prevalence of diabetes was 2.1 per cent in urban and 1.5 per cent in the rural areas:

(c) No special steps are envisaged.

### Restriction of Booking of Parcel to and from Allahabad

9123. SHRI R. L. P. VERMA: Will the Minister of RAILWAYS be pleased to state:

(a) whether restriction on booking of Parcels to and from Allahabad Junction was imposed during the Ardh Kumbh Mela period together with the dates from which this restriction remained operative;

(b) how much loss was sustained by the Railway Administration due to loss of traffic during the period;

(c) whether it is a fact that Railway Administration made full monthly lumpsum payment of Rs. 32,077.50P. to M/s. Railway Cycle Stand Karamchari Shram Samvida Samiti Ltd. Allahabad, for meage Parcels handling work at Allahabad during the Ardh Kumbh Mela period; and

(d) if so, how much excess payment was made to the Society over and above the normal traffic handling?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALIKARJUN): (a) Yes. The restriction remained operative on inward parcels from foreign Railways from 10-1-82 to 15-1-82 to 31-1-82 and on luggage in brokevans from 20th January 1982 31-1-82.

(b) There was no loss on this account as it was more than offset by increased passenger earnings during the period.

(c) The monthly lumpsum payment to the Cooperative Society is made at the agreed rate of Rs. 32,077.50P. during the period of contract, irrespective of the quantum of traffic handled in a particular month.

(d) Does not arise in view of answer to part (c).

#### Car Parking Contract at Kanpur:

9124. SHRI R.L.P. VERMA: Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 716 on 26 November, 1981 regarding Car parking Contract at Kanpur and state:

(a) whether Tenders received on 1 October, 1981 have since been finalised; and

(b) if so, the name of the party who has been awarded the contract together with the date from which he has commenced working?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIK-ARJUN): (a) No. Fresh tenders were invited on 12-4-1982 which are still to be finalised.

(b) Does not arise.

#### Leave reserve in Signal and telecommunication Department

9125. SHRI RAMAVATAR SHASTRI: Will the Minister of RAILWAYS be pleased to state:

(a) what is the prescribed percentage of leave reserve and trainee re-

(i) Rural Family Welfare Centres at Primary Health Centres . . . . .	5408
(ii) Rural sub-centres (Provisional figures) . . . . .	59511
(iii) Urban Family Welfare Centres: . . . . .	
(a) Type I (10,000 to 25,000 population) . . . . .	457
(b) Type II (25,000 to 50,000 Population) . . . . .	198
(c) Type III (50,000 and above) . . . . .	852
(d) Urban Family Welfare Centres in Central Government Institutions . . . . .	209

serve staff, grade-wise, in Signal and Telecommunication Department;

(b) the total number of leave reserve and trainee reserve staff working in each grade and the requirements as per prescribed percentage in Northern, N.E., Western, N.F. and Eastern Railways; and

(c) if there is a shortfall, when it is to be met with?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIK-ARJUN): (a) to (c). The information is being collected and will be laid on the Table of the Sabha.

#### Family Planning Clinics

9126. SHRI ANANTHARAMULU MALLU: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) the details regarding the number of family planning clinics in the country as on 1st January, 1982; and

(b) the number of such clinics established during last three years in the State of Andhra Pradesh as well as the number of such clinics that are to be established during the Sixth Five Year Plan?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI KUMUD-BEN M. JOSHI): (a) 66635 Centres providing, inter-alia, Family Planning advice and services, as detailed below were functioning in the country on 1-4-1982.

(b) 293 additional such centres have been established in Andhra Pradesh during the last three years and a total of 1174 are likely to be established during the Sixth Plan.

#### Honorary Persons Working in CCRMH and CCRUM

9127. SHRI CHATURBHUIJ: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) is it a fact that the Central Council for Research in Indian Medicine and Homoeopathy the parent body of Central Council for Research in Ayurveda and Siddha and Central Council for Research in Unani—Medicine took a decision not to appoint honorary persons; and

(b) if so, how many honorary persons are working in the CCRAS and CCRUM inspite of the above decision and also the decision taken by the present Governing body of CCRAS?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI KUMUD-BEN M. JOSHI): (a) No such decision was taken by the Central Council for Research in Indian Medicine and Homoeopathy.

(b) The Governing Bodies of the Central Councils for Research in Ayurveda and Siddha and Unani Medicine have also not taken any decision not to appoint Honorary persons. 57 honorary persons are at present associated with various programmes under the Central Council for Research in Ayurveda and Siddha and 28 under Central Council for Research in Unani Medicine.

#### Ad Hoc Employees in CCRAS and CCRUM

9128. SHRI CHATURBHUIJ: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) what is the total number of employees in Central Council for Research

in Ayurveda and Siddha and Central Council for Research in Unani Medicine;

(b) how many are first appointed on ad hoc basis and then regularised; and

(c) how many have not been regularised as yet?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI KUMUD-BEN M. JOSHI): (a) to (c) The information is being collected and will be laid on the Table of the Sabha.

#### Yellow Fever

9129. SHRI ARJUN SETHI: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government have received any reports that a large number of children in the rural areas are suffering from the yellow fever; and

(b) if so, the steps Government propose to take in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI KUMUD-BEN M. JOSHI): (a) No.

(b) Does not arise.

#### Reintroduction of Titilagarh-Howrah Passenger and Extension of Howrah-Rourkela Express upto Titilagarh

9130. SHRI CHINTAMANI JENA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that a passengers train running from Titilagarh to Howrah for many years has been stopped;

(b) if so, the reasons thereof and action taken to reintroduce this train or extension of Howrah-Rourkela Express train to Titilagarh to meet the demand of the people of western Orissa;



(c) whether State Government of Orissa has requested the centre to extend the Howrah-Rourkela Express train upto Titilagrah pending finalisation of reintroduction of Titilagarh-Howrah passenger train; and

(d) if so, the reaction of the Centre?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) and (b) The reasons for withdrawal of Howrah-Titilagarh Passenger which ran from 1-4-1965 to 31-3-1967 are not known at this stage. Reintroduction of this train is neither justified nor operationally feasible.

(c) and (d). State Government of Orissa has only requested extension of 5/6 Howrah-Rourkela Express upto Titilagarh/Jharsuguda. This is feasible only if the existing 331/332 Titilagarh-Rourkela Passenger is cancelled on Rourkela-Jharsuguda section. The State Government of Orissa has not agreed to this proposal.

#### Daylight Superfast Train between Howrah and Bhubaneswar

9131. SHRI CHINTAMANI JENA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Railway have planned in their corporate plan for introduction of a daylight superfast train between Howrah and Bhubaneswar in S.E. Railway;

(b) if so, whether Government are aware that the passenger traffic has been steadily increasing in this area;

(c) whether this train will leave Bhubaneswar at 5 A.M. to reach Howrah at 11 hours, and leave Howrah at 16.30 hours to reach Bhubaneswar at 22.30 hours; and

(d) if so, the exact date when this proposed train will start running?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) No.

(b) to (d) Introduction of a daylight superfast train between Howrah and Bhubaneswar is not possible at present due to line capacity constraints on route and lack of resources like coaching stock and power and also terminal facilities at Howrah.

#### Reduction in the Speed of Konark Express

9132. SHRI CHINTAMANI JENA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the speed of Konark Express running between Bhubaneswar and Secunderabad have been reduced from 100 kms. to 90 kms;

(b) if so, whether Super Fast Charges are still being collected from the passengers;

(c) whether Railway Ministry has received any communication in this regard from the Orissa Government not to charge the Super Fast Charges after the reduction of the speed; and

(d) if so, what decision has been taken by the Railway Ministry?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Yes, maximum permissible speed was reduced from 100 kmph to 88 kmph with effect from 20-1-1981. However, from 10-3-82, its maximum permissible speed has been restored to 100 kmph on Secunderabad-Waltair section. On Waltair-Bhubaneswar section, however, it is 88 kmph.

(b) and (c) Yes.

(d) It has been decided not to withdraw the levy of supplementary charge for travel by this train.

### Leprosy Centres in Orissa

9133. SHRI CHINTAMANI JENA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) the amount allocated to various States for the upgradation and maintenance of leprosy Centres during last three years and progress made so far in implementation of the project;

(b) the amount allocated to Hathibari Leprosy Centre of Sundargarh district in Orissa during those period;

(c) which other leprosy centres of Orissa have been given financial help during the period; and

(d) whether Government have a proposal for the upgradation of the leprosy centres in various States during 1982-83?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI KUMUD-BEN M. JOSHI): (a) The state-wise budget allocation under National Leprosy Control Programme during the financial years 1979-80, 1980-81 and 1981-82 is given the statement laid on the Table of the House. [Placed in Library. See No. LT-4019/82]

(b) Hathibari Leprosy Centre in Orissa is run by Hind Kusht Nivaran Sangh with assistance from State Government. A proposal to establish a Leprosy Home at Hathibari was received from the State Government. For the Medical elements thereof the assistance which has been indicated to the State Government as available under the National Leprosy Control Programme is as follows:—

Non Recuring—Rs. 3.52 lakhs for creation of two twenty bedded Hospitalisation Wards

Recuring—Rs. 2.44 lakhs for running and maintenance of the above.

(c) No Voluntary Organisation from Orissa has applied for participation

under Voluntary SET Scheme associated with National Leprosy Control Programme. However a request has been received from Radhakantapur Leprosy Association which is under consideration of the State Government.

(d) Yes. The details are given in the statement laid on the Table of the House. [Placed in Library. See No. LT-4019/82].

### Captive Power Plant

9135. SHRI B. V. DESAI: Will the Minister of RAILWAYS be pleased to state:

(a) whether the proposal for his Ministry to go in for a Captive Power Plant to meet its power requirements has been shelved;

(b) if so, what are the main reasons for the same;

(c) whether this proposal was dropped because of the Energy Ministry's objection;

(d) if so, what are the main reasons therefor;

(e) whether the Railways required about 156 mw of power to cater to the needs of their different installations; and

(f) if so, whether the Captive Power Plant of this capacity would have helped the Ministry to a large extent?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Yes.

(b) Financial constraints.

(c) and (d) In view of (a) above the proposal was not sent for Energy Ministry's consideration.

(e) and (f) Yes, the objective of setting up of Captive Power Houses by Railways was mainly to effect improvement in the power supply to Railways.

### Machine Operating Allowance to Typists

9136. SHRI R. P. DAS: Will the Minister of RAILWAYS be pleased to state:

(a) whether any representation has been received from the typists working in the zonal railways for the grant of machine operating allowance to them; and

(b) if so, what action has been taken or proposed to be taken thereon in view of the fact that machine operating allowance is granted to the Telephone Operators, Teleprinter Operators and Comptometer Operators of the zonal railways?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIK-ARJUN): (a) Yes.

(b) The representations were considered but it was not found justified to grant Machine Operating Allowance to Typists since the Third Pay Commission have recommended pay scales for Typists, taking all factors into account.

### Matriculate Tracers

9137. SHRI R. P. DAS: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Third Central Pay Commission vide paras 79 to 81, pages 153-154 of Volume-I of the Report have recommended that the Tracers who are Matriculates and Diploma holders in Draftsmanship be granted the scale of Rs. 330—560 (RS);

(b) if so, whether the recommendation has been accepted by Government and any order issued by the Ministry of Railways in this regard; and

(c) if not, the reasons thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIK-ARJUN): (a) to (c). The third Pay Commission have recommended that direct recruits with diploma in Draftsmanship or its equivalent should be placed in the scale of Rs. 330—560. This recommendation has been accepted by Government and Draftsmen who were earlier in the authorised scale of Rs. 150—240 have been allotted the revised scale of Rs. 330—560.

Tracers on the Railways are not required to possess diploma in Draftsmanship and they have been allotted the revised scale of Rs. 260—430 as recommended by the Pay Commission.

### Cultivation of saffron

9138. SHRI KRISHNA KUMAR GOYAL: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether cultivation of saffron is in progress at Amalgamated Unit at Ranikhet;

(b) since how long it has been continued;

(c) money spent so far on the project;

(d) the yield so far; and

(e) whether it is superior to the saffron produced in Jammu and Kashmir, if so, how far?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI KUMUD-BEN M. JOSHI): (a) to (e). The information is being collected and will be laid on the Table of the Sabha.

### Non-payment of N.P.A. to Ayurvedic and Unani Physicians

9139. SHRI KRISHNA KUMAR GOYAL: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that N.P.A. is paid to practitioners of Indian

medicine working in Banaras Hindu University Varanasi, Ayurvedic University Jamnagar, Advisorate of Indian system of medicine at Ministry of Health, New Delhi and Physicians of Ayurveda in C.G.H.S. dispensaries; and

(b) reasons why N.P.A. is not being paid to the Physicians of Ayurveda and Unani despite repeated approval of the Governing bodies of CCRIM&H CCRAS and CCRUM till date?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI KUMUD-BEN M. JOSHI): (a) Yes.

(b) Non Practising Allowance has already been sanctioned with effect from 1-1-1982 to the clinical posts of the Central Councils for Research in Ayurveda & Siddha and Unani Medicine. The Government is seized of the question of payment of the allowance to the remaining non-clinical posts in these Councils.

### रत्ने गाड़ियों में चोरियों के कारण हुई हानि

9140. श्री हरोज रावत : क्या रत्ने मंत्री यह बताने की कृपा करेंगे कि :

(क) वर्ष 1981-82 में रत्ने गाड़ियों में चोरियों के कारण रत्ने की कूल कितनी हानि हुई; और

(ख) डीविजन-वार इस कारण हुई हानि का ब्यारा क्या है ?

रत्ने मंत्रालय तथा संसदीय कार्य विभाग में उप मंत्री (श्री मल्लिकार्जुन) : (क) वर्ष 1981-82 के दौरान (फरवरी 1982 तक), रत्ने गाड़ियों से माल की चोरी के कारण रत्ने की कूल 2,69,71,130 रुपये की हानि हुई ।

(ख) एक विवरण संलग्न है ।

### विवरण

वर्ष 1981-82 के दौरान (फरवरी 1982 तक) माल गाड़ियों में चोरी के कारण हुई मंडल-वार हानि

मंडल हानि की राशि (रु.)

#### मध्य रत्ने

बम्बई	10,45,896
भुसावळ	3,46,342
नागपूर	80,859
जवळपूर	1,02,180
भंसी	3,22,367
शोलापूर	88,994

जोड़ 19,86,638

#### पूर्व रत्ने

हावड़ा	58,99,850
सियालदह	32,37,444
जामनसाल	11,14,836
धनबाद	2,37,935
दानापूर	81,15,916
मुंगलसराय	3,58,212

जोड़ 1,16,64,193

#### उत्तर रत्ने

दिल्ली	10,41,832
फिरोजपूर	8,24,275
विकानेर	98,003
जोधपूर	1,8,25
मुरादाबाद	6,50,042
लखनऊ	2,29,817
इनाहाबाद	8,83,439

जोड़ 37,29,233

मंडल	हानि की राशि (रु.)
<b>पूर्वोत्तर रेलवे</b>	
इज्जत नगर	5,450
लखनऊ	16,370
वाराणसी	25,514
सानेपुर	46,577
समस्तीपुर	3,100
<b>जोड़</b>	<b>97,011</b>
<b>पूर्वोत्तर सीमा रेलवे</b>	
कटिहार	1,74,415
अलीपुर द्वार	1,01,517
जंक्शन	
लमडिंग	1,41,870
<b>जोड़</b>	<b>4,17,802</b>
<b>दक्षिण रेलवे</b>	
मद्रास	2,24,047
मैसूर	2,33,004
बेंगलूरु	40,500
तिरुचिचिरापल्ली	15,340
मदुरै	4,277
पालघाट	79,690
तिरुवन्तपुरम	1,00,406
<b>जोड़</b>	<b>6,97,264</b>
<b>दक्षिण मध्य रेलवे</b>	
सिकन्द्राबाद	1,58,978
हैदराबाद	1,09,135
गुन्तकल्लू	1,30,185
हबली	1,03,537
विजयवाडा	2,94,192
<b>जोड़</b>	<b>7,96,027</b>

मंडल	हानि की राशि (रु.)
<b>दक्षिण पूर्व रेलवे</b>	
आद्रा	9,49,833
सडगपुर	24,05,683
सुर्दा रोड	10,24,719
वान्लेरु	2,68,019
चक्रधरपुर	12,51,140
बिलामपुर	86,933
नागपुर	1,12,469
<b>जोड़</b>	<b>60,98,796</b>
<b>पश्चिम रेलवे</b>	
बम्बई	2,47,978
बडादरा	7,04,249
रतलाम	2,04,520
कांटा	1,94,269
बजमेर	20,861
जयपुर	57,636
राजकोट	38,050
भावनगर	16,603
<b>जोड़</b>	<b>14,84,166</b>

Steps taken to make Palace on Wheels commercially viable

9141. SHRI BHEEKHABHAI: Will the Minister of RAILWAYS be pleased to state:

(a) what will be the fare to be charged for the tourists for Palace on Wheels;

(b) what will be the stoppages and running time of this train;

(c) whether the Palace on Wheels will be an economically viable proposition; and

(d) if not, what steps Government propose to take to make this train commercially viable?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) The fares will be Rs. 3525 for the two days/three nights itinerary and Rs. 8225 for the six days/seven nights itinerary on the Paice on Wheels.

(b) The train is programmed to run at night with a day halt at the tourist destinations. The two days/three nights itinerary will include stoppages at Agra and Jaipur and the six days/seven nights itinerary will include stoppages at Jaipur, Udaipur, Jaisalmer, Jodhpur, Bharatpur and Agra.

(c) and (d). The fares have been fixed at the normal tariff rates for ensuring economic viability of the project. A precise assessment of its viability would however be available only after commencement of its operation.

**Road accidents in the country**

9142. DR. VASANT KUMAR FANDIT: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) number of persons dead or handicapped in the road accidents in

(a) Years	No. of accidents	Persons killed	Persons injured
1978	1,44,229	21,811	99,413
1979	1,42,171	22,595	1,02,916
1980	1,47,651	24,085	1,13,670

(b), (c), (e) and (f). In the meeting of the Transport Development Council held on 25th and 26th September, 1981, a suggestion was made to the State Government/Union Territory Administrations, that in all cases of serious accidents State Governments may consider instituting proper and detailed enquiries preferably by an outside agency with the active assistance of experts to identify the contributory factors so that corrective measures could be effected and that the incumbent of a very senior quasi-judicial post in the State Government could be nominated as Commissioner for Road Safety of the State.

the country during the last three years;

(b) whether the Government has asked State Governments to submit reports by independent expert agency on probe conducted on serious road accidents;

(c) if so, how many States have given such reports and the findings therein;

(d) whether the Government has decided to establish a National probe body of experts to look into fleet maintenance of State Road Transport Corporations, as well as Public and Private Carriers road safety and causes of accidents;

(e) whether the Government has directed the States to create an independent post of 'Commissioner for Road Safety'; and

(f) if so, how many States have done so?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI SITA RAM KESARI):

The suggestion has been welcomed by the council whose members are ministers of road transport of the State Governments/Union Territory

Administrations. They are expected to take necessary steps to implement the same.

(d) No, Sir.

#### **Tours undertaken by President Indian Hockey Federation**

9143. SHRI CHATURBHUIJ: Will the Minister of EDUCATION be pleased to state:

(a) whether senior Government officials holding key positions in Sports are eligible for special casual leave to attend sports function in personal capacity;

(b) how much leave has been granted to President, Indian Hockey Federation during the last 12 months;

(c) whether he obtained official sanction for his trips abroad along with his family, whether he took his wife to Karachi, Lahore and Sialkot, if so, what for and what action the Government propose to take and

(d) how many tours did he undertake in his personal capacity as President of Indian Hockey Federation in India and abroad?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) The Hon'ble Member of Parliament is, perhaps referring to senior Government officials who are office bearers in different sports organisations. Under the existing instructions pertaining to admissibility of special casual leave, special casual leave is granted to Central Government employees whether senior or junior for their participation in sporting events of national or international importance in representative capacity or those who are engaged in coaching or administration of teams participating in such events. However, no Government servant is eligible for grant of special casual leave for attending the sporting events or participating in sports, in his personal capacity.

(b) and (c). Information is being collected from the concerned cadre controlling authority and will be placed on the table of the Sabha in due course.

(d) The person in question undertook seven tours abroad during the last twelve months as President of Indian Hockey Federation. For undertaking tours within the country, no clearance from this Ministry is required by office bearers of national sports federations.

#### **Books exhibited in World Book Fair, Delhi**

9144. SHRI MADHAVRAO SCINDIA: Will the Minister of EDUCATION be pleased to state:

(a) whether a World Book-Fair was recently organised in Delhi; and

(b) what are the main categories of books exhibited therein?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) Yes, Sir.

(b) Books exhibited included almost all main categories which comprised textbooks, reference works, books on art, folklore, religion, biography, books on general, educational, scientific, technical and professional subjects, fiction, children's books, etc.

#### **Inquiry regarding publication of derogatory references against late Shri Sanjay Gandhi**

9145. SHRI MADHAVRAO SCINDIA: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Government have since enquired into the question of the publication of derogatory references against late Shri Sanjay Gandhi and publication of wrong Photograph therewith in the latest issue of Encyclopaedia Britannica, and

(b) if so, the result thereof?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI P. SHIV SHANKAR): (a) and (b). Sir, the Indian Embassy in Washington has been advised to take up with the publishers of Encyclopaedia Britannica, the matter of the publication of derogatory references about the late Shri Sanjay Gandhi and the publication of a wrong photograph in the latest issue of the Britannica Year Book. The Embassy has also been advised to bring to the notice of the publishers the strong feelings evoked in the Indian Parliament as a result of these references.

**साहित्य अकादमी द्वारा मान्यता प्राप्त विदेशी भाषायें**

9146. श्री निहाल सिंह : क्या शिक्षा मंत्री यह बताने की कृपा करेंगे कि :

(क) उन विदेशी भाषाओं के क्या नाम हैं जिन्हें साहित्य अकादमी ने मान्यता प्रदान की है; और

(ख) इन विदेशी भाषाओं को मान्यता देने हेतु अकादमी ने किन मानदंडों का अनुसरण किया ?

शिक्षा और संस्कृति तथा समाज कल्याण मंत्रालयों में राज्य मंत्री (श्रीमती शीला कौल) : (क) और (ख) कांड नहीं, सिवाय अंग्रेजी के, जिसका उपयोग मंत्र के सभी सरकारी प्रयोजनों हेतु किया जा रहा है।

**Blindness among children**

9147. SHRI P. M. SAYEED: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether to overcome blindness among children the National Institute of Nutrition in Hyderabad had developed an oral dose of Vitamin 'A' to be given to children at an interval of six months;

(b) if so, whether this dose will be given to one crore children between 1—5 years;

(c) if so, by what time and in which States; and

(d) in which State the rate of blindness in the country is highest?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI KUMUD-BEN M. JOSHI): (a) Yes, such a prophylaxis programme to prevent blindness caused by Vitamin 'A' deficiency in children was taken up after pilot studies by the National Institute of Nutrition, Hyderabad.

(b) and (c). The programme has been in operation as part of the Family Welfare Programme all over the country. The target for the Sixth Plan Period (1980—85) are to cover 2.5 crores children annually.

(d) Surveys conducted by the National Nutrition Monitoring Bureau under the auspices of the National Institute of Nutrition, Hyderabad (ICMR) in 10 States during 1979 have revealed that the incidence of Vitamin 'A' deficiency in preschool children, which may lead to blindness, ranges from 0.6 to 8.9 per cent. The highest incidence of such deficiency was in the State of Orissa at 8.9 per cent.

**Shipping experts from U.N.D.P.**

9148. SHRI P. M. SAYEED: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Shipping and Transport Ministry had decided to obtain the services of shipping experts from the United Nations Development Programme;

(b) if so, whether development cell has been created in the Ministry to recommend and monitor implementation of several measures for developing shipping industries;

(c) the details of the action plans prepared by the Ministry for its implementation; and

(d) to what extent the Shipping Industry will be able to meet the requirements for the development of shipping industries in the country?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): (a) Government is en-



deavouring to get a UNDP Expert for about three years to study the existing yards and suggest measures for further development.

(b) There is a proposal to set up a development wing for ship building and ship-repair industries.

(c) and (d). Action plans for development of fishing vessel and floating craft industries and a 15 year perspective plan for ship-repair facilities are under preparation. An expansion and modernisation scheme for Hindustan Shiyard Ltd., Visakhapatnam has been approved by Government. The implementation of these plans is expected to result in substantially meeting the requirements of the user industries in the country.

#### Hospitals and Dispensaries in Backward Rural and Tribal Areas

9149. SHRI ANANTHA RAMULU MALLU: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) the details regarding the number of hospitals and dispensaries

opened in the backward, rural and tribal areas in the country, State-wise;

(b) the number of hospitals and dispensaries proposed to be opened in the country during the Sixth Five Year Plan; and

(c) the number of hospitals and dispensaries proposed to be opened in the rural areas of the Andhra Pradesh?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI KUMUDHEN M. JOSHI): (a) A statement showing the number of hospitals and dispensaries functioning in rural areas of the country as on 1-1-1981, State-wise, is attached.

(b) and (c). Opening of hospitals and dispensaries is purely a State Sector activity and the Government of India neither fix any target nor does it provide any financial assistance in this regard.

#### Statement

S.No.	Name of the States/Union Territories	Hospitals Dispensaries	
		3	4
1	2		
1	Andhra Pradesh . . . . .	169	584
2	Assam . . . . .	35	412
3	Bihar . . . . .	19	986
4	Gujarat . . . . .	30	380
5	Haryana . . . . .	6	152
6	Himachal Pradesh . . . . .	19	178
7	J & K (1-1-78) . . . . .	2	621
8	Karnataka . . . . .	47	1127
9	Kerala (1-1-79) . . . . .	595	710
10	Madhya Pradesh . . . . .	64	529

1	2	3	4
11	Maharashtra (1-1-80)	98	1143
12	Manipur	13	56
13	Meghalaya	1	57
14	Nagaland	29	74
15	Orissa (1-1-80)	144	225
16	Punjab	104	1091
17	Rajasthan	23	774
18	Sikkim	4	6
19	Tamil Nadu	95	304
20	Tripura	5	113
21	Uttar Pradesh	83	1110
22	West Bengal	98	275
23	A & N Islands	10	59
24	Arunachal Pradesh (1-1-70)	16	24
25	Chandigarh	Nil	3
26	Dadra & Nagar Haveli	1	6
27	Delhi	2	75
28	Goa, Daman & Diu (1-1-80)	22	32
29	Lakshadweep	2	2
30	Mizoram	6	20
31	Pondicherry	1	23
Total		1743	11141

**South Zonal Meeting of A-1 Loco Running Staff Association**

9150. SHRI A. NEELALOHITHA-DASAN NADAR: Will the Minister of RAILWAYS be pleased to state whether Government are aware of the fact that the South zonal Meeting of the All India Loco Running Staff Association has decided to conduct a 48 hours hunger Satyagraha in front of the office of the General Manager, Southern Railway, Madras.

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): 5 Members of the unrecognised All India Loco Running Staff Association, Southern zone resorted to 48 hours hunger strike at 10.45 hours on 24-3-1980 to focus their demands such as vacation of victimisation, implementation of 10 hour duty rule, repeal of Essential Services Maintenance Act, etc. All these demands have

been considered within the framework of the existing rules and financial constraints and such action as considered necessary has been taken.

#### Moral Education Conference

9151. SHRI A. NEELALOHITHA-DASAN NADAR: Will the Minister of EDUCATION be pleased to state:

(a) whether the First National Moral Education Conference held at Lucknow from 11th to 13th July 1981 has submitted any report to the Central Government; and

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

THE MINISTER OF STATE OF THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRIMATI SHEILA KAUL):

(a) and (b). The City Montessori school of Lucknow organised a 'National Moral Education Conference' at Lucknow from 11th to 13th July, 1981. A copy of the resolutions adopted in the said conference was received from the Organisers. The conference stressed the need of imparting of moral education in the educational institutions. It was also suggested that while moral education should not include the teachings of religious dogmas and specific religious beliefs, common

ethical teachings of all great religions should be included.

The Government has always been of the view that the building up of character of students and teaching of values should be one of the major aims of education.

#### Lat Running of 101/102 and 151/152 Rajdhani Express

9152. SHRI A. K. ROY: Will the Minister of RAILWAYS be pleased to lay a statement showing:

(a) dates between 1 February, 1982 and 18 March, 1982 when Howrah-New Delhi and New Delhi-Howrah and New Delhi-Bombay and Bombay-New Delhi Rajdhani Express reached destination in time;

(b) dates when it reached late and details thereof; and

(c) the steps taken thereon?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) to (c). A statement is attached.

#### Statement

(a) and (b). The dates on which 101/102 Howrah-New Delhi Rajdhani Expresses and 151/152 Bombay Central-New Delhi Rajdhani Expresses arrived destination Right Time or late alongwith reasons for their late running during the period 1st February to 18th March, 1982 are as under:—

Train No. & Description	Dates on which arrived destination		Reasons for late running
	Right Time	Late	
1	2	3	4
(1) 101 Howrah-New Delhi Rajdhani Express	6th Feb. 82	2nd, 9th, 13th, 16th, 20th, 23rd, 27th, Feb., 2nd, 6th, 9th, 13th & 16th March 82.	Bad weather, parting of goods trains, bomb throwing, Engg. restrictions, OHE failure, signal failure, trains on sections ahead.
(2) 102 New Delhi-Howrah Rajdhani Express.	7th, 11th, 14th, 21st, Feb., 4th, 11th, 14th and 18th March, 82.	4th, 8th, 25th, 28th Feb., and 7th March, 82.	Alarm Chain Pulling, disconnection of hose-pipes, over head equipment breakage, trains on section ahead, Engine/signal failure, cautious driving.

1	2	3	4
(3) 151 Bombay Central New Delhi Rajdhani Express.	4th, 22nd Feb., and 11th March, 82.	1st, 8th, 11th, 15th, 18th, 25th, Feb., 1st, 4th, 8th, 15th and 18th March, 82.	Repercussion of agitation at Nizamuddin, A.C. Pulling signal defects, loco defects, operating factors and Engg. restrictions.
(4) 152 New Delhi-Bombay Central Rajdhani Express.	2nd, 5th, 9th, 12th, 19th, 23rd, 26th Feb., 2nd 5th, 9th, and 16th March, 82	16th Feb. and 12th March, 82.	Repercussion of accident, panel failure, A.C. pulling.

(c) Punctuality performance of these trains is closely being watched at Zonal Railway's Headquarters level and in the Railway Board and cases of avoidable detentions are taken up to ensure their punctual running.

#### Cost Based Pricing

9153. SHRI ATAL BIHARI VAJPAYEE: Will the Minister for RAILWAYS be pleased to state:

(a) comparative figures of (i) passengers carried and (ii) distance and hours of travelling, per day, by an average coach of Mail/Express train and of an electric metropolitan local train and also of, per day, earnings per coach;

(b) what are the comparative expenditure figures on staff-wages, etc., in both cases; and

(c) if cost-based pricing is adopted, what should be the ratio between the fares per km, to be charged from a passenger in both cases?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) As no figures separately for Mail and Express trains are compiled, comparative figures for the latest year i.e. 1980-81 in respect of non-suburban traffic including suburban traffic other than those hauled by Electric Multiple Units and Electric Multiple units are given below to the extent available.

		Non-suburban traffic including suburban traffic other than those hauled by EMUs	Electric Multiple Units
Passenger carried per coach	BG	70	133
	MG	59	113
Distance (Kms.) per coach per day.	BG	314	329
	MG	186	313
Earnings (in Rs.) per coach per day	BG	975	984
	MG	454	709

(b) No figures of expenditure on staff-wages and other constituents of cost of operation separately for Mail and Express and Electric Multiple Units are compiled.

(c) Cost-based pricing is not adopted for fixing up fares. In fact, while the cost of operation varies from gauge to gauge and even section to section, the fare charged is uniform.

#### Scholarships for M.B.B.S. Doctors

9154. SHRI BAL KRISHNA WASNIK: Will the Minister of EDUCATION be pleased to state:

(a) whether scholarships are available for M.B.B.S. doctors to go to Commonwealth countries for higher studies;

(b) if so, the details thereof;

(c) number of M.B.B.S. doctors going to Commonwealth countries for higher studies under this scholarships scheme during the last three years; and

(d) the terms on which the scholarships were granted to them.

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) No, Sir,

(b) to (d). Do not arise.

#### Pak-US Secret Deal for Development of US Naval and Airforce at Baluch Coast

9155. SHRI R. R. BHOLE: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether it is a fact that Pakistan has entered into a secret deal with the United States on granting

a part of the Baluch coast for deployment of U.S. Naval and Air Force; and

(b) if so, the reaction of Government and its impact on the security of the country?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI P. SHIV SHANKAR): (a) Government have seen press reports to this effect. Government of Pakistan have denied the reports.

(b) Government are opposed to the setting up of foreign bases/facilities in any country. Government keep under continuous review all developments which have a bearing on the country's security.

नैनीताल एक्सप्रेस को टनकपुर धी टायर बांगी में पीसीभीन स्टेशन का कांटा

9156. श्री हरीश रावत: क्या रेल मंत्री यह बताने की कृपा करेंगे

(क) क्या नबनऊ और काठगदाम के बीच चलने वाली नैनीताल एक्सप्रेस को टनकपुर धी टायर बांगी में पीसीभीन स्टेशन का कांटा भी आर्क्षित किया गया है, और

(ख) यदि हाँ, तो क्या उसके परिणामस्वरूप टनकपुर और पिथौरागढ़ के यात्रियों को हड़ि अस्विकृषाओं पर विचार किया गया है ?

रेल मंत्रालय तथा सहायक कार्य विभाग के उप मंत्री (श्री मीस्सकाबर्न): (क) जी हाँ ।

(ख) नबनऊ-टनकपुर 3-टायर शयनयान में टनकपुर के लिए 30 शयिकाओं का जो कांटा मूहैया किया गया है, उसका पूरा उपयोग नहीं हो रहा है । अतः इस मयागे डिब्बों में पीसीभीन स्टेशन का कांटा आर्क्षित किये जाने के कारण, टनकपुर और पिथौरागढ़ के यात्रियों को कांई अस्विकृषा होने की सम्भावना नहीं है ।

**केन्द्रीय विद्यालयों में इंटरमीडिएट  
विज्ञान कक्षाएं**

9157. श्री हरदत्त रावत: क्या शिक्षा मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या उत्तर प्रदेश के लॉसडाउन और रानीखेत नगरों में चल रहे केन्द्रीय विद्यालयों में इंटरमीडिएट विज्ञान कक्षाओं का बंद कर दिया गया है; और

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

(ग) क्या वहां केन्द्रीय सरकार के कर्मचारियों के दूधों के भविष्य की ओर उस पहाड़ी क्षेत्र के पिछड़पन का ध्यान में रखते हुए वहां यदि आवश्यक निर्णयों में छूट देकर भी, इन केन्द्रीय विद्यालयों में इंटर विज्ञान कक्षाओं का पुनः शुरू किया जाने हेतु अनुरोध जारी करेंगे?

शिक्षा और संस्कृति तथा समाज कल्याण मंत्रालयों में उप मंत्री (श्री पी. के. धुंगन): (क) और (ख) लॉसडाउन स्थित केन्द्रीय विद्यालय (मैन्टून स्कूल) ने जमा दो स्तर (कक्षा 11 और 12) पर विज्ञान विषयों के लिए कभी मंजूरी नहीं दी है। अतः विज्ञान कक्षाएं बंद करने का प्रश्न नहीं उठता। रानीखेत स्थित केन्द्रीय विद्यालय में विज्ञान कक्षाएं बंद नहीं की गई हैं।

(ग) लॉसडाउन स्थित केन्द्रीय विद्यालय में जमा दो स्तर पर विज्ञान कक्षाएं मंजूरी की जा सकती हैं बसंतों कि बगल में शैक्षिक मंत्र में दाखिले के लिए पात्र छात्रों की अपेक्षित संख्या (20) उपलब्ध हो।

रुद्र प्रयाग और कर्ण प्रयाग में आउट एजेंसी

9158. श्री हरदत्त रावत: क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या उत्तर प्रदेश के रुद्र प्रयाग (पांडी) और कर्ण प्रयाग (बमोली) नगरों में कोई आउट एजेंसी नहीं है;

(ख) यदि हां, तो क्या स्थानीय लोगों की सुविधा के लिए इन नगरों के लिए आउट

एजेंसियां मंजूर करने का सरकार का विचार है; और

(ग) यदि हां, तो किस समय तक?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उप मंत्री (श्री मल्लिकार्जुन): (क) रुद्र प्रयाग और कर्ण प्रयाग में इस समय कोई आउट एजेंसी नहीं है।

(ख) और (ग) रुद्र प्रयाग और कर्ण प्रयाग में कोई आउट एजेंसी खोलना सम्भव नहीं पाया गया है क्योंकि उत्तर प्रदेश राज्य सड़क परिवहन निगम सहित कोई भी योग्य ठेकेदार इस काम का करने का इच्छुक नहीं है।

“मार्ग संख्या 910 पर व्यस्तता के घंटों में बसों के टिप बढ़ाना”

9159. श्री राजन कुमार: क्या नाबहन और परिवहन मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि केन्द्रीय सरकारी कर्मचारियों की सुविधा के लिए चलाई जा रही बस मार्ग संख्या 910 की बसों में व्यस्तता के घंटों में भारी भीड़ होती है और बसें पश्चिमपुरी जनता क्वार्टर्स के स्टाप पर ही ठमाठम भर जाती है जिसे इस मार्ग के बीच स्टापों में जाने वाले लोगों के लिए कोई स्थान नहीं रहता; और

(ख) यदि हां, तो क्या सरकार इस रूट की प्रातः कालीन और सायंकालीन टिप्स में वृद्धि करेगी?

नाबहन और परिवहन मंत्रालय में राज्य मंत्री (श्री सीता राम केसरी): (क) और (ख) जनता क्वार्टर्स स्टाप से रूट संख्या 910 पर चलाई जा रही बसें जिसमें विशेष टिप्स भी शामिल है, यातायात क्षमता की मौजूदा आवश्यकताओं को पूरा करने में सक्षम है। 25-1-82 को एक सर्वेक्षण किया गया था। मौजूदा बस सेवाओं को लगभग सन्तोष-प्रद पाया गया और जनता क्वार्टर्स के स्टाप को छोड़ने के बाद बसों में काफी जगह थी और मार्ग के बीच में जाने वाले यात्री चढ़ सकते थे।

**News Items "9 per cent Children Suffer from Hearing Defects"**

9160. SHRI HARINATH MISRA:  
SHRI K. PRADHANI:

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government's attention has been drawn to the news-item under the caption: "9 per cent children suffer from hearing defects" published in Times of India dated 30 March, 1982;

(b) whether the WHO Director for South East Asia, Dr. U.Ko Ko underscored the need for evolving community oriented strategies for the prevention, early detection and management of deafness among children;

(c) whether WHO Regional Director said that the magnitude of the problem was revealed by the fact that 9 per cent of children in rural areas suffer from auditory impairment, and

(d) the steps Government have taken, or propose to take with a view to meeting this situation both from preventive and curative point of view?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI KUMUDHEN M. JOSHI): (a) Yes, Sir.

(b) Yes, Sir.

(c) Yes, Sir.

(d) The manuals for the Health Worker (male and female) and also the manual for the Health Guide contain instructions on earache. The Health workers are given necessary basic and inservice training and education on (i) educating people about prevention of ear infection or injury, (ii) treatment of minor ailments affecting the ear; (iii) need for early referral of such cases to the doctor at the primary health

centre. These workers are also given some simple drugs for treating minor ailments affecting the ear. At the community level, the Health Guides are given training in simple treatment of earache and also told about the need for early referral of cases to the sub-centre/primary health centre.

**Disappearance of Chemicals**

9161. DR. VASANT KUMAR PANDIT:

SHRI N. E. HORO:

SHRI LAKSHMAN MALLICK:

SHRIMATI SANYOGITA RANE:

Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that a container with two tonnes of chemical valued at Rs. 20 lakhs used in making antibiotics shipped in Italy and received at Bombay Port on 2nd February, 1982 has been found totally empty;

(b) if so, details of the shipment transit, names of the parties and circumstances when it was found empty;

(c) whether investigations have been conducted on the Vanishing of Chemicals; and

(d) the result of the investigations and the action taken thereon?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): (a) A container bearing No. CTIU 305589-8, which was said to contain 2,000 kilograms of amoxicillin Trihydrate worth Rs. 33.35 lakhs (including customs duty) was discharged in the Bombay Docks on 2.3.1982. When this container was subsequently opened by the Clearing Agents, it was found empty

(b) The said container was shipped at Port Leghorn in Italy aboard the vessel 'Hellenic Adventure' and was subsequently transferred to the vessel 'REGULUS' at Sharjah. The consignees of this container were M/s. Bharat Oxygen and Acetylene Company, Bombay and their Clearing Agents were M/s. Thavardas Wadumal.

The Bombay Customs had affixed their seal on the container and thereafter it was transferred to the manganese Ore Depot of Bombay Port on 6.3.1982. When the representative of the Clearing Agents had the container opened for Customs examination, the container was found to be empty though the seals were intact.

(c) and (d). The matter was immediately reported to the Police by the Bombay Port Trust and investigations commenced on the same day. The Police investigations made so far, indicate that there is no chance of any kind of pilferage having taken place in Bombay Docks, as the original seal of Customs was intact. The final result of investigations is awaited.

#### Inaugural run of Palace on Wheels

9162. DR. VASANT KUMAR PANDIT: Will the Minister of RAILWAYS be pleased to state:

(a) how many trips covering what stations has the prestigious "Palace on Wheels" train made so far;

(b) details of its first journey commencing from Delhi and return from 26 January, 1982 onwards, tickets sold, and other earnings;

(c) how many Government officials, press Guests, invitees travelled free of charge and what was the response from foreign tourists; and

(d) whether any Union or State Minister, Deputy Minister, M.P. or MLAs were invited as guests on the first or any of the subsequent trips?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Five promotional trips between 26th January to 31st March, 1982 were organised by the Palace on Wheels. The stations covered in the trips were Agra, Jaipur, Bharatpur, Udaipur, Jodhpur and Jaisalmer.

(b) and (c). The inaugural run of the train on 26th January, 1982 covered Jaipur, Agra and Jaisalmer. Forty eight representatives of international and national media, TV teams including eight tourism officials travelled on the inaugural run. The earning from the sale of tickets to fare paying passengers on the inaugural run was Rs. 10,000/-.

(d) No.

#### Laparoscopic Method for Tubectomy Operation

9163 DR. VASANT KUMAR PANDIT: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the Government have decided to provide Laparoscopic method for Tubectomy operations in the country;

(b) whether Laparoscopic appliances are provided in first stage, to every District Hospital;

(c) when would this method be extended to all Primary Health Centres; and

(d) whether the District Hospitals in Madhya Pradesh of Rajgarh, Guna, Vidisha, Ujjain, Shahjhanpur and Gwalior have been provided with Laparoscopic appliance, if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI KUMUD-BEN M. JOSHI): (a) Laparoscopic Sterilisation facilities are already being provided in different parts of



the country. However, the Government considers laparoscopic sterilisation as one of the methods of female sterilisation in the country. Moreover the Government do not promote any particular technique of sterilisation in preference to others.

(b) Laparoscopic Sterilisation facilities are being extended to different places depending upon the requirements and availability of trained personnel.

(c) Laparoscopic Sterilisation is a surgical procedure that requires experience, training and skill on the part of the surgeon. Moreover, the equipment is sophisticated and costly and repair capabilities are also limited in the country. So it is not intended to extend this procedure to the P.H.C. level, though camps can be and are held in P.H.Cs. in some parts of the country for this purpose.

(d) The Central Government has not yet provided laparoscopic equipment to any district hospital in the country. It is however, quite possible that State Governments might have supplied Labaroscopes to some district hospitals in the country.

#### Steps taken to revitalise Shipping Industry

9164. SHRI GHULAM RASOOL KOCHACK: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government are keeping a constant watch on the shipping industry, and have decided to render any assistance needed to maintain its health;

(b) if so, whether the Union Ministry had been anxious about the uncertain state of shipping industry during 1981 because of the depression that had set in from the last quarter of 1981; and

(c) if so, what are the steps taken by Government to revitalise shipping

industry and to what extent the steps initiated have improved the performance of shipping industry?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): (a) to (c). Government are aware of the current recession in the Shipping freight market. Shipping Development Fund Committee and Director General of Shipping will study the representation from Indian Shipowner's Association and submit their recommendations to the Government. Suitable action on merits will be taken by the Government.

#### Naturalised Citizens working in the Faculty of Central Universities

9165. SHRI RASHEED MASOOD: Will the Minister of EDUCATION be pleased to state:

(a) how many naturalised citizens are were working in the faculty of Central Universities;

(b) when did they become Indian citizens;

(c) the particulars of these academic personnel, the post they occupy and the date of their appointment;

(d) whether any of their relatives are employed in the same institution; and

(e) if so, the details thereof, the post they occupy and the date of their appointment?

THE MINISTER OF STATE IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRIMATI SHEILA KAUL):

(a) to (e). Some of the Central Universities have been functioning for the past several decades. The information in the required form is not, therefore, available at present. However, if this information is sought through a separate question in respect of a particular University, and/or for a specified period, efforts will be made to furnish the information.

केन्द्रीय माध्यमिक शिक्षा बोर्ड, दिल्ली के पास परीक्षा फार्मों बाबि क्व क्वेसल अंग्रेजी में ही उपलब्ध होना

9166. श्री चतुर्भुज:

श्री त्रिलोक चन्द्र:

क्या शिक्षा मंत्री यह बताने की कृपा करंगे कि:

(क) क्या यह सच है कि केन्द्रीय माध्यमिक शिक्षा बोर्ड, दिल्ली के परीक्षा फार्म, प्रवेश फार्म, पाठ्यक्रम की पुस्तिकाएँ केवल अंग्रेजी में ही उपलब्ध हैं;

(ख) क्या इस तथ्य के बावजूद कि दिल्ली में हिन्दी क्षेत्रीय और राजभाषा है केन्द्र केन्द्रीय माध्यमिक शिक्षा बोर्ड ने हिन्दी में अथवा द्विभाषिक रूप में मामूली उपलब्ध कराने के लिए प्रबंध नहीं किए हैं;

(ग) हिन्दी अथवा द्विभाषिक रूप में यह मामूली कब तक उपलब्ध हो जाने की संभावना है और इस बाब में अब तक क्या कदम उठाए गए हैं; और

(घ) क्या इस प्रयोजन के लिए कोई सम्यक्बद्ध कार्यक्रम बनाया गया है और यदि हाँ, तो तत्संबंधी व्याख्या क्या है ?

शिक्षा और संस्कृति तथा समाज कल्याण मंत्रालयों में राज्य मंत्री (श्रीमती शीला कौल):

(क) और (ख). केन्द्रीय माध्यमिक शिक्षा बोर्ड द्वारा जन हित के कुछ महत्वपूर्ण सम्भावित द्विभाषी रूप में किए गए हैं। अन्य फार्म भी हिन्दी में अनुवाद किए जा रहे हैं।

तथापि, यह भी उल्लेखनीय है कि केन्द्रीय माध्यमिक शिक्षा बोर्ड बड़ी संख्या में स्कूल चला रहा है जो कि सारे देश में तथा देश में बाहर भी फैले हुए हैं। इसी कारण पाठ्यचर्या अंग्रेजी में निर्धारित है और ये मुख्यतः स्कूलों में ही प्रयोग के लिए हैं। तथापि, बोर्ड का राजभाषा अधिनियम, 1963 तथा उसके अन्तर्गत बनाए गए नियमों तथा इस बाब में सरकार द्वारा समय-समय पर जारी किए गए विभिन्न अनुदेशों का पालन करने के लिए कहा गया है।

(ग) और (घ). दिल्ली में प्रयोग के लिए महत्वपूर्ण मामूली/फार्म मार्च, 1983 के अन्त तक हिन्दी द्विभाषिक रूप में उपलब्ध हो जाएंगे।

#### SC/ST Employees in NCERT

9167. PROF. AJIT KUMAR MEHTA  
Will the Minister of EDUCATION be pleased to state:

(a) what is the percentage of Scheduled caste and Scheduled Tribe employees (category-wise) in the NCERT; and

(b) what steps have been taken to ensure their proper representation and to fill up the vacant reserved posts if any?

THE MINISTER OF STATE OF THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRIMATI SHEILA KAUL):  
(a) The percentage of Scheduled Caste and Scheduled Tribe employees in NCERT as on 1-1-1981 is as under:—

	S.C.	S.T.
Group A.	1.4	0.18
Group B	2.5	0.45
Group C.	10.2	0.9
Group D (excluding Safaiwala)	23.2	3.3
Group D (Safaiwala)	100.0	NIL

(b) NCERT is following the instructions issued by the Government of India regarding reservation of posts for Scheduled Caste and Scheduled Tribe candidates. A Cell has been established in NCERT to ensure due compliance of reservation orders.

**Copying by Students at Examination Centers**

9168. SHRI M. RAM GOPAL REDDY:

SHRI H. N. NANJE GOWDA:

Will the Minister of EDUCATION be pleased to state:

(a) whether it is a fact that mass copying by students at some of the Examination Centres of the Delhi Board of Secondary Education Centres was detected on the 19th March, 1982; and

(b) if so, what action has been taken in the matter?

THE MINISTER OF STATE IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WEL-

FARE (SHRIMATI SHEILA KAUL):

(a) No, Sir.

(b) Does not arise.

**पत्तनों में पाइलट नौकायें**

9169. श्री बिलास मुत्तेम्बार : क्या नौबहन और परिवहन मंत्री यह बताने की कृपा करेंगे कि :

(क) बम्बई पत्तन में आने वाले घात वाहक जहाजों को पत्तन में सुरक्षापूर्वक लाने के लिए कितनी पाइलट नौकायें हैं और इन में से कितनी नौकाएँ नई हैं और कितनी पुरानी हैं ;

(ख) क्या इनमें से सभी नौकायें काम करने की अच्छी स्थिति में हैं ; और

(ग) इस बारे में अन्य प्रमुख पत्तनों की स्थिति क्या है ।

नौबहन और परिवहन मंत्री (श्री बीरेन्द्र पाटिल): (क) से (ग) . हर पत्तन के बारे में अलग-अलग सूचना संग्रह विवरण में दी गई है। विवरण में पुरानी या नई जैसा वर्गीकरण पायलट नौका की 30 वर्ष की उमिर आयु के आधार पर किया गया है ।

**विवरण**

बड़े पत्तनों में पायलट नौकाओं की संख्या का विवरण

पत्तन का नाम	पायलट नौकाओं की संख्या	नई या पुरानी	क्या काम करने की हालत में है	टिप्पणी
1	2	3	4	5
बम्बई	5	दो नई और तीन पुरानी	हां	पांच और नाव खरीदे जा रहे हैं ।
कलकत्ता	11	एक पुरानी और बाकी नई	दम काम की हालत में है ।	एक पुरानी मोटर बोट की मरम्मत हो रही है ।
कोचीन	2	दोनों नई	हां	दो पायलट नाव खरीदे जा रहे हैं ।
कांडला	2	दोनों पुरानी	हां	एक पायलट बोट खरीदी जा रही है ।

1	2	3	4	5
मद्रास	3	दो नई और एक पुरानी	हां	एक पुरानी पायलट लांच को बदले जाने के लिये एक नये पायलट लांच खरीदने का प्रस्ताव है।
मार्मुगाव	2	दोनों पुरानी	हां	एक पायलट लांच खरीदा जा रहा है।
परादीप	2	दोनों नई हैं	हां	एक पायलट लांच खरीदा जा रहा है।
न्यू मंगलौर	1	नई	हां	—
टूटीकोरिन	1	नई		दो पायलट लांच खरीदे जा रहे हैं।
विशाखापत्तनम	4	दो नई और दो पुरानी	हां	पुराने लांचों को बदलने के लिये दो लांच खरीदे जा रहे हैं।

टिप्पणी:— जब कभी आवश्यकता होती है तब पायलट लांचों के साथ-साथ पायलटों को माल-बाही जहाज में लाने और इन जहाजों तक ले जाने के लिये टगों और सर्वे की लांचों का भी इस्तेमाल किया जाता है।

#### उच्च मॉडिकल शिक्षा के लिये व्यवस्था

9170. श्री विलास मुत्तेमवार : क्या स्वास्थ्य और परिवार कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या देश में उच्च शिक्षा के लिए व्यास्था न होने के कारण विदेशों में जा रहे स्नातक डाक्टरों के बारे में सरकार के पास कोई वार्षिक आंकड़े उपलब्ध हैं; और

(ख) वामपुर मेडिकल कालेज के रूप में चिकित्सा विज्ञान संस्था की स्थापना करने के बारे में महाराष्ट्र सरकार की योजना कब तक कार्यान्वित किए जाने की संभावना है ?

स्वास्थ्य और परिवार कल्याण मंत्रालय में उपमंत्री (कुमारी कुमुदबेन एम. जोशी):  
(क) उच्च शिक्षा के लिए विदेश जाने वाले भारतीय स्नातक डाक्टरों की संख्या के बारे में सूचना उपलब्ध नहीं है। निर्धारित विषयों को विशेषज्ञताओं को छोड़कर अन्य के बारे में देश में स्नातकोत्तर चिकित्सा शिक्षा के लिए प्रयाप्त सुविधाएं उपलब्ध हैं।

(ख) महाराष्ट्र सरकार ने सूचित किया है कि नागपुर मेडिकल कालेज के अंग के रूप में एक आयुर्विज्ञान संस्थान स्थापित करने की योजना के प्रस्ताव पर राज्य सरकार द्वारा 1983-84 के दौरान विचार किया जाएगा और सातवीं पंचवर्षीय योजनावधि में इसके पूरा हो जाने की आशा है।

#### जल प्रदूषण से महामारी रोग

9171. श्री विलासा मुत्तेमवार: क्या स्वास्थ्य और परिवार कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) जल प्रदूषण से उत्पन्न हुए कितने रोग हैं जो सरकार द्वारा महामारी के रूप में माने गए हैं; और

(ख) किसी रोग का महामारी मानने के क्या मानदंड हैं ?

स्वास्थ्य और परिवार कल्याण मंत्रालय में उपमंत्री (कुमारी कुमुदबेन एम. जोशी):

(क) आमतौर पर जो रोग जल के जरूरी फैलते हैं वे इस प्रकार हैं :-

(1) जीवाणुज

(क) हैजा,

(ख) दण्डाणुज अतिसार

- (ग) टाइफाइड ज्वर  
 (2) प्रोटोजूआ  
 (क) अमीबी पंचिश  
 (3) त्रिपाणुज  
 (क) त्रिपाणुज यकृतसोथ  
 (ख) पॉनियो ।  
 (4) कृमि - संबंधी  
 (क) गिल्ली - कृमि रोग  
 (ख) कंचुआ (गोल कृमि)  
 (5) प्रवाहित संबंधी रोग  
 (क) उच्च परिस्थितियां रोग के फैलने के अनुकूल हों उस समय इनमें से कोई भी रोग महामारी का रूप ले सकता है ।  
 (ख) बीमारी का एक ही कारण है तो और किसी क्षेत्र अथवा समूह में सामान्यतया में अधिक रूप में रोग होता महामारी के आम लक्षण है ।

**Central assistance to Government of Orissa for maintenance of Lord Jagannath Temple, Puri**

9172. SHRI K. PRADHANI: Will the Minister of EDUCATION be pleased to state:

(a) the total amount of Central assistance provided to the Government of Orissa for the Maintenance and repair of Lord Jagannath Temple, Puri in 1980-81 and 1981-82; ;

(b) the total amount proposed to be allocated for that purpose in 1982;

(c) whether allocation on the preservation of Lord Jagannath Temple is proposed to be enhanced in the current financial year; and

(d) if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) to (d). The repairs to Lord Jagannath temple at Puri which is a centrally protected monument is being carried out by the Archaeological Survey of India. For its maintenance and preservation, the amounts of Rs. 1,86,176 and Rs. 1,99,982

were provided in 1980-81 and 1981-82 respectively. For the current financial year an amount of Rs. 1,53,420 has been provided for repairs to the temple. If required, the amount will be enhanced.

**Leprosy in Orissa**

9173. SHRI K. PRADHANI: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the State of Orissa has approached the Union Government about the spread of leprosy in Orissa;

(b) if so, the details regarding the cooperation of Central Government extended in favour of that State to check the disease;

(c) whether Central Government have any proposal for the introduction of a Central Scheme under which proper treatment can be extended to the leprosy patients in that State; and

(d) whether Government have given any serious thought to provide proper rehabilitation to persons affected by leprosy in the State of Orissa.

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI KUMUD-BEN M. JOSHI): (a) No. However the Union Government is aware about the leprosy problem in the State and number of Leprosy units are established in the State to eradicate the disease.

(b) The financial assistance and the targets allocated during 1980-81, 1981-82 and 1982-83 are shown in the attached statement.

(c) The National Leprosy Control Programme is already in operation in the State under which early detection and regular treatment is envisaged. This is a 100 per cent Centrally financed Scheme.

(d) Medical/Surgical rehabilitation of Leprosy patients is covered under the Programme which includes inter-alia establishment of Leprosy Rehabilitation Promotion Units during Sixth Five Year Plan period. Social and

Economic Rehabilitation of Leprosy Patients is looked after by the Department of Social Welfare who are operating a "Scheme of Assistance to voluntary organisations for the handi-

capped" under which financial assistance is being extended to voluntary organisations to enable them to promote education, training and rehabilitation services.

#### Statement

*Statement showing allocation of Physical Targets and financial assistance under National Leprosy Control Programme for the State of Orissa*

#### Physical Targets

S. No.		1980-81	1981-82	1982-83
1	Urban Leprosy Centre . . . . .	1	5	1
2	Temporary Hospitalization Ward . . . . .	2	2	1
3	Maintenance of Voluntary Leprosy Beds . . . . .	200	400	..
4	Zonal Leprosy Units . . . . .	2	..	..
5	Non-Medical Supervisor . . . . .	2	5	6
6	Replacement of vehicles . . . . .	1	1	..
7	Replacement of Microscopes . . . . .	1	2	2
8	Construction of Leprosy Control Unit . . . . .	2	2	1
9	Construction of temporary Hospitalization Ward . . . . .	1	1	..
10	Survey Education and Treatment Centre . . . . .	..	5	..
11	Up-gradation of Urban Leprosy Centre . . . . .	..	1	1
12	Up-gradation of Leprosy Training Centre . . . . .	..	1	..
13	Statistical Assistant . . . . .	..	1	..
14	District Leprosy Officer . . . . .	..	2	..
15	Reconstructive Surgery Unit . . . . .	..	1	..
16	Epidemiological Surveillance Treatment . . . . .	..	..	1
17	Leprosy Control Unit . . . . .	..	..	1
18	Budget Allocation . . . . .	..	..	1
19	Up-gradation of District Leprosy Unit . . . . .	..	1	..

#### Budget Allocation

Sl. No.	Year	Cash	Kind	Total
1	1980-81 . . . . .	4.35	7.20	11.55 (50% Central Share)
2	1981-82 . . . . .	27.00	9.00	36.00 (100% Central Share)
3	1982-83 . . . . .	20.00	10.00	30.00 (100% Central Share)

**Number of Advocates/penal lawyear**

9174. SHRI MOHAMMAD ASRAR AHMAD: Will the Minister of RAILWAYS be pleased to state:

(a) number of advocates/penal lawyers appointed by Government in railways for conducting court cases and for rendering legal advice from time to time, location of their offices (Zone-wise and Division-wise);

(b) number of cases dealt with by them during 1979-80, 1980-81 and 1981-82 and also number of cases in which advice was given by them in each aforesaid years;

(c) expenditure incurred during the above period zone-wise and division wise;

(d) rate of payment for rendering above services by them; and

(e) whether Government have formulated a scheme for automatic increase in the number of such advocates during the next five years, if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) to (c). The statistical information has been called from the Zonal Railways, and will be placed on the Table of the House after it has been received.

(d) Ordinary terms of appointment of counsel are given in the statement laid on the Table of the House. [Placed in Library, See No. LT-4020/82].

(e) Government have not formulated any scheme for automatic increase in the number of railway advocates during the next five years.

**Names/areas of circles of Archaeological Survey of India**

9175. SHRI MOHAMMAD ASRAR AHMAD: Will the Minister of EDUCATION be pleased to state:

(a) the names and areas of circles of Archaeological Survey of India in the country;

(b) the total number of Archaeological monuments under various circles of the Archaeological Survey of India.

(c) the total amount of money spent on these monuments during 1979-80, 1980-81, 1981-82 (circle-wise);

(d) the number of monuments added during the above period;

(e) the criteria evolved formulated for including monuments in the existing list (mention category of the monument); and

(f) whether a copy of the criteria evolved will be laid on the Table of the House?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) to (c). A statement giving the names and areas of circles of Archaeological Survey of India, total number of protected monuments and sites as per entries in the notification and expenditure incurred circle-wise during 1979-80, 1980-81 and 1981-82 is enclosed.

(d) Six monuments and sites have been added to the list of Centrally protected monuments and sites.

(e) and (f). Ancient monuments which are more than hundred years old and considered as of national importance by virtue of their outstanding archaeological, historical and architectural value are protected under the Ancient Monuments and Archaeological Sites and Remains Act, 1958.

## Statement

Sl. No.	Name of the Circle	Area of the Circle	No. of monuments & Sites	* Expenditure		
				1979-80	1980-81	1981-82
1	2	3	4	5	6	7
1	Delhi Circle, Delhi . . . . .	(i) Delhi, (ii) Alwar and Bharatpur District of Rajasthan and (iii) Gurgaon District of Haryana.	207	16,51,600	13,81,900	14,88,900
2	North-western Circle, Srinagar . . . . .	(i) Jammu and Kashmir (ii) Punjab (iii) Haryana except District Gurgaon, (iv) Himachal Pradesh and (v) Union Territory of Chandigarh.	178	14,75,000	8,44,500	7,00,000
3	Western Circle Vadodara . . . . .	(i) Gujarat, (ii) Rajasthan (except Alwar and Bharatpur Districts), (iii) Daman and Diu, (iv) Dadra and Nagar Haveli.	322	11,19,500	6,75,500	14,45,400
4	Mid-eastern Circle, Patna . . . . .	(i) Bihar and (ii) eastern Districts of U.P. viz. Gorakhpur, Deoria, Ballia, Gazipur, Azamgarh, Basti, Gonda, Bahraich, Jaunpur, Mirzapur, Varanasi, Barabanki, Rae-Bareilly, Faizabad Sultanpur, Allahabad, Fatehpur and Banda.	301	6,74,600	5,62,200	9,46,500
5	Northern Circle Agra . . . . .	U. P. except the eastern Districts mentioned against Sl. No. 4.	547	9,04,200	7,01,900	8,47,500
6	Eastern Circle Calcutta . . . . .	(i) West Bengal, (ii) Assam, (iii) Nagaland, (iv) Orissa, (v) Manipur, (vi) Tripura, (vii) Meghalaya, (viii) Mizoram, (ix) Arunachal Pradesh, and (x) Sikkim.	244	3,84,800	1,44,100	5,77,600

\*The expenditure does not include the amount spent on chemical preservation and Horticultural developments of the monuments by the Chemical Branch and the Horticulture Branch.



1	2	3	4	5	6	7
7	Central Circle Bhopal . . . . .	Madhya Pradesh	317	15,16,800	8,82,700	9,35,000
8	South-western Circle, Aurangabad . . . . .	(i) Maharashtra and (ii) Goa	303	6,16,500	5,31,000	7,25,500
9	South-eastern Circle, Hyderabad . . . . .	(i) Andhra Pradesh and (ii) Ratchur, Gulbarga and Bidar Districts of Karnataka.	148	7,54,500	11,18,500	6,56,900
10	Mid-southern Circle, Bangalore . . . . .	Karnataka except the Districts mentioned against Sl. No. 9.	484	11,69,200	11,60,200	10,77,400
11	Southern Circle, Madras . . . . .	(i) Tamil Nadu, (ii) Kerala, (iii) Pondicherry and (iv) Karaikal.	432	15,01,300	15,00,900	11,60,700

### Railway Institutions

9176. SHRI MOHAMMAD ASRAR AHMAD: Will the Minister of RAILWAYS be pleased to state:

(a) the names of schools, colleges and other institutions run by railway administration (Railway-wise and State-wise) as on 1st March, 1981 and as on 1st March, 1982;

(b) whether there has been any increase in the number of such institutions during the last five years, if so, details thereof;

(c) the number of teaching and non-teaching staff working in these institutions as on 1st March, 1981 and 1st March, 1982;

(d) the number of students studying in these institutions as on 1st March, 1981 and 1st March, 1982 (category-wise); and

(e) the total expenditure incurred during the last four years and the amount proposed for the current year?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) to (e). The information is being collected and will be laid on the Table of the Sabha.

### Vending of eatables at Stations

9177. SHRI MOHAMMAD ASRAR AHMAD: Will the Minister of RAILWAYS be pleased to state:

(a) whether any guidelines, circulars, orders or any other communication had been issued by the Railway Ministry, Railway Board, Zonal and Divisional Managers or other officers in respect of renewal/grant of licence etc. for contract or vending for catering and vending of eatables and other article at the Railway Stations during the period 1975-1982, if so, details thereof; and

(b) whether a copy of these documents will be laid on the Table of the House?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) and (b). Policy instructions containing guide-lines and directives on the subject of catering/vending are issued from time to time by the Ministry of Railways to the Zonal Railway Administrations and these are in turn transmitted by the Zonal Railway Headquarters to their Divisional Officers. These instructions, being purely of an administrative nature, are not required to be laid on the Table of the House.

### Suburban train between Ahmadabad and Vadodara

9178. SHRI R. P. GAEKWARD: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware that all trains running between Ahmadabad-Baroda on the Ahmadabad-Bombay Sector of the Western Railway are running with full capacity;

(b) whether there is a long waiting list for reservation in the trains running between Ahmadabad-Bombay on the Western Railway and people have to wait for a long time;

(c) whether electrification on the Sector from Bombay Central to Sabarmali has since been completed and electric traction locomotives are carrying the load;

(d) if so, whether Government propose to start suburban electric trains between Ahmadabad and Vadodara in the first phase for commuters; and

(e) if not, the reasons thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) to (c). Yes.

(d) and (e). An engineering-cum-traffic survey for development of line capacity as well as terminal facilities and introduction of EMU type rolling

stock on Virar-Surat-Vadodara-Ahmadabad section is in progress and is expected to be finalised and completed by the end of 1982. Further action would be taken after the report is received and examined.

#### Conversion of Nadiad-Modasa Line

9179. SHRI R. P. GAEKWORD: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have taken a decision in principle to convert Nadiad-Modasa Metre Gauge into Broad Gauge line;

(b) If so, why the proposed conversion project is being delayed; and

(c) the amount provided in 1982-83 for the project and when the Broad Gauge line is likely to be completed and thrown open for traffic?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Yes.

(b) Due to severe constraint of resources which are not adequate even to progress the on-going priority projects, it has not been possible to make sufficient headway on this project, so far.

(c) Provision of Rs. 10 lakhs has been made during 1982-83 for this project. The work is being progressed according to availability of funds. It is, therefore, not possible to say at this stage as to when this project will be completed and opened to traffic.

#### C.L.W. to manufacture electric locos during 6th Plan

9180. SHRI KRISHNA CHANDRA HALDER: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Chittaranjan Locomotive Works was asked to manufac-

ture 349 electric locos during the Sixth Five Year Plan;

(b) if so, how much of funds for the rolling stock was allocated by the Planning Commission; and

(c) whether the shortage of funds is coming in the way of the C.L.W. to meet the target fixed?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) No.

(b) A sum of Rs. 2100 crores was allocated by the Planning Commission for procurement of Rolling Stock which includes locomotives, as well as wagons, coaches, EMUs and other vehicles.

(c) Programme for manufacture of locomotives at the Chittaranjan Locomotive Works has been fixed so as to accord with availability of funds as well as traffic requirements.

#### Stations to be covered by Delhi Ring railway

9181. SHRI TRILOK CHANDRA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government propose to electrify the ring railway to provide transport facilities during Asiad 82 and if so, the time by which it is likely to be completed and the names of the stations proposed to be covered;

(b) whether there is a proposal to set up a halt station between Kishanganj and Dayabasti stations;

(c) whether it is a fact that thousands of railway employees have made a request that a halt station be set up near Sarai Hobilla Station and between Dayabasti & Kishanganj Stations;

(d) if so, the time by which this halt station is likely to be set up;

(e) the names of the additional halts being made on this Ring Railway before this electrification;

(f) whether some low level pedestrian over bridges on the Ring Railway will also be raised for running it and if so, the locations thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Yes This is likely to be completed by 30-6-1982. and will connect the following stations: Nizamuddin, Lajpat Nagar, Sewa Nagar, Lodhi Colony, Sarojini Nagar, Safdarjung, Chanakypuri, S.P. Marg, Brar Square, Narain Vihar, Kirti Nagar, Patel Nagar, Dayabasti, Delhi Kishanganj, Sadar Bazar, New Delhi, Minto Bridge, Tilak Bridge, Pragati Maidan, Delhi Main, Shakurbasti, Okhla and Tughlakabad.

(b) to (d) The proposal for opening of a halt station near Football Ground between Delhi Kishanganj and Dayabasti stations has been received and the same is under examination by the Northern Railway in consultation and co-ordination with the Metropolitan Transport Project.

(e) Pragati Maidan.

(f) No.

#### National Institute of Homoeopathy

9182. SHRI SUDHIR GIRI: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) the number of students who left the National Institute of Homopathy after obtaining their degrees since its inception;

(b) the number of students studying in the institution at present;

(c) whether it is a fact that a big plot of land was allotted at Salt Lake by the Government of West Bengal for the intensive and extensive works of this institute; and

(d) the reasons for not taking suitable measures to further the expansion of the Institute by shifting it to the Salt Lake?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI KUMUD-BEN M. JOSHI): (a) The National Institute of Homoeopathy does not admit students for degree courses. The Institute, however, admits 16 students every year for Dip NIH course. This course is of two years duration. The first batch completed their course in October, 1979.

(b) 32.

(c) and (d) The Government of West Bengal had allotted a plot of 20 acres of land in Salt Lake area in March, 1981. They were requested to allot additional land for fuller development of the Institute. The West Bengal Government has agreed to allot additional land measuring 16 acres. After the additional land is formally handed over to the Institute, the construction of the buildings for the Institute would be taken up.

#### New trains between Pathankot-Delhi, Bombay-Kalka and Hoshiarpur-New Delhi

9183. PROF. NARAIN CHAND PARASHAR: Will the Minister of RAILWAYS be pleased to state;

(a) whether a demand has been received for the introduction of new trains in the Northern Railway between Pathankot and Delhi/New Delhi, Bombay and Kalka and Hoshiarpur and Delhi/New Delhi;

(b) if so, the action taken by the Northern Railway Administration on this demand;

(c) if not, the likely date for the introduction of the new trains; and

(d) the reasons for the delay?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Yes.

(b) to (d). Introduction of trains on these routes is not operationally feasible due to line capacity and terminal constraints and shortage of coaching stock.

**Allocation to States for prevention of Blindness, Malaria and Leprosy**

9184. PROF. NARAIN CHAND PARASHAR: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the prevention of Blindness and eradication of Malaria and Leprosy have been accepted as the National Programmes and are financed by the Central Government; and

(b) if so, the financial allocations made to each one of the States/Union Territories during the Sixth Five Year Plan alongwith the amounts spent so far in the first 2 years of the Sixth Five Year Plan and the allocations for the 3rd year for each one of these programme separately for each one of the States/Union Territories?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI KUMUD-BEN M. JOSHI): (a) The National Programme of Control of Blindness and the National Programme for Eradication of Malaria and the National Leprosy Control Programme are already being implemented; of these the National Programme for Control of Blindness and the National Leprosy Control Programme are 100 per cent Centrally financed ones. The expendi-

ture on National Malaria Eradication Programme is shared 50:50 between the Centre and the States.

(b) The required information is laid on the Table of the House. [Placed in Library. See No. LT-4021/82].

**National Highways in Himachal Pradesh, Punjab, Haryana and Jammu & Kashmir**

9185. PROF. NARAIN CHAND PARASHAR: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) what are the continuing and new projects for the construction extension of National Highways in the States of Himachal Pradesh, Punjab, Haryana and Jammu & Kashmir in the Sixth Five Year Plan;

(b) estimated cost for the completion of each one of these projects alongwith the allocations provided during each one of the first three years of the Plan, separately; and

(c) the likely date by which the construction would be completed in each case?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI SITA RAM KESARI): (a) to (c). National Highway Nos. 1, 1A, 1B, 2, 8, 10, 15, 21 and 22 pass through the States of Himachal Pradesh, Punjab, Haryana, and Jammu & Kashmir. The Sixth Five Year Plan includes a provision of Rs. 660.00 crores for all National Highway works in the country, out of which Rs. 250.00 crores are meant for carry-over works and the balance for new works. Year-wise allocation is dependent on resources position from year to year. However, available information for continuing works/new works in the States asked for by the Hon'able is given in the statement attached.

## Statement

State	NH No.	Likely cost of completion of projects continuing as on 1-4-1980 (Rs. in lakhs)	Estimated cost of projects sanctioned from 1-4-1980 (Rs. in lakhs)	Expenditure/Allocations during			Likely date of completion
				80-81	81-82	82-83	
Haryana	1	712	3				Most of the works of continuing schemes on 1-4-80 are already completed and the remaining are likely to be completed by March, 83.
	2	100	39				
	8	62	63				
	10	461	263				
	<b>Total</b>		<b>1335</b>	<b>368</b>	<b>387</b>	<b>415</b>	
Himachal Pradesh	1A	64	..				
	21	1009	303				
	22	345	141				
	<b>Total</b>		<b>1418</b>	<b>444</b>	<b>215</b>	<b>260</b>	
Jammu & Kashmir	1A	1390	112				All new schemes already sanctioned in Sixth Plan are likely to be completed by end of 1985.
	IB	313	247				
	<b>Total</b>		<b>1713</b>	<b>359</b>	<b>225</b>	<b>260</b>	
Punjab	1	141	75				
	1A	153	91				
	10	278	38				
	15	321	615				
	21	72	99				
	22	15	..				
	<b>Total</b>		<b>980</b>	<b>1593</b>	<b>350</b>	<b>465</b>	

**India's association for setting up U.N. Universities**

9186. PROF. NARAIN CHAND PARASHAR: Will the Minister of EDUCATION be pleased to state:

(a) whether India is associated with the setting up and functioning of U.N. University at Tokyo and the U.N. University for Peace in Cost Rica; and

(b) if so, the nature of association in the two cases?

THE MINISTER OF STATE OF THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRIMATI SHEILA KAUL): (a) and (b) The U.N. University at Tokyo and the U.N. University for Peace in Costa Rica have been established by separate Charters adopted by the General Assembly of the United Nations. Each University is an international community of scholars concerned with research, advanced training and dissemination of knowledge in institutions throughout the world, in furtherance of the purposes and the principles of the Charter of the United Nations. India, being a member of the United Nations and one of the Signatories to the International Agreements for establishment of these Universities, will be as much associated with the programmes and functioning of these Universities within the frame-work of their Charters as any other Member-State. India has contributed U.S. dollars 7,50,000/- to the Endowment Fund of the U.N. University, Tokyo.

**Establishment of a shipyard on Western Coast**

9187. SHRI MOHAN LAL PATEL:  
SHRI NAVIN RAVANI:

Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether there is a proposal to establish any shipyard on the Western Coast;

(b) if so, the site selected; and

(c) when the work is likely to be started and completed?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): (a) to (b). There is a proposal for the setting up of a shipbuilding yard at Hazira in Gujarat State. However, keeping in view the availability of resources and the need for modernisation and expansion of the existing shipyards to achieve increased production in a shorter period with lesser investment, it has been decided to review the question of establishment of additional shipyards in the country at the time of the mid-term review of the Sixth Five Year Plan. A final decision will depend on the availability of resources and relative priorities.

**Opening of medical colleges in Gujarat**

9188. SHRI MOHAN LAL PATEL: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) the number of medical colleges in Gujarat State and the number of students in each college;

(b) whether there is a great demand to open more Medical Colleges in Gujarat; and

(c) if so, the details thereof and the Government's reaction thereto?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI KUMUD-BEN M. JOSHI): (a) There are five medical colleges in Gujarat. The number of students admitted, during 1980-81, to each of the medical college is as under:

(i) B. J. Medical College, Ahmedabad ..	210
(ii) Municipal Medical College Ahmedabad ..	
(iii) Medical College, Baroda ..	135
(iv) M.P. Shah Medical College Jamnagar ..	125
(v) Govt. Medical College, Surat ..	89

(b) and (c) Information is being collected and will be laid on the table of the Sabha.

### Starting of separate rail service between Saurashtra and Kutch

9189. SHRI MOHAN LAL PATEL: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have received any request to start separate rail service between Saurashtra and Kutch in Western Railway; and

(b) if so, the action taken by the Government thereon?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALIKARJUN): (a) No.

(b) Does not arise.

### पूर्वांतर रेलवे के स्टेशनों पर दिया गया विषाक्त भोजन

9190. श्री समीन्द्रबोन : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) पूर्वांतर रेलवे में विभिन्न स्टेशनों पर यात्रियों को विषाक्त और नशील साध्य पदार्थ देकर उन्हें मारने और लूटने के समारोहों की क्या संख्या है ;

(ख) क्या सरकार ने इस अपराध में अन्तर्ग्रस्त लोगों के पकड़ने तथा मामलों की जांच करने के लिए कोई कार्यवाही की है ; और

(ग) यदि हां, तो उसका क्या परिणाम निकला ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उप मंत्री (श्री मल्लिकार्जुन): (क) जी हां, ऐसे कुछ मामलों की सूचना मिली है ।

(ख) जी हां ।

(ग) 1981-82 के दौरान पुलिस द्वारा अभी तक 5 व्यक्ति गिरफ्तार किए जा चुके हैं जिनमें से एक का दोष सिद्ध हो चुका है ।

### Bridge in Happa Station.

9191. SHRI DAULATSINHJI JADEJA: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is a great demand to construct way bridge in Happa Railway Station (Western Railway) for the benefit of passengers; and

(b) if so, the decision taken by Government thereon?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) and (b) The information is being collected and will be laid on the Table of the Sabha.

### Mobile Health Centres

9192. SHRI DAULATSINHJI JADEJA:

SHRI NAVIN RAVANI:

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government are aware that there is a great demand of mobile medical centres in the country;

(b) if so, the number of mobile medical centres functioning in the country as on 31 December, 1981, State-wise;

(c) whether Government will consider to provide more mobile medical centres during the Sixth Plan period in Industrial area and in rural area; and

(d) if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI KUMUD-BEN M. JOSHI): (a) to (d) While the Government is aware of some demand for mobile medical centres, there is no such proposal under the consideration of the Government of India. However, under the Re-orientation of Medical Education Scheme three mobile clinics



have been provided to each medical college in the country. These three mobile clinics are meant to be utilised for bringing about community orientation of medical education and, in the process increasing and improving the quality of medical and health services in the areas covered by the three PHCs attached to each medical college in the district in which the medical college is situated.

#### Encroachment by Fishing Vessels

9193. SHRI DAULATSINHJI JADEJA: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether it is a fact that the Government of Pakistan have issued permits to foreign as well as Pakistani companies to fish in the Exclusive Economic Zone at Pakistan;

(b) if so, whether the Government of Pakistan have been cautioned not to permit the companies authorised by them to fish in our economic zone;

(c) whether the coast guards have also been instructed to catch encroaching fishing vessels;

(d) the number of fishing vessels seized by coastal guard during the last two years;

(e) whether it is a fact that the maritime boundary of India and Pakistan is yet to be demarcated; and

(f) if so, whether any negotiation with Pakistan in the demarcation of maritime boundary is going on, if so, the details thereof?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILISERS (SHRI P. SHIV SHANKAR):

(a) We have seen reports that the Government of Pakistan has started a scheme under which foreign fishing concerns are invited for deep sea fishing beyond 35 miles of Pakis-

tan's coast-line in collaboration with Pakistani fishermen.

(b) and (c). Under the Maritime Zone of India Act 1981, Government take all appropriate steps to safeguard India's maritime interests.

(d) Indian Coastal Guard have seized 22 fishing vessels during the last 2 years.

(e) and (f). We have repeatedly requested the Government of Pakistan to undertake joint surveys for delimitation of the maritime boundary between the two countries. During Pakistan Foreign Minister Agha Shahi's recent visit to New Delhi from 29th January to 1st February 1982 we reminded them of this matter again.

However, Pakistanis inform us that delimitation talks would be taken up only after they have themselves finished surveying their coasts and that this is likely to take some more time.

#### Additional Works Undertaken in Workshops

9194. SHRIMATI JAYANTI PATNAIK: Will the Minister of RAILWAYS be pleased to state:

(a) what are the additional works proposed to be undertaken in various railway workshops; and

(b) the details about the expansion work undertaken at Mancheswar Railway workshop of Orissa.

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) A number of works are proposed to be undertaken in various railway workshops for building up capacity for periodical overhaul for Diesel and Electric Locomotives, conventional and air-conditioned coaches, Electrical Multiple Units, wagons etc. Works to modernise some workshops are also

in progress. Total value of works in progress, including those relating to development of production capacity for Rolling Stock/components, is approximately Rs. 500 crores.

(b) A new Railway Workshop is being constructed at Mancheswar for repair of coaches. It was approved in the Budget for 1977-78 to give an out-turn of periodical overhaul of 200 coaching units per month. Till the end of 1981-82 approximately Rs. 4.1 crores had already been spent. The Project is expected to cost Rs. 14-15 crores. The Project when complete will give employment to approximately 3000 men in the 1st Phase. The Workshop has scope of future expansion to double its out-turn when the employment potential will be approximately 5000 men.

#### Intensive School Health Projects

9195. SHRIMATI JAYANTI PATNAIK: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the Centrally sponsored intensive School Health Project has been introduced in some States on experimental basis;

(b) if so, the names of the States where such scheme has been implemented;

(c) the number of Primary Schools covered under such programme; and

(d) the details about the objectives of the introduction of such programme?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI KUMUDHEN M. JOSHI): (a) to (d). An Intensive Pilot Project for providing school health services is being launched in selected PHCs in a number of States in the country with a view to testing out feasibility

of entrusting primary school teachers and primary health care infrastructure in carrying out school health check-ups for primary school children. The Pilot Project is expected to indicate the extent and type of prevailing morbidity including nutritional status of primary school children, the annual volume and type of acute and chronic morbid condition which would require referral to medical care facilities, the likely load on such referral facilities and extent to which they would require strengthening. The Project is also expected to identify the opportunities for strengthening health education in the school programme with the aim of the earliest possible identification of diseases, promotion of better health care and protection of child population.

For the above Project, a number of organisational models are being considered including linkage with Integrated Child Development School districts, Family Welfare Area Project districts, Integrated Tribal Development Project districts and Leprosy hyper-endemic districts.

As an initial step, a number of ICDS consultants from selected districts and some representatives of State Governments, concerned have undergone an orientation Seminar at the National Institute of Health and Family Welfare.

The selection of PHCs is still in process and the exact number cannot be indicated at this stage. It is expected that about 100 schools would be covered in each PHC and they in turn may cover upto 10000 primary school children.

#### जोधपुर-दिल्ली लाइन

9196. श्री बंदिध चन्द्र जैन : क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या तांगों तथा डिवाजनल ग्लेबे यूजर्स कंसल्टेंटिव कमिटी, जोधपुर द्वारा

विभाग से गत सात वर्षों से यह मांग को जा रहा है कि जोधपुर से दिल्ली वाया फाउन्टेन, फव्वारा रीगल एक नई रेलवे लाइन बनाई जाए; और

(ख) यदि हां, तो इस दिशा में क्या कार्यवाही करने का विचार है ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उप मंत्री (श्री श्रीलक्ष्मणन) : (क) और (ख) सूचना इकट्ठी की जा रही है और सभा-पटल पर रख दी जाएगी ।

### Re-Employment of Superannuated Teaching Staff

9197. SHRI VIRDHI CHANDER JAIN: Will the Minister of EDUCATION be pleased to state:

(a) whether the University of Delhi gives extension of service or re-employment to superannuated teaching staff;

(b) if so, the number of such staff now under extension re-employment category-wise, professors, readers, lecturers and other staff;

(c) what are the criteria laid down for such extensions and whether they are given from year to year;

(d) the reasons for giving such extension especially when the age of retirement for teaching staff is already 60, which is above that of those employed in Government establishments; and

(e) whether the Minister is aware that extensions of service of superannuated persons will deprive qualified younger persons of chances to new appointments to teaching posts or to promotions of higher categories?

THE MINISTER OF STATE IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRIMATI SHEILA KAUL): (a) There is no provision in the University Rules for extension in service beyond the age of 60. However, the University can re-employ retired teachers,

(b) According to the information furnished by Delhi University, the number of University appointed teachers, at present, re-employed is 12 Professors 11 Readers and 3 Lecturers.

(c) and (d) Re-employment is generally given only in case of distinguished teachers, and if the University considers that it will be in the interest of teaching or research to retain their services. Retired teachers are re-employed for periods not exceeding three years at a time, but not beyond the age of 65.

(e) Re-employment is made only in exceptional cases, and when retention of services of distinguished teachers are considered desirable.

### Railway Crossing Accident at Lodhra village on 29 March 1982

9198. SHRI B. V. DESAI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that 9 passengers were killed and 11 others injured when a passenger train rammed into the bug at an unmanned railway crossing at Lodhra village, 15 kms. from Mehsana on 29 March, 1982.

(b) whether the train was proceeding from Ahmedabad to Vijayapur;

(c) whether Union Minister recently assured the House that all crossings will be manned; and

(d) if so, what steps Government have taken to stop such accidents?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALI - KARJUN): (a) In this accident 8 persons were killed and 15 injured.

(b) Yes.

(c) No.

(d) Some of the measures taken to prevent level crossing accidents are given below:

(i) Construction of road over/ under bridges in replacement

of existing busy level crossings.

- (ii) Manning some very hazardous level crossings at the Railways' own cost, and others where found necessary on the basis of quinquennial traffic census in consultation with State Governments and chargeable to Railway Safety Works Fund.
- (iii) Provision of telephones at level crossing.
- (iv) Interlocking of gates with signals.
- (v) Provision of lifting barriers.
- (vi) Provision of whistle boards short of level crossings, and caution/danger boards on road approaches.
- (vii) Provision of road speed breakers short of unmanned level crossings.
- (viii) Provision of rumble strips short of manned level crossings.
- (ix) Educative campaign amongst the road users through various audio-visual media.
- (x) Spot checks in co-ordination with Civil and Police authorities to enforce Motor Vehicle Rules.

**Indian Shippers Demand for Government Assistance**

9199. SHRI B. V. DESAI:

SHRI M. V. CHANDRASEKARA MURTHY:

SHRI LAKSHMAN MALLICK:

Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Indian shippers have demanded Government's assistance to meet the problem arising out of the slump in the world freight market;

(b) if so, whether they have expressed the view that the Indian shipping industry is capable of weathering current recession better than most other countries owing to its favourable cost structure;

(c) if so, whether the world slump in the freight market, its subsequent impact on Indian shipping industry were discussed at the meeting of the Indian Shippers Association and with Shipping Minister of 25 March, 1982;

(d) if so, what were the subjects discussed;

(e) whether Government have agreed to help the shipping industry to overcome this difficulty; and

(f) if so, by what time Government of India is likely to help them?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): (a) to (f) Representatives of Indian National Shipowners Association have represented to the Ministry in person that the Shipping Industry in general has been hit by the current recession in freight market and that the industry would require assistance from Government to tide over the crisis. Government would be taking appropriate action on merits to render assistance to the Shipping Industry. The recommendations of the S.D.F.C. and D.G. (Shipping) on the suggestions from INSA are awaited.

**Proposal to Introduce Single Pay Scale to Primary Teachers in the Country**

9200. SHRI SATYAGOPAL MISRA: Will the Minister of EDUCATION be pleased to state:

(a) whether there is any proposal under the consideration of the Government of India to introduce single pay scale and similar facilities to all the primary teachers in all States of our country;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRIMATI SHEILA KAUL): (a) No, Sir.

(b) Does not arise.

(c) Education particularly school education, is still primarily the responsibility of State Governments. The pay scales of teachers are determined *inter-alia* on the consideration of the wage structure obtaining in the State, as also the financial capacity of individual State Governments.

#### Sutahata Station

9201. SHRI SATYAGOPAL MISRA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have taken any decision for opening of the Sutahata station in the Panskura-Haldia Section of the South Eastern Railways;

(b) if so, the details thereof; and

(c) if not, the reasons for delay therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) to (c). On the opening of the Panskura-Haldia Branch line, out of nine stations envisaged, six stations were opened. The remaining three stations, namely Sutahata, Kilmal and Keshabpur were not opened for financial reasons. Subsequently also on a review, the proposals were found unremunerative with heavy recurring financial losses to the Railway.

However, the proposal for opening of Sutahata station for traffic is again under examination by the South Eastern Railway and the final decision in this regard is likely to be taken shortly.

More Financial and Administrative Powers to Deputy Chairman, Haldia Port

9202. SHRI SATYAGOPAL MISRA: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that the Government have recently given more financial and administrative powers to the Deputy Chairman, Haldia Port and have started the backdoor process of delinking Haldia Port from Calcutta; and

(b) if so, what are the details and what are the reasons?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): (a) No, Sir.

(b) Does not arise.

Introduction of an Express Train from Purulia to Howrah

9203. SHRI BASUDEB ACHARYA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have received a proposal from Government of West Bengal in connection with introduction of an express train from Purulia to Howrah in South Eastern Railway; and

(b) if so, what steps have been taken in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Yes.

(b) Introduction of an express train between Purulia and Howrah is not possible at present due to acute shortage of coaching stock and for want of adequate terminal facilities at Purulia and Howrah.

**C.L.W. production targets for 5th and 6th Plans**

9204. SHRI BASUDEB ACHARYA:  
SHRI R. P. DAS:

Will the Minister of RAILWAYS be pleased to state:

(a) the production target of the Chittaranjan Locomotive works during the 5th Year Plan and achievement made;

(b) the production target for the 6th Five Year Plan and the allocation of funds made for this purpose;

(c) whether there is any reduction in the allocation; and

(d) if so, the reasons for the same?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) During the Fifth Five Year Plan period Chittaranjan Locomotive Works produced 410 locomotives against a target of 412 locomotives.

(b) The Sixth Five Year Plan envisages acquisition of 780 locomotives for the Railways Ex-CLW & DLW. Present Programme for production at CLW is 253 Electric Locomotives and about 140 Diesel Locomotives for Railways and various Public Sector Undertakings during 6th Plan period.

(c) No.

(d) Does not arise.

लोकों बर्कशाप माहोद में रिक्त पड़े चतुर्थ श्रेणी के पद

9205. श्री सोमजीभाई डामोर : क्या रेल मंत्री यह बताने को कृपा करेंगे कि :

(क) क्या ऐसा प्रावधान है कि लोकों बर्कशाप, माहोद में चतुर्थ श्रेणी के रिक्त पद इन पदों में सेवा निवृत्त रेलवे कर्म-

चारियों के बच्चों को नियुक्त करके ही भरे जाने चाहिये,

(ख) क्या गत पांच वर्षों के दौरान चतुर्थ श्रेणी के रिक्त पद खुले विज्ञापन द्वारा भरे गए थे,

(ग) क्या नियमों के अनुसार 50 प्रतिशत रिक्त पद खुले इंटरव्यू द्वारा भरे गए थे, और

(घ) क्या भविष्य में खुले इंटरव्यू द्वारा इन रिक्त पदों को भरने के लिए कोई प्रस्ताव सरकार के विचाराधीन है ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उप मंत्री (श्री मल्लिकार्जुन): (क) जी नहीं ।

(ख) कारखानों में श्रेणी-4 की 50 प्रतिशत रिक्तियां खुली भर्ती द्वारा भरी गयी थी ।

(ग) जी हां, कारखानों में ।

(घ) कारखानों में 50 प्रतिशत रिक्तियां पहले ही खुले विज्ञापन और इंटरव्यू द्वारा भरी जा रही हैं ।

**Doubling of Ernakulam-Trivandrum Line**

9206. PROF. P. J. KURIEN: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have received representation for doubling of Ernakulam-Trivandrum line; and

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

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Yes.

(b) There is no proposal to double the line at present.

**Misuse of Words "Immigration Clearance Required" being Affixed on Passports**

9207. SHRI G. NARSIMHA REDDY: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether it is a fact that of late the passport offices are affixing the words "immigration clearance required" on the passports;

(b) if so, the reasons therefor; and

(c) whether Government are aware that this provision has become handy for unscrupulous travel agents who are taking their clients to Nepal for onward journey to Middle East and in good many cases they are duped?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI P. SHIV SHANKAR): (a) and (b) A new system of emigration checks was introduced with effect from 1st November 1980, to facilitate emigration clearance as well as to ensure that the requirements of the Indian Emigration Act, were not circumvented. Under this new system, passports of those Indian nationals who ordinarily fall within the purview of the Indian Emigration Act bear an endorsement "Emigration check required" and such passport holders are required to obtain clearance before proceeding abroad.

(c) Indian citizens are exempted from the requirement of passports and other travel documents to visit Nepal. However, on reports of circumvention of Indian emigration formalities for travelling abroad via Nepal, the matter has been taken up with the Nepalese Government with a view to curbing such activities.

**Eradication of Leprosy**

9208. SHRI G. Y. KRISHNAN: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) what are the details regarding the active steps or schemes of Union

Government to eradicate leprosy in the country;

(b) whether Government has conducted any survey regarding the leprosy patients in the country, State-wise, till January, 1982;

(c) what special measures have been taken for their treatment; and

(d) whether this disease can be eradicated totally?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI KUMUD-BEN M. JOSHI): (a) The Sixth Plan envisages early detection and regular treatment of Leprosy cases supplemented by Health Education, Training & Referral Service. In addition several steps have been taken for qualitative improvement in the services to the patients and achieving control of the diseases: as detailed below:—

- (i) Upgradation of Leprosy Control Units/S.E.T. Centres and Urban Leprosy Centres with additional technical supervisory staff.
- (ii) Establishment of Regional Leprosy Training-cum-Referral and Research Institutes for improvement of training through addition of teachers.
- (iii) Establishment of Leprosy Rehabilitation Promotion Units to make leprosy patients physically more fit, through physiotherapy Surgical correction of physical deformities and fittings of special tools and prosthetics.
- (iv) Introduction of newer and more effective drugs for treatment of bacteriologically positive cases free of cost for their early cure without deformity and without transmitting the disease to others.
- (v) Surveys and Assessment are done for improvement of the work.

(vi) Participation by voluntary organisations in support of the National Leprosy Control Programme is being actively encouraged under the S.E.T. grant-in-aid scheme by the Central Government.

(b) Surveys in the endemic and hyperendemic areas of the country are regularly done as part of the case detection under National Leprosy Control Programme, through Leprosy Control Units and Survey Education & Treatment centres. The results of these surveys form the basis of control activities.

(c) Leprosy patients are provided with free supply of drugs through 385 Leprosy Control Units, 6795 SET Centres, 549 Urban Leprosy Centres and 466 Leprosy Hospitals and Wards. In addition a multidrug therapy has been introduced in the country for treatment of infectious cases to convert them into non-infectious within a short time.

(d) A Working Group, set up to formulate an appropriate strategy for eradication of Leprosy, in the next 20 years, taking advantages of recent advances in the chemotherapy of leprosy and extended reach of Mass-Media has submitted its final recommendations to the Government which are under consideration.

**सुरक्षा उपायों पर विचार करने के लिए रेलवे अधिकारियों को गुंटकल में बैठक**

9209. श्री रामावतार शास्त्री : क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या रेलवे में सुरक्षा उपायों पर विचार करने के लिए गुंटकल में 1 फरवरी, 1982 को रेलवे अधिकारियों की बैठक हुई थी,

(ख) यदि हां, तो क्या यह सच है कि रेलवे बोर्ड के चेयरमैन ने भी इस बैठक में भाग लिया था,

(ग) यदि हां, तो इसमें किन विषयों पर चर्चा हुई; और उपरोक्त बैठक में क्या निर्णय लिये गये; और

(घ) उस पर सरकार की क्या प्रतिक्रिया है ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उप मंत्री (श्री मीस्सकाजुन) : (क) और (ख) . जी हां

(ग) और (घ) . इस बैठक में अध्यक्ष, रेलवे बोर्ड तथा सदस्य यांत्रिक ने दिक्षण मध्य रेलवे के अधिक अधिकारियों के साथ दुर्घटनाओं की स्थिति की पुनरीक्षा की तथा तथ्य निर्धारण जांच संबंधी मामलों और दुर्घटनाओं के लिये जिम्मेदार कर्मचारियों के विरुद्ध दण्डात्मक कार्रवाई से संबंधित मामलों को अन्तिम रूप दिया गया । इस बैठक में जो महत्वपूर्ण निर्णय लिए गए, वे इस प्रकार हैं :-----

(1) संरक्षा निरीक्षणों के दौरान पर्य-वेक्षकों द्वारा जांच की जाने वाली मर्दों की सूची के फॉल्डर तैयार करना ।

(1.1) संरक्षा संगठन में सर्वश्रेष्ठ उप-लब्ध व्यक्तियों को तैयार करना ।

(1.1.1) रेलों के संरक्षा संबंधी कार्यों में सुधार लाने के लिए सभी स्तरों पर बड़ाई से अनुशासन लागू करना ।

(4) संरक्षण कॉमिटियों में तरजीही आधार पर रिक्त स्थान भरना ।

( ) स्टेशन वर्किंग आदेशों को अद्यतन बनाने तथा उन्हें लागू करने के लिए उनकी पुनरीक्षा करना ।

( ) कारखानों तथा मरम्मत डिपुओं में एस0 एल0 आर0 (दूसरा दर्जा-एव-सामान तथा ब्रेक यान) की मरम्मत को सर्वोच्च प्राथमिकता देना ।

इन निर्णयों को कार्यान्वित करने के लिए रेलों द्वारा यथावश्यक कार्रवाई की जा रही है ।



**Mobile Library-cum-Book Stall**

9210. SHRI RAMAVATAR SHASTRI: Will the Minister of RAILWAYS be pleased state:

(a) whether it is a fact that only one 2nd Class card pass is issued to Mobile Library-cum-bookstall contractors for the use of their representatives in train;

(b) whether it is a fact that the Railway has issued extra card pass to the contractors to supervise the work of mobile-cum-Library bookstall;

(c) whether it is also a fact that Ministry of Railways have received any suggestion from the Members of Parliament for the withdrawal of order of fixing photograph on 2nd class card passes in mobile Library-cum-bookstall; and

(d) if so, what action Government propose to take in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) and (b) Instructions to the zonal railways already exist for issue of absolute minimum number of second class passes required for management of mobile library-cum-bookstalls available over the section on which the mobile units and for use by the person/persons (contractor and/or his employees) who actually manage the mobile library-cum-bookstall on a particular train.

(c) and (d). A reference was received from one Member of Parliament suggesting the withdrawal of orders for affixing photographs on the card passes issued to mobile Library-cum-bookstall contractors. It has, however, been decided not to make any relaxation in this regard on consideration that when all card passes are issued with the photographs of the persons who would utilise the same, it would avoid misuse of such passes by unauthorised persons.

**Allotment of Bookstalls to unemployed Graduates**

9211. SHRI RAMAVATAR SHASTRI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that his Ministry issued orders of preference to the Zonal Railways for allotment of bookstalls to the group of unemployed graduates;

(b) whether it is a fact that the order of preference for allotment of bookstalls at Ambala Cantt. Station is not followed;

(c) whether it is a fact that so many unemployed graduates have applied and deposited lumpsum earnest money and the case has not yet been finalised; and

(d) what are the detailed reasons thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) to (d). The order of preference for the award of bookstall contracts at Stations on Indian Railways is indicated below:

(i) Co-operative Societies of actual workers/vendors and Co-operative Societies of unemployed graduates;

(ii) Partnerships and Associations of unemployed graduates;

(iii) Individual unemployed graduates, who are sons/wards of railwaymen (serving/retired); and

(iv) Individual unemployed graduates other than those at (iii) above.

In the case of bookstall contract at Ambala Cantt. Station five applications (one from a Partnership of unemployed graduates and the remaining from four individual unemployed graduates) were received. The partnership firm falling under order of preference No. (ii) above was not considered suitable as the representative of the Partnership firm who

appeared before the Screening Committee, failed to produce the graduation certificates of other partners. The bookstall contract has, therefore, been offered by the Railway Administration to an individual unemployed graduate falling under the order of preference No. (iii) above. There has, therefore, been no deviation from the procedure followed by the Zonal Railway.

**Medical facilities to Press Correspondents & Journalists**

9212. SHRI RAM VILAS PASWAN: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether there is any proposal under consideration of the Government to provide medical facilities in the Capital and all 'A' Class cities in the country to the Press Correspondents and Journalists as per rules admissible to the Central Government Employees;

(b) if so, what are the details thereof; and

(c) if not, the reasons thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI KUMUD-BEN M. JOSHI) : (a) There is no proposal under consideration of the Government to provide medical facilities in the Capital and all 'A'

Class cities in the country to the Press Correspondents and Journalists as per rules admissible to the Central Government Employees.

(b) and (c). Do not arise.

**अखिल भारतीय आयुर्विज्ञान संस्थान में 'ओपन हार्ट सर्जरी'**

9213. श्री राम विलास पासवान : क्या स्वास्थ्य और परिवार कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) अखिल भारतीय आयुर्विज्ञान संस्थान की स्थापना के बाद इस संस्थान में वर्ष-वार "ओपन हार्ट सर्जरी" के कितने आपरेशन किये गये ; और

(ख) विभिन्न वरिष्ठ सर्जनों द्वारा (उनके नामों सहित) प्रति वर्ष कितने ओपन हार्ट आपरेशन किये गये तथा आपरेशन के दौरान कितने रोगी मरे ?

स्वास्थ्य और परिवार कल्याण मंत्री (श्री डी. शंकरानन्द) : (क) और (ख) ओपन हार्ट सर्जरी अखिल भारतीय आयुर्विज्ञान संस्थान में वर्ष 1964 में शुरू की गई थी । 1964 में 1974 की अवधि के दौरान लगभग 500 ओपन हार्ट आपरेशन किए गये । 1974 तक ओपन हार्ट आपरेशनों का अंकुश-सं वर्षवार रिकार्ड नहीं रखा जाता था । 1975 में 17 अप्रैल, 1982 तक किए गये ओपन हार्ट आपरेशनों की संख्या, वरिष्ठ सर्जन का नाम और इन आपरेशनों के दौरान हुई मौतों की संख्या संलग्न विवरण में दी गई है ।

**विवरण**

किए गये आपरेशनों की संख्या, वरिष्ठ सर्जन का नाम और इन आपरेशनों के दौरान हुई मौतों की संख्या

वर्ष	प्रो. एन. गोपीनाथ	डा. पी. वेणुगोपाल	डा. आई.एम. राव	डा. एम. प्रभु	कुल
1	2	3	4	5	6
1975	39(5)	34(4)	18	20(1)	111(10)
1976	44(3)	58(4)	47(1)	—	149(8)
1977	49(5)	54(2)	49(4)	—	152(11)

1	2	3	4	5	6
डा० ए० सम्पत कुमार					
1978 . . . . .	48(9)	66	41(6)	12	167(15)
1979 . . . . .	43(2)	74(1)	30	6	153(3)
1980 . . . . .	40	62(1)	35(1)	10(1)	147(3)
1981 . . . . .	33(3)	97(1)	35(1)	45(1)	210(6)
1982 . . . . . (17-4-82 तक )	9(1)	39	14	7	69(1)
	305(28)	484(13)	269(13)	80(2)	1158(57)

नोट : कोष्ठकों में उन रोगियों की संख्या दी गई है जिनकी प्रापरेशन के दौरान मृत्यु हो गई ।

#### Honourable Mention Award

9214. SHRI G. M. BANATWALLA:  
Will the Minister of RAILWAYS be pleased to state:

(a) whether the Honourable Mention awarded by the Institute of Mechanical Engineers (London) in recognition of indisputable academic performance in its examination, on a global basis, had been given almost every year to Special Class Railway Apprentices of Jamalpur while this examination was obligatory for them till about 1970;

(b) whether after 1970 when the Special Class Railway Apprentices had to qualify for the AMIE (India) Examination, they won about thirty gold and silver medals and other awards from this National Engineering Institute;

(c) whether this reflects the high academic calibre of Mechanical Engineering officers recruited through the Special Class Railway Apprentice scheme; and

(d) whether despite this high performance and utility, Government are considering closure of the scheme; and if so, whether any such proposal will be dropped and scheme continued?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Yes.

(b) Special Class Apprentices have been awarded 14 Gold Medals in Section 'A' and 28 Gold Medals in Section 'B' since they started appearing for AMIE (India) Examination.

(c) Yes.

(d) The continuance or otherwise of the scheme of recruitment through Special Class Railway Apprentice Examination conducted by the Union Public Service Commission was gone into detail in the past and also recently by the Government, and it has been decided to continue the existing pattern of recruitment to

the Indian Railway Service of Mechanical Engineers which includes the Special Class Railway Apprentices Scheme.

#### Seniority of Mechanical Engineers

9215. SHRI G. M. BANATWALLA: Will the Minister of RAILWAYS be pleased to state:

(a) whether an order was issued by the Railway Board on or about 4th January, 1982 changing the seniority of certain categories of Mechanical Engineers, when that seniority has been in force for the last twenty years; and

(b) what action is proposed to be taken to repeal the said order and redress the injustice done?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Yes.

(b) The matter being subjudice, appropriate action, if necessary, can

be taken in the matter in the light of the judgment of the Court at the relevant time.

#### West Zone Permits

9216. SHRI BHEEKHABHAI: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether West Zone Permits have been allotted;

(b) if so, the number of such permits allotted State-wise; and

(c) how many West Zone Permits were reserved for SC/ST of Rajasthan during the last three years?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI SITARAM KESARI): (a) and (b). Under the West Zone Permit Agreement the allotment of Zonal permits by the concerned States/UTs, as provided for issue and actually issued so far are as under:—

Name of States	No. of West Zone Permits allotted	No. of West Zone Permits actually issued
1. Maharashtra . . . . .	450	
2. Gujarat . . . . .	450	241
3. Madhya Pradesh . . . . .	450	240
4. Rajasthan . . . . .	450	150
5. Uttar Pradesh . . . . .	450	200
6. Himachal Pradesh . . . . .	450	450
7. Haryana . . . . .	450	283
8. Punjab . . . . .	450	300
9. Delhi . . . . .	450	179
10. Chandigarh . . . . .	180	113
11. Jammu & Kashmir . . . . .	450	431
	4680	2773

(c) The information is being collected and will be laid on the Table of the Sabha.

### Palace on Wheels

9217. SHRI BHEEKHABHAI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that for the convenience and comforts of foreign tourists a train named "Palace on Wheels" is proposed to run from Delhi to Agra, Jaipur, Udaipur, Jodhpur and Jaisalmer;

(b) if so, what is the date of introduction of this train;

(c) the details of speciality of coaches of the said train;

(d) whether this train is being run on 'no profit no loss' basis; and

(e) if not, whether any profit is expected to be earned by introduction of this train?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Yes.

(b) The commercial operation of the train will commence from 1st October, 1982.

(c) The train consists of saloons belonging to the erstwhile Maharajas. The special feature of these saloons are their special decor, comfortable sleeping cabins, sitting lounge, attached kitchenette etc.

(d) and (e). The train will not be run on no profit no loss basis. The fares for travel on the train have been fixed at full tariff rates. The fares also include the element of expenditure on catering and sight-seeing services provided by Rajasthan Tourism Development Corporation. A precise assessment of its profitability would be available only after commencement of its operation.

### News Dailies and Periodicals used for Advertisement by C.I.W.H.C.

9218. SHRI RASA BEHARI BEHERA: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) the names of the news dailies and periodicals used for advertisement by the Central Inland Water Transport Corporation during the years 1979-80, 1980-81 and 1981-82, year-wise;

(b) the details of publicity expenditure during the said period, year-wise; and

(c) the details of the publicity officials with the number of staff in this organisation?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI SITARAM KESARI): (a) The following are the names of news dailies and periodicals used by the Corporation for advertisement during 1979-80, 1980-81 and 1981-82:—

- (i) The Statesman, Calcutta/Delhi;
- (ii) Amrita Bazar Patrika, Calcutta;
- (iii) Ananda Bazar Patrika, Calcutta;
- (iv) Jugantar, Calcutta;
- (v) Viswamitra, Calcutta;
- (vi) Sanmarg, Calcutta;
- (vii) Rooplekha, Calcutta;
- (viii) Assam Tribune, Gauhati;
- (ix) The National Herald, Delhi;
- (x) The Hindustan Times, Delhi;
- (xi) The Times of India, Bombay; and
- (xii) The Marine Times; Bombay.

(b) Expenses incurred on publicity including complimentary items but excluding advertising expenses for tenders, recruitments etc., are as under:—

1979-80

Rs. 12518.00

1980-81 .. Rs. 6448.00

1981-82 .. Rs. 3400 00  
(Provisional)

(c) Publicity Department consists of a Public Relations Officer and a Lower Division Clerk.

**News Dailies and Periodicals used by Dredging Corporation of India Ltd.**

9219. SHRI RASA BEHARI BEHERA: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) details of publicity units of Dredging Corporation of India Limited;

- |                             |   |
|-----------------------------|---|
| (1) Hindu                   | Hyderabad/Madras editions                           |
| (2) Indian Express          | all southern editions                               |
| (3) Times of India          | Bombay, Ahmedabad, Delhi editions.                  |
| (4) Statesman               | Calcutta edition                                    |
| (5) Marine Time             | Bombay  |
| (6) Indian Trade Journal    | Delhi (for tender notices)                          |
| (7) EENADU                  | Visakhapatnam edition                               |
| (8) Navabharat Times<br>and | Hindi version of the recruitment<br>advertisements. |
| (9) Hindustan               |   |

(c) Press releases are done at New Delhi after audited accounts of the undertaking are adopted at its Annual General Meeting. News items on

(b) the names of news dailies and periodicals used for advertisement; and

(c) the names of the correspondents on the mailing lists of the press release by these units, newspapers-wise and language-wise?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): (a) The undertaking does not have any publicity unit.

(b) Recruitment and a tender advertisements are normally released, based on the regions to be covered, to the following newspapers/periodicals:

special occasions, if any, are released to the following local press Correspondents:

Name of newspaper	Name of Correspondent	Language
1. Hindu	Shri Ch. Rama Rao	English
2. Indian Express /Andhra Prabha	Shri T. Madhusudana Rao	English/ Telugu
3. EENADU	Shri R. Jagadeswara Rao	Telugu
4. Andhra Patrika	Shri G. S. N. Murty	Telugu
5. Andhra Jyoti	Shri V. Basava Punnaiah	Telugu
6. Economic Times	Shri T.S. Bhagavanulu	English
7. Visalandhra	Shri T. Hanumantha Rao	Telugu
8. Deccan Chronicle	Shri P.V.Satyanarayana	English
9. All India Radio	Shri A. Rama Krishna Rao	
10. PTI	Shri M. Krishna	
11. UNI	Shri J. Parthasarathy	

**News Dailies and periodicals used for Advertisement by Hindustan Shipyard Ltd.;**

9220. SHRI RASA BEHARI BEHERA: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) the details of the publicity officials and number of staff in the Hindustan Shipyard Ltd.;

(b) the names of the news dailies and periodicals used for advertisement by this unit during the last three years, years-wise language-wise; and

(c) the names of the Central Government accredited correspondents who are in the mailing list of press materials, releases and publications

through the P.I.B. officials in Delhi of the concerned Ministry?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): (a) There is one Senior Public Relations Officer for publicity as well as public relations work. He is assisted by one Section Officer and two Assistants.

(b) A Statement is attached.

(c) There are no Central Government accredited correspondents on the mailing list of Hindustan Shipyard. However, when the Annual General Meetings of the Board are held at Delhi, the Information Officer from P.I.B. attached to the Ministry of Shipping & Transport is fully made use of. The P.I.B. Regional Office is regularly supplied with the press releases issued by HSL from time to time.

#### Statement

Year	1979-80	1980-81	1981-82
<b>I. ENGLISH (Dailies)</b>			
1.	Deccan Chronical	1. Deccan Chronical	1. Deccan Chronical
2.	Amrita Bazar Patrika	2. Free Press Journal	2. Hindu
3.	Assam Tribune	3. Financial Express	3. Free Press Journal
4.	Hiatawada	4. Hindu	4. Times of India
5.	Chronicle	5. Indian Express	5. Mail
6.	Excelsior	6. Assam Nation	6. Financial Express
7.	Hindu	7. Indian Nation	7. Indian Express
8.	Indian Express	8. Hitavada	8. Patriot
9.	Free Press Journal	9. National Herald	9. Hindustan Times
10.	Searchlight	10. Hindustan Times	10. National Herald
11.	Mail	11. Deccan Herald	11. Amrita Bazar Patrika
12.	Hindustan Times	12. Patriot	12. The Statesman
13.	Deccan Herald	13. Amrita Bazar Patrika	13. Marine Times (Fortnightly)
14.	Financial Express		14. Economic Times

1	2	3
15. Indian Nation		15. Employment News (Weekly)
16. Pioneer		
17. Tribune		
18. The Statesman		
<b>II. HINDI (Dailies)</b>		
1. Hindustan	1. Milap	1. Hindustan
2. Vyaparbharti		2. Nav Bharat Times
3. Nav Bharat Times		3. Milap
4. Milap		
<b>III TELUGU (Dailies)</b>		
1. Andhra Prabha	1. Andhra Patrika	1. Eenadu
2. Eenadu	2. Andhra Prabha	2. Andhra Prabha
3. Andhra Jyothi	3. Andhra Bhoomi	3. Andhra Patrika
4. Andhra Patrika	4. Andhra Jyothi	4. Vijayabhanu
5. Vijayabhanu	5. Eenadu	
<b>IV. MARATHI (Dailies)</b>		
1. Sakal		..
<b>V. MALAYALAM (Dailies)</b>		
—	1. Malayalam Manorama	..
<b>VI BENGALI (Dailies)</b>		
—	1. Anand Bazar Patrika	1. Anand Bazar Patrika

**Shipping Corporation of India's  
Correspondents in Delhi**

9221. SHRI RASA BEHARI BEHERA: Will the Minister of SHIPPING AND TRANSPORT be pleased to state the names of Central Government accredited correspondents on the mailing list of press releases of Shipping Corporation of India, through P.I.B. officials in Delhi Newspaperwise?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): The Shipping Corporation of India does not deal with any

correspondents. Press releases of the Shipping Corporation of India are distributed to the following Newspapers in Delhi and also P.I.B. in Delhi through their Delhi Office:—

1. News Editor Doordarshan.
2. News Service Departmental All India Radio.
3. Times of India.
4. Economic Times.
5. Hindustan Times.
6. Hindustan Hindi.
7. Indian Express.



8. Financial Express.
9. Statesman.
10. National Herald.
11. Patriot.

**Rehabilitation of Stateless Persons  
from Sri Lanka**

9222. SHRI CHIRANJI LAL SHARMA: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) steps taken or proposed to be taken for permanent settlement of stateless Indians in Sri Lanka; and

(b) whether Sri Lanka Government has agreed to set a panel for them?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI P. SHIV SHANKAR): (a) Under the Agreements of 1964 and 1974 between India and Sri Lanka, stateless persons of Indian origin in Sri Lanka are to be granted Indian or Sri Lankan citizenship. The Governments of India and Sri Lanka are continuing to grant citizenship of their respective countries to those who had applied before the expiry of the stipulated time frame of the agreements. In respect of the residual number of stateless persons, who had not applied for citizenship before 30-10-1981, the Government of India are in touch with the Government of Sri Lanka and we are confident that a comprehensive resolution of the question will be achieved, bearing in mind the desires of the persons concerned.

(b) Government are not aware of any "panel" to be set up by the Sri Lanka Government in this regard.

**Changing the Departure time of Sarvodaya  
Express from Ahmedabad**

9223. SHRI NAVIN RAVANI: Will the Minister of RAILWAYS be pleased to state:

(a) whether any request has been received regarding changing the de-

parture time of Sarvodaya Express from Ahmedabad for the benefit of passengers of 48 train; and

(b) if so, the action, taken by the Government thereon?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Yes.

(b) Consequent to increase in number of coaches hauled by 101/182 Ahmedabad-New Delhi Sarvodaya Express, its departure ex. Ahmedabad had to be preponed to absorb extra running time. As such, it is not possible to provide connection between 48 Up Viramgam—Vadodara passenger and 18 Dn Express at Ahmedabad.

**News item captioned "Adulteration  
High Prices and Shortages"**

9224. SHRI HARISH KUMAR GAN-GWAR: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to refer to the reply given to Unstarred Question No. 668 dated 20 August, 1981 regarding Adulteration, High Prices and Shortages and state:

(a) whether the suggestion "should Prevention of Food Adulteration Act be not amended to ensure that as far as possible samples be lifted from the manufacturers/wholesalers except when doubt exists about a retailed" contained in part (f) thereof has been examined; and

(b) if so, details thereof and if not, reasons thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI KUMUD-BEN M. JOSHI): (a) and (b). Adulteration of foods can take place at any stage from the production level to the consumer stage and hence amendment of Act in this respect is not considered desirable.

However, the State Governments have been advised to lay greater emphasis on checking the adulteration at the manufacturers, wholesalers or distributor level.

### Learners' Licence

9225. SHRI HARISH KUMAR GANGWAR: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) what is the procedure for issuing learners' licence and on which type of paper it is issued;

(b) whether it contains important road signals, basic driving rules and space for subsequent entries to be made therein;

(c) what steps have been taken to issue non-professional driving licences for life;

(d) whether Eye Test has been prescribed for professional drivers to be held at Government Hospitals only;

(e) what steps have been taken to issue Registration Books in booklet form with sufficient space for subsequent entries, durable folders for both the Registration book and the Driving Licence like the Passport; and

(f) whether Government propose to give publicity so that those who are desirous of getting their licences or registration books changed can do so?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI SITA RAM KESARI): (a) and (b) Learners' Licences are issued by the prescribed authorities in accordance with the M.V. Rules promulgated by the respective State Governments. It is generally a paper licence. Some State Governments do supply the road signals and other materials to the learners at the time of issue of licences.

(c) This is not under contemplation. However, there is a proposal to increase present validity, of 5 years to ten years.

(d) Present provisions provided for a medical report including an eye-test by any registered medical practitioner in a prescribed form.

(e) Registration Certificates and driving licences are given by some State Governments/UT Administrations, in durable Folders.

(f) By and large, all the vehicle-owners and licencees are aware of the procedure.

### Report of fact finding committee on National Adult Education Programme

9226. SHRI RAJESH KUMAR SINGH:

SHRI RAM VILAS PASWAN:

Will the Minister of EDUCATION be pleased to state:

(a) whether the fact finding committee on National Adult Education Programme has submitted its report to Government;

(b) if so, what are the main recommendations of the Committee; and

(c) whether the recommendations have since been considered by Government and if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRIMATI SHEILA KAUL): (a) Yes, Sir. The NAEP Review Committee has submitted its report to the Government.

(b) and (c) The recommendations of the NAEP Review Committee have been considered by an Empowered Committee. A statement of the main recommendations of the Review Committee is enclosed.

### Statement

Major recommendations of the Review Committee on the National Adult Education Programme:

(1) Adult Education should be an integral part of the basic Minimum Needs Programme.

(2) All illiterate persons of the age group 15—35 should be covered in the shortest time possible by a Programme of Adult Education.

(3) The content of the Programme should be deepened and widened.

(4) Sustained efforts should be made to link literacy with development.

(5) The Programme should be flexible and closely related to the needs of the learners and the local environment.

(6) Emphasis should be laid on the participation of women in the Programme.

(7) The Programme for the Scheduled Castes should pay attention to their special problems.

(8) The Adult Education Programme for the Scheduled Tribes should use tribal languages where necessary and pay special attention to their special cultural heritage and crafts.

(9) The involvement of Scheduled Castes and Scheduled Tribes should be emphasised. They should be made aware of the Government schemes for their amelioration and be enabled to utilise them.

(10) Special attention should be paid to the organisation of Adult Education Programmes for the physically handicapped.

(11) The National Board of Adult Education should be autonomous with the Union Education Minister as Chairman.

(12) If a wisely discriminating policy can be followed and steps taken to help Voluntary Agencies to improve their performance, these have the potentiality of making a significant contribution to the Adult Education Programme.

(13) The potential of the electronic media and film should be exploited for the Programme, involving INSAT, Films, Doordarshan and AIR.

(14) Steps should be taken to produce literature needed for post literacy and continuing education.

(15) The efficiency and quality of the programme should be a continuing concern.

(16) The community should be involved and the idealism, dedication and commitment of the people, especially the youth should be harnessed.

#### Drop out at primary/middle stage

9227. SHRI M. V. CHANDRASHEKARA MURTHY: Will the Minister of EDUCATION be pleased to state:

(a) whether the main reason for huge drop out rate in class I to VIII is the knowledge oriented bookish curriculum for elementary education prepared at the State Headquarters by Academicians;

(b) if so, whether at present 5 projects in primary education have been taken up in experimental phases; and

(c) if so, to what extent these projects have been completed?

THE MINISTER OF STATE OF THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRIMAT SHEILA KAUL):

(a) to (c) The reasons for the problem of drop-out are mainly socio-economic. Various measures have been taken to reduce drop-outs. One of them is an attempt to relate education to the local situation and life-needs.

The five projects in reference are Unicef-assisted, innovative projects intended to demonstrate the efficacy of new ideas/techniques. There is no fixed time-limit to be adhered to or specified targets to be achieved. Based on the experience of implementing the experimental projects, States/UTs are expected to pick up the new ideas/techniques for wider adoption in the existing system.

**Wheels and axle plant at Bangalore and the component workshops in Patiala**

9228. SHRI TARIQ ANWAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether the funds paucity has hit the wheels and axle plant at Bangalore and the component workshop in Patiala;

(b) whether it is also a fact that the commissioning of these projects is now very much delayed instead of their earlier expected production in October 1982; and

(c) whether Government are considering to allot some funds to complete these projects earlier to reduce imports and save foreign exchange which is to the tune of about Rs. 40 to 50 crores?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) and (b). No.

(c) Fund allocation has been made on the basis of requirements of all the different projects within the total availability of funds.

**Shortage of accommodation in the Capital for players visiting Asiad, 1982**

9229. SHRI SATYAGOPAL MISRA: Will the Minister of EDUCATION be pleased to state:

(a) whether there is any possibility of the shortage of accommodation in the capital for the players, officials and visitors during the Asiad 1982; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRIMATI SHEILA KAUL): (a) No, Sir.

(b) Does not arise.

**Selling of properties of Indians by Bangladesh**

9230. SHRI SONTOSH MOHAN DEV: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether it is a fact that Bangladesh Government is selling property of Indian citizens without settlement of their claims under the Enemy Property Law; and

(b) the steps Government of India propose to take in the matter?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI P. SHIV SHANKAR): (a) Government have not received any reports in this regard.

(b) Does not arise.

**Nationalisation of Salkia and Port Unit of Hooghly Docking and Engineering Company**

9231. SHRI KRISHNA CHANDRA HALDER:

SHRI AJIT BAG:

Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether the attention of the Government has been drawn to the question of nationalisation of the Salkia and Port Unit of the Hooghly Docking and Engineering Co.;

(b) if so, the details in this regard.

(c) steps taken by the Government thereon; and

(d) if not, the reasons therefor?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PAIL): (a) and (b). Representations have been received requesting nationalisation of Salkia Unit and Port Engineering Works of Hooghly Docking and Engineering Company Limited.

(c) and (d). Various alternatives regarding the future of the company are being examined.

MR. SPEAKER: I am honoured to carry out my assurance to the House.

SHRI CHANDRAJIT YADAV: When the report is not there, on what will you allow the discussion? My information is that the Cabinet has postponed.

MR. SPEAKER: Whatever they have done, I do not know. But, I will allow you a discussion if they do not put it.

श्री राम विलास पासवान : मुश्किल में 10 दिन पार्लियामेंट और चलेगी ।

अध्यक्ष महोदय : आप डिस्कशन में विलेनने दिन लगायेंगे ?

श्री राम विलास पासवान : डिस्कशन किम चीज पर? मैंने नोटिस दिया है कि सरकार क्यों नहीं पेश कर रही है? आप सरकार का टाइम बाउन्ड कीजिये ।

(व्यवधान)

अध्यक्ष महोदय : आप बिना बजह टाइम राया कर रहे हैं ।

I do not agree.

श्री चन्द्रजीत यादव : काका कानूनकर रिपोर्ट का क्या हद हुआ? वही हद इस मंडल कमीशन रिपोर्ट के दार में होगा ।

DR. KRUPASINDHU BHOI (Sambalpur): I have given a Calling Attention on 'Dropped Drugs'. I have given the Calling Attention on the basis of a news item which appeared in 'The Hindustan Times' (Sunday) stating that dropped drugs worth hundreds of crores of rupees have been canalised to India.

(व्यवधान)

श्री राम विलास पासवान: आप कैसे कहते हैं कि इतनी तारीख क्यों होगा? (व्यवधान) क्या आप गवर्नमेंट को हायरेंस कर रहे हैं कि इस डेट तक रिपोर्ट रखें ?

श्री चन्द्रजीत यादव: अध्यक्ष महोदय, यह बहुत ज्यादाती होगी अगर इस तरह आप बाई-पास करोगे तो ।

12.20 hrs.

श्री राम विलास पासवान : (हाजीपुर) : अध्यक्ष महोदय, मैंने नोटिस दिया है, पार्लियामेंट 6 तारीख तक चलेगी । बी. पी. मंडल कमीशन की रिपोर्ट के सम्बन्ध में सरकार ने कहा है कि हम रखेंगे । पार्लियामेंट का सेशन अब खत्म होने वाला है, मैं आपसे आग्रह करूंगा कि हमने नोटिस दिया है डिस्कशन के लिये, आप डिस्कशन करवाइये । यह सरकार जान-बूझकर बी. पी. मंडल कमीशन की रिपोर्ट नहीं रख रही है ।

अध्यक्ष महोदय : आप मंत्री बात मूनिषे ।

श्री रामावतार शास्त्री (पटना): आप कोई तिथि का एलान कीजिये ।

श्री चन्द्रजीत यादव (आइमगढ़) : अध्यक्ष महोदय, आप इस पर कुछ कह रहे हैं ।

अध्यक्ष महोदय : मैं इतनी बात कहना चाहता हूँ कि मैंने आपको एड्यार किया हुआ है कि अगर यह नहीं करोगे तो

I will allow a discussion on the floor of the House before this Session adjourns.

श्री राम विलास पासवान : 6 तारीख को सेशन खत्म होने जा रहा है ।

अध्यक्ष महोदय : एक तो खत्म हो जाये, तो इसमें क्या ?

(व्यवधान)

श्री राम विलास पासवान: 6 तारीख को सेशन खत्म होने वाला है । 6 तारीख तक सरकार नहीं लाती है तो क्या 7 को आप डिस्कशन करवायेंगे?

अध्यक्ष महोदय : नहीं, मैंने आपको एक आश्वासन दिया है ।

SHRI CHANDRAJIT YADAV: When the report is not there, on what will you allow the discussion?

श्री राजभाष सीनकर शास्त्री (सदैपुर): यह सरकार बिल्कुल अपमान इस सदन का कर रही है।

(व्यवधान)

अध्यक्ष महोदय: आप बात मूनीये, अगले हफ्ते का बिजनेस पेश हो गया है हाउस में।

(व्यवधान)

अध्यक्ष महोदय: आप किसी बात को सुनते तो हैं नहीं बिना वजह बात करते हैं।

एक माननीय सदस्य: आपने आश्वासन दिया है।

अध्यक्ष महोदय: मैं आपको निवेदन कर रहा हूँ, आप सुनते नहीं हैं। इस तरह भगडा करते जायें, उसका कोई अर्थ नहीं है। कुछ तो न्यायमयत बात होनी चाहिये।

मैंने एक बात कही है कि चाहे सत्रावसान कब हो जायें, लेकिन उससे पहले आज ही रात को डिस्कशन होगा, मंगल एश्योरेंस है।

श्री चन्द्रजीत ठीरथ: रिपोर्ट नहीं होगी तो डिस्कशन किस बात का होगा?

12 03 hrs.

#### PAPERS LAID ON THE TABLE

STATEMENT FOR DELAY IN LAYING THE ANNUAL REPORT OF COCHIN SHIPYARD LTD. FOR 1980-81

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): I beg to lay on the Table A statement (Hindi and English versions) showing reasons for delay in laying\*\* the Annual Report of the Cochin Shipyards

Limited for the year 1980-81. [Placed in Library. See No. LT-3990/82.]

STATEMENT FOR DELAY IN LAYING THE ANNUAL REPORT AND AUDIT REPORT OF CENTRAL INSTITUTE OF HIGHER TIBETAN STUDIES VARANASI FOR 1980-81, REVIEW ON AND ANNUAL REPORT OF INDIAN INSTITUTE OF MANAGEMENT CALCUTTA FOR 1980-81 AND STATEMENT FOR DELAY AND ANNUAL ACCOUNTS OF REGIONAL ENGINEERING COLLEGE, KURUKSETRA FOR 1980-81

THE MINISTER OF STATE OF THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRIMATI SHEILA KAUL): I beg to lay on the Table—

(1) A statement (Hindi and English versions) showing reasons for delay in laying@ the Annual Report and Audited Accounts of the Central/Institute of Higher Tibetan Studies, Varanasi, for the year 1980-81. [Placed in Library. See No. LT-3991/82.]

(2) (i) A copy of the Annual Report (Hindi and English versions) of the Indian Institute of Management, Calcutta, for the year 1980-81.

(ii) A copy of the Review (Hindi and English versions) by the Government on the working of the Indian Institute of Management, Calcutta, for the year 1980-81.

(3) A statement (Hindi and English versions) explaining reasons for not laying the Annual Accounts of the Indian Institute of Management, Calcutta, for the year 1980-81 within the stipulated period of nine months after the close of the Accounting year. [Placed in Library. See No. LT-3992/82.]

\*\*Annual Report of the Cochin Shipyards Limited for the year 1980-81 was laid on the Table on 15th April, 1982.

@Annual Report and Audited Accounts of the Central Institute of Higher Tibetan Studies, Varanasi, were laid on the Table on 25th February, 1982.

(4) A copy of the Annual Accounts (Hindi and English versions) of the Regional Engineering College, Kurukshetra, for the year 1980-81 together with Rudit Report thereon, [Placed in Library. See No. LT-3993/82.]

**DELHI MOTOR VEHICLES (FIRST AMENDMENT) RULES, 1982 AND STATEMENT FOR DELAY**

**THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL):** I beg to lay on the Table—

(1) A copy of the Delhi Motor Vehicles (First Amendment) Rules, 1982 (Hindi and English versions) published in Notification No. SECE 3,30) Tpt./81 in Delhi Gazette dated the 1st March, 1982, under sub-section (3) of section 133 of the Motor Vehicles Act, 1939.

(2) A statement (Hindi and English versions) showing reasons for delay in laying the above Notification. [Placed in Library. See No. LT-3994/82.]  
*Annual Report of National Academy of Medical Sciences (India), New Delhi for 1980, Annual Accounts of National Academy of Medical Sciences (India), New Delhi for 1979-80 and Statement for delay.*

**THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI KUMUDBEN M. JOSHI):** I beg to lay on the Table

(1) A copy of the Annual Report (Hindi and English versions) of the National Academy of Medical Sciences (India), New Delhi, for the year 1979.

(2) A copy of the Annual Accounts (Hindi and English versions) of the National Academy of Medical Sciences (India), New Delhi, for the year 1980-80 together with Audit Report thereon.

(3) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) and (2) above. [Placed in Library. See No. LT-3995/82].

**अध्यक्ष महोदय:** आश्वासन यह था कि रिपोर्ट को हाउस के टेबल पर रखा जाएगा।

**श्री चन्द्रजीत शाह:** हम चाहते हैं कि वह रखी जाए।

**अध्यक्ष महोदय :** आश्वासन यह था कि इस रिपोर्ट को अवश्य सदन के टेबल पर रखा जाएगा। बाकी बाद में देखेंगे।

**श्री चन्द्रजीत शाह:** यदि गवर्नमेंट मंडल कमीशन की रिपोर्ट सदन में पेश नहीं करेगी, तो बहस फिर किस चीज पर हांगी? बहस के लिए जरूरी है कि रिपोर्ट पेश की जाए।

we want to discuss the recommendations. It is not only that the Report should be placed.

**MR. SPEAKER:** The Home Minister's assurance is there. I have that assurance with me. It is on record.

**SHRI CHANDRAJIT YADAV:** Will you find out from the Home Minister?

**MR. SPEAKER:** Yes I will.

**SHRI CHANDRAJIT YADAV:** The Cabinet has taken a decision not to place it. (Interruptions) The Cabinet has postponed the discussion on the Report.

**DR. SUBRAMANIAM SWAMY (Bombay North East):** On a point of order. I would like to bring to the notice of the House that, on the Prime Minister's visit to Saudi Arabia, the House has not been taken into confidence. The papers are speculating that there is a change in foreign policy...

**MR. SPEAKER:** No speculation is allowed here.

**DR. SUBRAMANIAM SWAMY:** Should not the House be taken into confidence.

(Interruptions)

**MR. SPEAKER:** No. Not allowed.

(Interruptions)

श्री रामावतार शास्त्री (पटना): अध्यक्ष महोदय, कल दिल्ली में कपड़ा मजदूरों ने एक दिन की हड़ताल की। उनपर लाठी-चार्ज किया गया और गुंडों ने उनपर हमला किया।

MR. SPEAKER: No question. Mr. Bhogendra Jha.

DR. SUBRAMANIAM SWAMY: It has always been the practice that every time the Prime Minister had gone abroad and come back, the House has been taken into confidence. Why are you blocking Parliamentary conventions? Parliamentary conventions cannot be flouted in this way. She should make a statement.

MR. SPEAKER: Whenever there is anything, they do come forward.

DR. SUBRAMANIAM SWAMY: Parliament is taken for a ride...

MR. SPEAKER: It is never taken for a ride.

DR. SUBRAMANIAM SWAMY: When Parliament is in session, the Prime Minister, when she had gone abroad and come back, should inform the House. Why should not the Minister of Parliamentary Affairs give an assurance that such a statement will be forthcoming? Every time Mr. Morarji Desai went abroad, he made a statement after coming back.

MR. SPEAKER: Call-Attention. Mr. Bhogendra Jha.

### CALLING ATTENTION TO A MATTER OF URGENT PUBLIC IMPORTANCE

REPORTED DISCOVERY OF AIR FORCE ROCKETS IN LIME STONE WAGONS FOR BOKARO, IN COAL WAGONS AT NAGALIA SADAT AND IN GAYA AND SEIZURE OF EXPLOSIVES AT DHANBAD

SHRI BHOGEN德拉 JHA (Madhubani): Sir, I call the attention of the hon. Minister of Defence to the following matter of urgent public importance and re-

quest that he may make a statement thereon:—

“Reported discovery of Air Force rockets in lime stone wagons for Bokaro Steel Plant, in coal wagons at Nagalia Sadat Railway Station between Bareilly and Moradabad and in Gaya and seizure of explosives in a hotel at Dhanbad, Bihar.”

THE MINISTER OF DEFENCE (SHRI R. VENKATARAMAN): Mr. Speaker, Sir, On 27-3-1982, a consignment of life expired rockets and rocket pods packed in boxes was booked by an Air Force unit from Alipur-Duar Railway Station to Amla Junction. These rockets together with pods were consigned to the Amla Depot of the Air Force for re-conditioning of the life expired rockets. Three airmen were detailed as escorts for this wagon.

The wagon containing the above consignment reached Gaya Station at 2000 Hrs. on 11-4-82 and left Gaya at 2040 Hrs. with train No EC 37 UP and reached Mughal Sarai on the morning of 12-4-82. At Mughal Sarai, one of the doors of the wagon was found opened. The wagon was accordingly detained at Mughal Sarai for check of the contents. A team of Air Force officers who proceeded to Mughal Sarai found five boxes containing 56 rockets and 2 rocket pods missing from the consignment.

Separately, following reports were received in regard to discovery of Air Force rockets at different places:—

(i) On the night of 11/12-4-82, a train with wagons containing lime stone booked to Bokaro Steel Plant had passed Gaya. On its arrival at Bokaro Steel Plant while unloading in the morning of 13th April, 1982, it was found that 9 of its wagons contained one rocket each. On receipt of this information, a team of armament experts from the Air Force went to Bokaro and identified these rockets. The rockets were defused as a safety measure and brought to an Air Force Station for safe custody. These rockets were from amongst those found missing from the wagon at Mughal Sarai.



[Shri R. Venkataraman]

(ii) Another train had reached Gaya Junction after the departure of the train which carried the Air Force rockets consignment. This train was escorted by the Railway Protection Security Force (RPSF). According to information received from the Railway authorities, this train was attacked by some criminals and in the process, RPSF had fired two rounds in self defence. On search of the area, some iron rods were found and on further search, 24 rockets and one empty rocket pod were also found from different places at Gaya. Subsequently, 4 more rockets are also reported to have been recovered by civil police at Gaya. An Air Force Officer has been detailed to identify these rockets and take charge of them. His report is awaited.

(iii) On 15-4-82, 13 rockets were recovered from a coal wagon of a goods train at Nagaria Sadat Railway Station between Bareilly and Moradabad. The wagon had left Mughal Sarai in the afternoon of 13-4-82 attached with train No. EC 25 UP (Bhatinda Special). An officer of the Air Force has identified these rockets and they have been brought to an Air Force Station for safe custody.

While formal confirmation from the Air Force authorities about the identity of the rockets found at Gaya is still awaited, it appears that these rockets also formed part of the consignment in which shortages were discovered at Mughal Sarai. Of the 56 rocket and 2 rocket pods found missing, 50 rockets and 1 rocket pod would then be accounted for. The remaining 6 rockets and 1 empty rocket pod are being traced by the Railway authorities. Cases have been registered by the civil railway police and investigations are underway at all the places where these incidents took place. One individual has been arrested by the Government Railway Police (GRP).

A Court of Inquiry has been ordered by Air Hqrs. to investigate into the incident.

As regards the reported discovery of detonators and safety fuses at a hotel in Dhanbad, it has been verified that these stores do not belong to the Defence Services. Information has been received from the Government of Bihar that on a raid conducted at Raj Hotel, Dhanbad, on 15-4-1982, 24 boxes of detonators and 2 boxes of safety fuses were recovered from the hotel and one individual has been arrested.

SHRI CHANDRAJIT YADAV (Azamgarh): I want to raise a point of order. Many of us have given notice of this. Unfortunately, according to the rules, only five members can ask the questions. This is a serious matter to be dealt with in Calling Attention. I would request you that you should allow a formal discussion in this House. National security is involved. You see rockets going in different directions and in different trains, in coal, in iron ore and in different places. This is a very serious matter. For the first time in independent India this kind of lapse has been found. Therefore, I would request you to allow a special discussion.

MR. SPEAKER: Let us see if anything remains.

श्री राम विस्माल पासवान (हाजीपुर) : अध्यक्ष महोदय, मेरा दूसरा प्वाइंट आफ आर्डर है। धनवाद होटल के बारे में मंत्री जी ने कहा है कि रक्षा मंत्रालय से वह सम्बन्धित नहीं है। माननीय मंत्री जी उस का जवाब नहीं दे पाएंगे। तो धनवाद होटल में जो राकेट निकला है उसके लिए आप होम मिनिस्ट्री को रेफर कीजिए।

MR. SPEAKER: Let us see.

SHRI CHANDRAJIT YADAV: Rockets were found in hotels and in different rooms.

MR. SPEAKER: Let us see what happens.

SHRI BHOGEN德拉 JHA: The Minister has very innocently narrated a few incidents connected with the missing of the rockets which as he said, were outdated. In two ways we are all concerned with it. One is that these

rockets were from the Air Force and are required for the defence of our country. Another question is whether the rockets were outdated or as reported in some of the papers, only the igniters were outdated and not the rockets. And if the igniters were outdated they can be again reconditioned for use. In such a situation, Sir, when fiftysix rockets and two rocket pods were missing at Mughal Sarai, naturally, the whole country would like to know what steps were immediately taken to trace out those 56 rockets and two rocket pods just after they were found missing at Mughal Sarai.

12.15 hrs.

[MR. DEPUTY-SPEAKER in the Chair]

The Minister's reply is silent on that point and, yet, the country does not know from newspapers and other sources what specific steps were taken immediately after they were found missing in Mughal Sarai. In quick succession within one week, at these places, nine rockets, one each in a bogie of limestones, were found. How, at one place, 9 rockets could find their way to Bokaro in limestone wagons and what for they placed—one in each box of the limestones and not all together?

They again, 24 rockets were discovered at Gaya and they were with stones with a gang of criminals. When the criminals were pursued, in that hot pursuit, the Railway Protection Force came into possession 24 rockets and four more rockets later. So, 28 rockets were discovered at Gaya.

Again, Sir, on 15th April, 13 such rockets were located at Nageria Sadat in coal wagons. With regard to the Hotel at Dhanbad, again, the matter is not to be brushed aside. It may not concern the Defence Ministry. Huge explosives were found in that Hotel which are sufficient to explode the whole of Dhanbad City. We would like to know how they were found there, how they were discovered and what was the motive behind that. It was first reported that 235 dynamites were recovered at

Gaya. Again, Sir, in a colliery at Gopinathpur in Bihar, a huge quantity of explosives were discovered. All these were discovered in Gopinathpur—Bihar.

The law and order situation in Bihar need no need by me here. Nor is this the point under discussion to-day. In Bihar, we have got a very incapable and very inefficient administration who are totally unconcerned with these things which concern the country and our people. Only in one respect it is efficient, that is, in shooting down the people, the poor people. In my own district—Madhubani—six agricultural labourers were shot dead recently on 3rd of April but not a single Police Officer had been arrested or even suspended. All these things were located in Bihar; all these concern the defence of our country. I would certainly like to know from the Defence Minister this. His statement clearly states that 56 rockets and 2 rocket pods were spotted by the Air Force men which were lost in transit at Mughal Sarai. What about those who were escorting these rockets? What happened to them? Were they spotted out? If so, what action was taken thereafter? Why only nine out of 56 rockets were taken to Bokaro? What was the motivation behind it? What was the motive to put one rocket in each of the wagons behind the 13 rockets found at Bokaro Steel Plant? What was the motivation behind the 13 rockets found at Nageria in the coal wagons and 28 rockets found at Gaya? According to the statement, some criminals attacked the train at Gaya and in that process, the rockets were found from different places at Gaya. What would have happened if the criminals would not have attacked? Further, of the 56 rockets, only 50 rockets have been recovered. Certainly, the country would like to know, what happened to those six rockets. Are they still untraced? Or is it that the Defence Minister is again waiting for some criminals to become active, or for some theft to take place, when these rockets may be located? The Air Force with the help of the Home Ministry should have made an all-out effort to locate them.

[Shri Bhogendra Jha]

The whole country is very much concerned that such sophisticated weapons required for our defence are found here and there, at several places, mostly in Bihar, and at one place in U.P. in a railway wagon. Is it all about such losses, or more such weapons from our Air Force and other sections of our Defence Forces are getting lost? Certainly, the country would like to know whether they have found their way in the hands of our country's enemies. We would certainly like to know, whether the Government of India, particularly the Defence Ministry, are capable of safeguarding the interests of the country in the context of the situation in which we are placed, and whether they are capable of ensuring proper custody of our armament, weapons etc. required by our Services.

Uptil now, not a single rocket has been located by the Defence Services or the Government of India by their own efforts; it was just by chance that these were located. Some labourers discovered them at Bokaro, some others located at Gaya, and Nataria. This is how these were discovered. In such circumstances, the failure of the Government in safeguarding the interests of the country, is nakedly clear before the country.

As far as national security is concerned, we are surrounded by hostile forces on our frontiers in the west, partly in the east, and mostly in the south in the Indian Ocean. We are in such a situation. It seems as if the Government sitting over there is finding itself totally incapable of safeguarding our interests and taking the country into confidence with regard to its safety.

I would like to know, what the Government, particularly the Defence Ministry has been doing. Why could they not locate even a single rocket themselves? What about the six rockets still untraced? What efforts have been made, and what action taken against those found responsible for the loss of rockets?

SHRI R. VENKATARAMAN: Mr. Deputy-Speaker, Sir, I share the concern of the House in respect of the unfortunate incident that has occurred. In fact, a wagon load of outdated and time-barred rockets—but still they are defence equipment, and have got the highest priority—was sent for reconditioning to another Air Force station for the purpose of making them usable. On the way, at Gaya, it appears to have been tampered with, and that is how the rockets got into the Bokaro wagons etc. otherwise, it cannot happen. Somebody must have tampered with the wagon and taken them out at Gaya.

DR. KARAN SINGH (Udhampur): It was obviously done by somebody who know as to what was happening? —

SHRI R. VENKATARAMAN: I am not sure; I cannot venture a hypothesis. It appears to me that probably some person thought that it contained valuables, but when he found that it has nothing, he had somehow to dispose them of and he put the rockets at various places. That can be one explanation, but I am not sure about it. But the way in which it has occurred shows that somebody, who wanted to loot a train and get some valuable, for himself, struck on this wagon and had taken out the boxes; and when opened and found that they contained rockets and parts, apparently he had to dispose of in some form or the other.

The question was asked what steps had the Government taken immediately. Immediately the Air Force despatched its officers to go and examine the position. The entire force of the Government—the Railways, the local police, everybody—was on the track. The Hon. Member seems to think that Government means only the Defence Ministry. The Railways also are part of the Government; the police are part of the Government; the Bihar Police also are part of the Government. All these were set in motion—Air Force, the Bihar Police, the Railway Police, the Railway Protection Force everybody.

DR. SUBRAMANIAM SWAMY (Bombay North East): Only the thieves should not be part of the Government.

SHRI R. VENKATARAMAN: It used to be with you, Sir. I am sorry you seem to remember your things very well.

DR. SUBRAMANIAM SWAMY: I didn't do it.

SHRI A. K. ROY (Dhanbad): Are you personally aware before it was discovered in Bokaro?

MR. DEPUTY-SPEAKER: Let the Minister reply.

SHRI R. VENKATARAMAN: Personally, me? Of course, not.

SHRI A. K. ROY: That means it would not have come to light.

SHRI R. VENKATARAMAN: No arguments please. Everybody knows that the Minister has a constitutional responsibility. If anything goes wrong, I will resign. I have the constitutional responsibility. Whether I know it or not, but this is a question without any meaning.

SHRI INDRAJIT GUPTA (Bashirhat): He is asking whether you came to know of the incident only from the newspapers.

SHRI R. VENKATARAMAN: No. That is not what he said.

SHRI A. K. ROY: That is the point. It was not a small incident. The Minister should have known it.

MR. DEPUTY-SPEAKER: Please sit down.

SHRI R. VENKATARAMAN: The moment the Air Force noticed that something was missing, the Air Force sent its Officers there immediately, because they wanted to know how much was missing. For instance, the wagon was loaded with 35 large cases each containing a pod of 19 rockets and then 87 small boxes containing six rockets each. Out of that some have been

missing. Therefore, it has to be identified. The first thing we did before anything appeared in the newspapers or anywhere, was that the Air Force people were sent there.

The question is whether the Government did anything. I say the Railway police were immediately on action and it was discovered on the same night of the 12th-13th of April.

What happened was the ammunition train passed Gaya. Then four hours later another train passed Gaya. Some people attacked the next train. The Railway Protection Force opened fire and when they opened fire, they ran. Immediately they went and searched the place. They found some iron rods and they also found these things strewn. Therefore, it was found immediately. Perhaps the other people got to know about it later. Now the action that was taken was....

(Interruptions)

MR. DEPUTY-SPEAKER: Please listen to him, then you can put your questions further. You have raised some points. Has he not to reply?

SHRI A. K. ROY: He has no reply, Sir.

SHRI R. VENKATARAMAN: It is difficult to understand these things. The next point which he raised was why were nine rockets placed in Bokaro? How do I know? You must ask the persons who have placed the rockets.

MR. DEPUTY-SPEAKER: Nine is an auspicious number.

SHRI R. VENKATARAMAN: That one can see that the anxiety to dispose of was there on the part of the person. There were some lime-stone wagons staying there and they immediately transferred them to the lime-stone wagons....(Interruptions). If the man really wanted to cause any damage or sabotage, he had just placed it on the top of the limestone. He had no time even to insert inside it. I have photo-

[Shri R. Venkataraman]

graphs of the way in which it was placed. He had just thrown it on the top of the limestone.

The next question he asked was: how did the 13 go to Nagaria. The court of enquiry will find the exact situation; but it would appear that some boxes out of these, were stolen at Mughal Sarai, and when this gang found that it was not of any use to them, they throw it into other wagons. Otherwise, it is not possible to explain it. I have got the railway map. Everybody knows. One thing happened at Gaya, and the other thing happened at Mughal Sarai station. The coal wagon was not at Gaya. Therefore, there must have been two places at which the robbing or dacoity should have taken place. That is the inference; but people are investigating.

Then they asked the question whether the train was escorted. Yes; the Air Force people were escorting; and the rules with regard to escort are that every time the train stops, they will have to go, march and come back; and apparently, this must have been done—whether it was properly done or not, will be fully investigated. I can assure the House that if there is any lapse on the part of the escort, they will be dealt with appropriately.

DR. SUBRAMANIAM SWAMY: What kind of rockets?

MR. DEPUTY SPEAKER: Dr. Swamy, let the Minister reply to Mr. Jha.

SHRI R. VENKATARAMAN: Air Force rockets.

The next question was: what would have happened, had it not been discovered. It is a very serious matter. Certainly it could have been discovered, because when the tipler goes into the receptacle, I am told there is a sort of a net, and it would have been caught there. If it had not been caught, and if it had been carried....

SHRI A. K. ROY: rose

MR. DEPUTY SPEAKER: Mr. Roy, the Minister is replying to Mr. Jha.

SHRI R. VENKATARAMAN: The next question is: What if it passes. Then there are conveyor belts; and on the conveyor belts people are standing, to see whether there is any extraneous material getting in, or not. That is only for picking out boulders etc. Then there is another protection, viz., a magnet to take away the iron particles or iron pieces that might get in. So, one of these things would have really detected it. But, in spite of all these if it had gone in, certainly it would have exploded; but the chances are that it might not have happened.

The next question was asked about the detonators. I am sorry I have no information. As I said, detonators do not belong to Defence; and they are used, firstly, for the purpose of mining of coal and other things. We have no information on this. A separate question may be put to the Department concerned.

SHRI BHOGENDRA JHA: He has not replied correctly. On 11-12th April night, they were not in Mughal Sarai. Probably it was on the 14-15th April. For four days, the whole Government machinery could not find anything. The labourers located it at Bokaro.

SHRI R. VENKATARAMAN: Sir, this is incorrect, because on the night when they found, when the information came, the Air Force people went immediately and checked what has been lost. How does he say that till 14-15th April we did not know it?

MR. DEPUTY SPEAKER: Mr. Balasahab Vikhe Patil is not there. Now Mr. Nawal Kishore Sharma.

SHRI NAWAL KISHORE SHARMA (Dausa): Mr. Deputy Speaker, the subject of the calling attention for the day is a very serious one. In fact, it is not one solitary instance wherein theft of the defence material has been found or has been there. There are numerous cases where the defence material has been stolen either in transit or from the

ordnance factory. I have a series of newspaper reports indicating during the lost one year or less than that where the defence material has been found at various places. This generally happens during transit. This lead us to conclude that the defence arrangement for the transit of the defence material and ammunition is really not satisfactory.

If you permit, I can quote instances after instances; and in brief, I may like to refer to certain news items which have appeared in the various papers. There is a news item in the *Hindustan Times*, dated 4th September, 1981, wherein grenade was stolen from a wagon at Jabalpur; there is second news items in the *Indian Express*, dated 5th January, 1982, wherein ammunition was missing from army dump—a large quantity of sensitive material was stolen; there is third news item in the *Hindustan Times*, dated 13th May, 1981.

**SHRI R. VENKATARAMAN:** What is that?

**SHRI NAWAL KISHORE SHARMA:** This is regarding the sale of tanks. There is the fourth news item in the *Times of India*, dated 2nd February, 1982, wherein 34 police rifles and 1,300 cartridge missiles were missing. there is the 6th news item in the *Hindustan Times*, dated 30th July, 1981, wherein two boxes containing over 1000 bullets were missing from a stable wagon in one Yard of the Eastern Railway; there is the 6th news item in the *Hindustan* dated 7th August, 1981, wherein ammunition boxes were found on a track which were found to be belonging to the army; there is the 7th news item in the *Statesman*, dated 13th August, 1981, wherein 83 grenades were stolen which were belonging to the Indian army, not one.

There are many instances as reported in the Press; and so far as my information goes, these reports have not been contradicted. Therefore, this is not a simple question of a solitary instance; and I am sorry to say this; I have all the regards for Mr. Venkataraman, but the way he has taken this incident so

lightly, I am sorry to comment like that. He has said, it might be a case of somebody stealing, taking it to be a precious material and then in a hurry placing one rocket each at one wagon. This never happens. Whenever a man steals anything taking it to be a precious material—I can think that can happen—but then he would not place it like one rocket at one wagon; he would dump it at one place; he would leave it there. Why would he try to place it? There is no logic in placing one rocket at one wagon and then in different trains. (*Interruptions*) I am not concerned with regard to hotels. But I take very serious note and I would like the Minister to take a serious notice of the fact that these wagons, whether of limestone or coal, were bound for Bokaro, a prestigious steel plant of India and this connotes, or denotes, that there is a suspicion... (*Interruptions*).

**SHRI CHANDRAJIT YADAV:** The Bokaro authorities themselves said that it was bound to explode the steel mill.

**SHRI NAWAL KISHORE SHARMA:** It is a very serious matter and I want the Minister also to take it seriously because Bokaro being a prestigious steel factory, the biggest steel factory in India, there may be attempts by some unscrupulous elements or some persons who are interested in creating a climate of instability; and those persons or unsocial elements who are interested in creating disorder in this country, might be interested increasing an impression in the country by creating disorder at the biggest steel mill of this country. So, with all respect to Mr. Venkataraman I would say that the matter is not so simple. Thefts of ammunition have been going on; and no effective steps have been taken by the Ministry. No effective steps are there. Why is it that in spite of so many repeated theft cases strong action or sufficient precautions have not been taken when Defence material is sent by the Railways? And, if it has not been done, what is the Ministry's thinking now? Whenever Defence material is transmitted by the Railways, will adequate precautions be taken to ensure that no theft occurs?

[Shri Nawal Kishore Sharma]

The second point is the location of the rockets in the coal and limestone wagons. This question requires a thorough probe. The Army or the civil Police would not be in a position to coordinate the whole affair. There may be different versions as it usually happens, and every Department tries to save its own skin. Therefore, they may try to pass on the buck to the other one. Therefore, in these circumstances, when the matter is so serious, I would like to know from the Minister whether he is prepared to hold a C.B.I. inquiry into the whole incident,

DR. SUBRAMANIAM SWAMY:  
Military!

SHRI NAWAL KISHORE SHARMA:  
Even if it is military, I agree.

DR. SUBRAMANIAM SWAMY: They have military intelligence, separately.

SHRI NAWAL KISHORE SHARMA:  
I would like the report of the inquiry to be published or at least to be placed on the Table of the House so that the country knows the true facts of the case.

SHRI R. VENKATARAMAN: Sir, apparently, the hon. Member has not read my answer. I stated in the answer that inquiries are already afoot, that the Police, the Railway authorities, the Army, the Defence Department, all of them are now very seriously engaged in unearthing this.

SHRI NAWAL KISHORE SHARMA:  
I have not denied it. I have only asked for a C.B.I. inquiry.

SHRI R. VENKATARAMAN: Defence includes Defence intelligence. And we are investigating through the Defence Intelligence officers also. He read out a long list of losses and thefts. There have been some thefts, grenades or some ammunition have been stolen. There have been certain instances of stealing somewhere. This is a case in which a Railway wagon has been broken open in transit and therefore it has caused us a great deal of concern. Even before this

incident, the Department has constituted a Committee to go into the question of safety of the ammunition in transit. One of the suggestion under consideration is whether we should not use containerised wagons for the transport of defence equipment. The containerisation is so effective that it cannot be opened. It will be put in one place and opened at the other place. Instead of using ordinary wagons, we can use that one. That is one of the suggestions that is very seriously being considered.

Then he asked the attitude of the Government to these losses. Certainly, our attitude is that we deeply regret that such incidents occur. We try to avoid this as much as possible. We also take preventive action. And the preventive action is what we have suggested now to see that there is no further incident of breaking open the wagons in the way.

All that I have said is that the whole report of the Court of Inquiry by the Defence as well as other investigations by the Railways, by the Police and all that will throw up the correct picture. We are not saying that this is a very small incident or a negligible incident and no action need be taken. I have never said that. But people presumed that I have said this thing and began to criticise the Government. I only point out that a very serious note has been taken and everything possible is being done. There is no cause to worry that the defence is, in any way, jeopardised.

MR. DEPUTY-SPEAKER: Shri Pius Tirkey—He is not there. Shri Chintamani Jena—He is also not there.

SHRI CHANDRAJIT YADAV: I again demand that there should be a full discussion on this.

MR. DEPUTY-SPEAKER: We will go to the next item. I conduct the House according to the rules.

SHRI CHANDRAJIT YADAV: You can conduct the House according to the Rules but you have to listen to the suggestions also. What do you mean by saying, conducting the House according to the rules?

MR. DEPUTY-SPEAKER: You can give notice.

SHRI CHANRAJIT YADAV: I am saying that three members are absent and that you must allow a proper discussion.

MR. DEPUTY-SPEAKER: You please give notice. You are also a Chairman.

SHRI CHANDRAJIT YADAV: I will give notice but I request you to have a full discussion on this issue.

MR. DEPUTY-SPEAKER: I am sorry. You can give notice. Do not create a wrong precedent in the House. You give notice and it will be considered by the Speaker.

SHRI RATANSINH RAJDA (Bombay South). This is a very serious matter; you please consider it.

## BUSINESS ADVISORY COMMITTEE

### TWENTY NINTH REPORT

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS AND DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI P. VENKATASUBBAIAH): I beg to move:

"That this House do agree with the Twenty-ninth Report of the Business Advisory Committee presented to the House on the 21st April, 1982."

DR. SUBRAMANIAM SWAMY (Bombay North East): I beg to move:

That for the original motion, substitute.

"That this House do agree with the Twenty-ninth Report of Business Advisory Committee presented to the House on 21st April, 1982 subject to the modification that 4 hours be allowed to the Customs Tariff (Amendment) Bill, 1982."

The customs tariff is a very important part of our policy instrument and only one hour has been allotted for it. I would like to say that today the customs tariff has become, say shall I say, fountain head of corruption in the country in view of the fact that our import export trade is about Rs. 15000 crores. A number of reports have appeared in press and elsewhere indicating that. So, the extent to which it has gone is highlighted in the "Sunday" April 4 issue, which says the following:

"The latest scandal in Bombay is the way the Bombay customs have held up consignments of imported polyester filament yarn meant for cotton textile mills, despite directives to the contrary from the Union Government."

The Union Government gave the directives but the Bombay Customs is doing something else.

"The customs collector, \*\* is a relative of the Reliance representative in Delhi, \*\* —no relation of mine.

"Customs collector \*\* relatives are employed by Reliance and last November there was a big party thrown by \*\* at Lonvala to celebrate \*\* birthday at which a large number of celebrities from Bombay were present."

What I am trying to tell you is that the Government sends an order and Bombay Collector, \*\* disobeys it. He employs the relatives in Reliance Textiles and becomes a beneficiary. These are the reasons why I am saying that four hours are required. I have nothing against Shri Venkatasubbaiah or \*\*. I want to know whether this is true. If it is true, it is stinking. The amount involved is Rs. 15,000 crores. This is how the customs tariff is being manipulated. So, I want four hours for the discussion of the Bill.



SHRI P. VENKATASUBBAIAH: If Dr. Subramaniam Swamy wants to take this occasion to mention about \*\* and the party and all that, I have no objection to that. But this is only an amendment to the Customs Tariff Act. The time has been discussed and allotted by the BAC. Since the Finance Bill is coming up, I would appeal to Dr. Subramaniam Swamy to make his contribution at that stage. He can mention whatever he wants at that stage.

DR. SUBRAMANIAM SWAMY: Will he give an assurance?

MR. DEPUTY-SPEAKER: I will go through the proceedings and see the names of the officials, who were mentioned. I will go through the proceedings.

DR. SUBRAMANIAM SWAMY: No, Sir. I am sorry. If you want me to mention....

MR. DEPUTY-SPEAKER: The name of any person, who is not a member of the House, shall not be mentioned.

DR. SUBRAMANIAM SWAMY: Can I mention Mahatma Gandhi's name?

MR. DEPUTY-SPEAKER: He is the father of the nation. His name has been mentioned umpteen times.

DR. SUBRAMANIAM SWAMY: You cannot strike out these names just like that. If you want the opposition to be helpful, in these matters you should not function in this way.

MR. DEPUTY-SPEAKER: The question is:

"That for the original motion, substitute.

That this House do agree with the Twenty-ninth Report of Business Advisory Committee presented to the House on 21st April 1982 subject to the modification that 4 hours be allotted to

the Customs Tariff (Amendment) Bill, 1982."

The motion was negatived.

DR. SUBRAMANIAM SWAMY: You cannot strike out whenever any names are mentioned. I have quoted from a report. They can say whether it is factually correct or not.

MR. DEPUTY-SPEAKER: I have not said I will strike off everything. I am conducting the deliberations of the House, according to the rules which, I am sure, the Professor would respect.

Now the question is:

"That this House do agree with the Twenty-ninth Report of the Business Advisory Committee presented to the House on the 21st April, 1982."

The motion was adopted.

20.45

#### MATTERS UNDER RULE 377

(i) OPENING OF A CONSTRUCTION OFFICE TO EXPEDITE RAILWAY PROJECTS IN ORISSA.

SHRIMATI JAYANTI PATNAIK (Cuttack): Sir, I would like to raise the following issue under rule 377. The construction of various railway projects have suffered a great set back in Orissa in the absence of a construction office of the Ministry of Railways in that State. Financial allocation has been made in 1980-81 for the construction of one of the important railway lines of the State i.e. the second phase work of Jakhpura-Banspani rail link between Baitari to Keonghar garh. But it is most unfortunate that the construction work has not yet been started though the 1981-82 financial year has completed.

The Ministry of Railway has undertaken the construction of a number of projects in Orissa. The 174 km Raygada-

Koraput railway line is one of them. The construction of this rail link within the time-bound programme is very necessary as the entire materials required for the construction of the world's biggest aluminium plant at Damanjodi in Koraput district of Orissa are proposed to be transported through this railway route. Another important project, Rs. 20 crore Mancheswar railway workshop, located at Orissa, is under construction. The offices of the Senior Engineers and other administrative offices for the Cuttack-Paradeep line and the Mancheswar railway workshop are located at Calcutta. The location of important offices outside the State causes great discontentment amongst local people, as the people connected with the construction activities have to travel to Calcutta for pursuing various matters. In the process, the construction work of the on-going projects are being delayed and cannot be completed before the target period.

The meaning of a Construction Office in Orissa will enable the details to expedite the completion of the project work. It will provide a great relief to the people connected with the various construction activities. Therefore, the opening of a Construction Office in Orissa deserves the special attention of the Government of India.

In view of this, I demand that a Construction Office of the Ministry of Railway should be opened in Orissa forthwith.

(ii) DELAY IN REPAIR OF THE STEPS OF QUTAB MINAR.

श्री तारिक अनवर (कटिहार): उपाध्यक्ष महोदय, काफी दिनों पूर्व क़ुतुब दुर्घटना की जांच करने वाले एक सदस्यीय जांच आयोग ने अपनी रिपोर्ट में सुझाव दिया था कि क़ुतुब की सीढ़ियों की मरम्मत कराई जाए तथा इसके अतिरिक्त भी कहीं अन्य सुझाव आयोग ने दिये थे। उक्त दुर्घटना में 45 व्यक्तियों की जानें गई थीं।

स्थिति की गंभीरता को देखते हुए प्रशासन द्वारा सीढ़ियों की मरम्मत के लिए

सम्भवतः 22 हजार रूपए स्वीकृत किए गए। यह भी जानकारी मिली है कि सरकार ने मरम्मत के लिए प्राथमिकता के आधार पर सीमेंट उपलब्ध कराया है किन्तु आज तक मरम्मत का कार्य प्रारम्भ नहीं किया गया है। ऐसा समाचार है कि जो सीमेंट इस उद्देश्य के लिए है उसके वितरण में अनियमितायें हैं। अनाधिकृत व्यक्ति वहाँ पर गाइड हैं और किताब बँच रहे हैं।

इस प्रकार का अर्न्तक कार्य करने वालों को दंडित तो किया ही जाना चाहिए, साथ ही इसके सही और पूरे तथ्य सामने आ सकें, इसके लिए यह आवश्यक है कि केन्द्रीय गुप्तचर विभाग द्वारा सारे मामलों की जांच कराई जाए। मैं मंत्री महोदय से यह भी अनुरोध करूँगा कि वे सदन को बतायें कि मरम्मत आदि के कार्य में विलम्ब के क्या कारण रहे और उसके लिए कौन अधिकारी दोषी है।

(iii) STEPS TO ARRANGE MORE POWER FOR RAJASTHAN FROM ADJOINING STATES.

श्री बृद्धि चन्द्र जैन (बाड़मेर): उपाध्यक्ष महोदय, राजस्थान प्रान्त को इस समय देश के सबसे बड़े विद्युत संकट का सामना करना पड़ रहा है। सन् 1980 में कृषि क्षेत्र में किसानों को दिन में 6 घंटे बिजली, सन् 1981 में घंटे बिजली और सन् 1982 में 4 घंटे बिजली मिलती थी और उस समय भी वह आंश मेंचाली करती थी। सन् 1980 में बड़े उद्योगों में 33 प्रतिशत कटाँती, सन् 1981 में 44 प्रतिशत कटाँती और सन् 1982 से 50 प्रतिशत से भी अधिक कटाँती की गई। वर्षा के दिनों में तीन से चार महीने तक लगातार 100-100 प्रतिशत कटाँती की गई। लघु उद्योगों में भी 30 प्रतिशत से 70 प्रतिशत तक कटाँती रही।

औद्योगिक उत्पादन में राज्य में सन् 1980 में 3500 करोड़ रूपये, सन् 81 में 45,00 करोड़ रूपये एवं सन् 82 में 6,000 करोड़ रूपये का नुकसान हुआ और कृषि क्षेत्र में रबी की फसल में 25 से 30 प्रतिशत कम पैदावार हुई और किसानों को करोड़ों रूपये की हानि हुई जिसके

[श्री वृद्धचन्द्र जैन]

कारण उसी भयंकर गरीबी और कर्ज का सामना करना पड़ रहा है।

विद्युत उत्पादन की कमी का मुख्य कारण कोटा अणु बिजली घर की दोनों इकाइयों का बार बार खराब होना और साल में अधिकांश महीनों में बन्द रहना है और इस समय भी दोनों इकाइयां बन्द हैं। मध्य प्रदेश सरकार का मतपट्टा में राजस्थान सरकार को उम्का हिसाब नहीं देना है और गांधी सागर में मध्य प्रदेश सरकार द्वारा भराव क्षेत्र में कई बांधों का बनाना और कम वर्षा का होना भी है।

राज्य को 180 से 220 लाख यूनिट प्रति दिन बिजली की आवश्यकता है जबकि केन्द्र सरकार द्वारा बदरपुर से बिजली की सहायता देने के उपरान्त भी 90 लाख यूनिट प्रति दिन बिजली मिल रही है।

अतः केन्द्र सरकार में निवेदन है कि वह कृषि एवं उद्योगों के विकास और विस्तार के लिए सिंगरौली से 30 लाख यूनिट प्रति दिन और गुजरात सरकार, जोकि विद्युत की दृष्टि में अच्छी स्थिति में है, 30 लाख यूनिट प्रति दिन लोन के रूप में दिलाया जाय ताकि राजस्थान जोकि चार वर्षों से भयंकर अकाल से प्रभावित है और जिसपर 340 करोड़ रुपये की बांवरड्राफ्ट है और जो बड़े उद्योग संकट से गुजर रहा है, इस संकटमय स्थिति को पार कर सके।

(iv) CENTRAL ASSISTANCE FOR CONSTRUCTION OF PALANA THERMAL POWER PROJECT IN RAJASTHAN.

श्री अशोक गहलोत (जोधपुर): उपाध्यक्ष महोदय, पिछले दो दशक से प्रस्तावित राजस्थानी के पलाना ताप बिजली घर के निर्माण का कार्य प्रारम्भ नहीं होने से पूरे प्रदेश में चिन्ता व्याप्त है क्योंकि पूरे प्रदेश का किसान, उद्यमी व आम उपभोक्ता स्थायी रूप से भयंकर विद्युत संकट से पीड़ित हो गया है। राजस्थान परमाणु बिजली घर की दोनों यूनिटें स्थायी रूप से बन्द हो जाने से लम्बे बर्से तक यह भीषण विद्युत संकट बने रहने की सम्भावना है।

पलाना (बीकानेर) में लिग्नाइट कोयले के विपुल भंडार हैं, उसमें कम से कम 50 वर्ष तक कोयला निकाला जा सकेगा। यहां के कोयले को जर्मन के विशेषज्ञों व जियोलाजिकल सर्वे आफ इंडिया ने भी अनुकूल पाया है एवं एंसी भी जानकारी मिली है कि कोयले की तकनीकी जांच होते इससे जर्मनी भेजा गया एवं जर्मनी से प्राप्त रिपोर्टों में भी उसे अनुकूल माना है।

13.00 hrs.

मान्यवर, पलाना थर्मल पावर प्रोजेक्ट राजस्थान के लिए बहुत ही महत्वाकांक्षी प्रोजेक्ट है क्योंकि इसी के माध्यम से पूरे प्रदेश के बिजली संकट को काफी हद तक दूर करने में स्थायी रूप से सहायता मिल सकेगी। यहां यह भी उल्लेख करना चाहूंगा कि सेंट्रल इन्वैस्टिसिटी आथॉरिटी आफ इंडिया तथा योजना आयोग ने इस परियोजना को आर्थिक व तकनीकी रूप से लगभग एक वर्ष से भी अधिक समय हुआ स्वीकृति दे दी है। लगभग 107 करोड़ रुपये की इस योजना को भारत पूर्वी जर्मनी संयुक्त आयोग द्वारा पूरा कराने का प्रस्ताव भी विचारधीन है।

राजस्थान सरकार ने पलाना थर्मल पावर प्रोजेक्ट पर कार्य प्रारम्भ करने हेतु एक चीफ इंजीनियर, अतिरिक्त चीफ इंजीनियर, सप्लायमेंटिंग इंजीनियर तथा कई अन्य पदों पर नियुक्तियां भी कर दी एवं प्रशासन द्वारा पलाना ग्राम पंचायत में किसी प्रकार के नये निर्माण पर रुक लगा दी गई है। वहां के निवासियों की संपत्ति व भूमि का मूल्यांकन कर जिला प्रशासन ने राज्य सरकार को अपनी रिपोर्ट भी प्रेषित कर दी। संपत्ति व भूमि हस्तांतरण तथा मुआविले की शर्तों आदि तय करने के लिए सारा मामला राज्य सरकार के विचाराधीन प्रस्तुत कर दिया गया परन्तु इस स्तर पर पहुंचने के बाद इस परियोजना का कार्य अज्ञात कारणों से या तो आगे रुक दिया गया है अथवा पूरा ही बंद कर दिया गया है। इससे पूरे देश में चिन्ता व्याप्त हो गई है क्योंकि इसी पलाना थर्मल पावर प्रोजेक्ट से ही लोगों को भीषण के लिए आशाएं हैं वरना वर्तमान हालात में

तो राजस्थान के कृषि व उद्योगों को ऐसी शक्ति हो रही है कि उसे अबिलम्ब अगर पड़ोसी राज्यों से विद्युत दिलाने में केन्द्र ने मदद नहीं की तो आने वाले कई वर्षों तक कृषि व उद्योग चौपट हो जायेंगे। कई उद्योग राजस्थान जैसे पिछड़े प्रदेश से पलायन कर जायेंगे, नये उद्योगी साहस नहीं करेंगे व प्रदूषण और भी अधिक पिछड़ता जायेगा जिस को दूबारा साधारण स्थिति में आने में कई वर्ष लग जायेंगे क्योंकि कृषि उत्पादन व औद्योगिक उत्पादन दोनों ही राजस्थान में इस राष्ट्रीय उत्पादकता वर्ष में सब से कम कर पायेंगे।

इस लिए मेरा उच्चा मंत्री जी से निवेदन है कि वे पलाना धर्मन पावर प्रोजेक्ट हेतु राज्य सरकार को सभी तरह की सहायता दे कर इसे शीघ्र पूरा करवाने हेतु आवश्यक कदम उठाये।

(v) SETTING UP OF A T.V. CENTRE AT KODAIKANAL IN TAMIL NADU.

SHRI CUMBUM N. NATARAJAN (Periyakulam): Under rule 377, I am making the following statement.

Kodaikanal in Tamilnadu, an acknowledged Hill Resort, has been chosen for Television tower and station in the Sixth Five Year Plan. The other places included in the Sixth Five Year Plan are Asansol, Cuttack, Panaji, Kasauli, Murshidabad Vijayavada and Varanasi. When this Television Tower and Station became a reality, the people living in Madurai, Coimbatore and Ramanathapuram districts and those in Tirunelveli, Tiruchirapalli, Salem and Nilgiris districts will get the benefit. Unfortunately, so far necessary steps have not been taken to start the work. Even the land acquisition proceedings have been not taken up so far.

Meanwhile, there has been a spurt in the sale of TV sets during the past 3 months in Tirunelveli and other Southern districts of Tamilnadu. The reason for this is that they are able to get the transmission of TV Broadcasts from Sri

Lanka. Many Tamil Films and interesting cartoons are being shown by Sri Lanka T.V. which has been named Roopavahini. This has been established with the help of Japan and the U.S.A. These two countries have given very powerful machinery which can transmit T.V. films across the seas.

Though the Expenditure Finance Committee has sanctioned Kodaikanal T.V. Tower and Station and though tenders for supply and erection of tower have been placed on 16-11-1980 on the Director-General of Disposal and Supplies, yet this project has not come about. The inordinate delay is leading to undue influence among the people from Sri Lanka T.V. This can be stopped only when Kodaikanal T.V. Tower and Station comes about. Necessary steps are to be taken immediately in this matter.

(vi) NEED TO CONTINUE PUBLIC HEALTH CARE SCHEME IN BIHAR.

श्री. अशित कुमार मोहता (समस्तीपुर) : उपाध्यक्ष महोदय, 3 अक्टूबर, 1977 से देश भर में जन स्वास्थ्य रक्षक योजना कार्य क्रम लागू किया गया था। इस के अन्दर एक हजार ग्रामीण जनता पर एक प्रशिक्षित जन-स्वास्थ्य रक्षक को स्वयं सेवक के रूप में बहाल किया गया और उन्हें वजीफा के रूप में 50 रुपये प्रतिमाह और 50 रुपये छ्द्रे दवा बिना मूल्य वितरण हेतु दी जाती थी। इससे सद्दूर बसें ग्रामीणों की प्राथमिक चिकित्सा परिवार नियोजन कार्यक्रम आदि लाभदायक कार्य किये जाते थे।

बिहार में भी यह योजना प्रथम चरण में 82 प्रखंडों में लागू किया गया है, जिसमें करीब साढ़े सात हजार प्रशिक्षित जन-स्वास्थ्य रक्षक कार्यरत कराया गया है। 1 सितम्बर, 80 से राज्य सरकार ने वित्तीय संकट कह कर इसे बंद कर दिया। उस समय केन्द्रीय सरकार 50 प्रतिशत खर्च देती थी। जब केन्द्रीय सरकार ने 1 दिसम्बर 1981 से शत प्रतिशत व्यय वहन करना स्वीकार कर लिया है। जिसकी सूचना राज्य सरकारों को दी जा चुकी है। उत्तर प्रदेश मध्य प्रदेश, उड़ीसा, आदि प्रान्तों में जहाँ यह पहले ही लागू था, इसे लागू रखा गया

[श्री. अजित कुमार मेहता]  
है। प्रारम्भ में जन स्वास्थ्य रक्षक योजना, फिर जन स्वास्थ्य एवं सेवक योजना, और जब जन स्वास्थ्य गार्ड योजना नाम रखा कार्यरत करता हुआ इस योजना को लागू किया है।

अतः स्वास्थ्य मंत्री से अनुरोध है कि केन्द्र की ओर से पहल कर बिहार राज्य में भी साढ़े सात हजार जन स्वास्थ्य रक्षकों को करें।

(vii) LOCATION OF A GAS BASED FERTILIZER FACTORY AT SHAMGARH OR NAGDA IN MADHYA PRADESH.

श्री सत्यनारायण उदिया (उज्जैन): उपाध्यक्ष महोदय, मैं नियम 377 के अधीन यह उल्लेख करना चाहता हूँ -

मध्य प्रदेश में गैस पर आधारित साद कारखाना स्थापित करने के लिये सर्वेक्षण समिति ने अपनी राय जाहिर कर दी है। सर्वेक्षण समिति ने बरीयता के आधार पर स्थान चयन किया है जिसका पेटा रमायन एवं साद मंत्री ने लोक सभा में घोषित किया है। इसके अनुसार प्रथम स्थान मंदसौर जिले के शामगढ़ को तथा दूसरा स्थान उज्जैन जिले के नागदा को मिला है। किन्तु विश्वस्त सूत्रों से ज्ञात हुआ है कि यह साद कारखाना अन्यत्र स्थापित करने हेतु विभिन्न प्रकार के दबाव लाये जा रहे हैं जिसके कारण साद कारखाना स्थापित करने में आगे की कार्यवाही में बाधा उपस्थित हो गयी है।

अतएव केन्द्र सरकार से मेरी मांग है कि सर्वेक्षण समिति की रिपोर्ट के अनुसार बरीयता क्रम से विचार किया जाये तथा यथा शीघ्र कारखाने को स्थापित करने की कार्यवाही की जावे।

FINANCE BILL, 1982

THE MINISTER OF FINANCE (SHRI PRANAB MUKHERJEE): Sir, with your permission, I beg to move\*:

"That the Bill to give effect to the financial proposals of the Central Government for the financial year 1982-83 be taken into consideration."

The salient features of the main proposals contained in the Finance Bill were explained in my Budget Speech. The details of these proposals have been spelt out in the Explanatory Memorandum circulated among hon. Members along with the Budget papers. I will not take the time of the House and traverse the same ground once again.

The Finance Bill has been before the Hon. Members for about seven weeks. During the general discussion on the Budget and thereafter, hon. Members made several suggestions in regard to the provision in the Bill. A large number of suggestions and representations have also been made by trade and industry, the Press and others concerned. I am deeply grateful to the hon. Members and to all others who have given me their considered views and have offered constructive suggestions. I have given careful consideration to all these suggestions and have decided to modify some of my original proposals. I shall now briefly explain the principal changes that are proposed to be made in the provisions of the Bill.

The Bill contains a provision for the exemption of the encashment benefit in lieu of unavailed earned leave given to employees when they retire. As the encashment benefit given in such cases to Government employees is regulated by rules framed by the Government, the Finance Bill does not contain any monetary ceiling in respect of the amount of exemption to be allowed in the case of Government employees. However, in relation to other employees, the amount qualifying for exemption is subject to a ceiling of Rs 25,500. This ceiling was proposed having regard to the maximum amount which was then payable as encashment benefit in lieu of unavailed earned leave to retiring Central Government employees. This maximum will now be Rs 30,000/-, after the recent increase in the dearness allowance payable to Central Government employees. I propose accordingly to raise the monetary ceiling of Rs. 25,500 in the Bill to Rs. 30,000.

Under the Bill, the new provision for exemption of the encashment benefit in lieu of unavailed earned leave would come into force from 1st April, 1982. As such it would apply only in relation to payments made during the financial year 1981-82 and later years. As the hon. Members are aware, the scheme for payment of cash equivalent of unutilised earned leave to retiring employees was introduced by the Central Government in October, 1977. Central Government employees who received such payments during the financial years 1977-78 to 1980-81 were therefore liable to pay income-tax in respect of the leave encashment benefit received by them. With a view to avoiding hardship to all retired employees, I propose to give retrospective effect to the new provision from the assessment year 1978-79. However, since the recent increase in dearness allowance payable to Central Government employees has become effective only from January, 1982, I propose to provide that in relation to employees who retired before 1st January, 1982, the maximum amount qualifying for exemption will continue to be Rs. 25,000 as proposed under the Bill.

Indian companies and resident non-corporate taxpayers are entitled under the Bill to an exemption of 25 per cent of the profits derived by them from the execution of foreign contracts undertaken by them. Some doubts have been raised that income derived from such foreign projects may also be eligible for exemption under Section 80 of the Income-tax Act. I propose to make a provision to clarify that no part of the consideration received by a person for the execution of the foreign project or the income comprised in such consideration shall qualify for deduction under any other provision of the Income-tax Act. It is further proposed to clarify that this tax concession will be available only in cases where the consideration for the Project is payable in convertible foreign exchange and the remittance into India upto 25 per cent of the profits from the project is also made in convertible foreign exchange.

Under the provisions in the Bill, the tax concession in relation to profits from the

execution of foreign projects is admissible only if the specified conditions are fulfilled by the taxpayer. One of these conditions is that an amount equal to 25 per cent of the profits and gains derived by the taxpayer from the foreign project should be brought by him in foreign exchange into India within six months from the end of the relevant accounting year. It has been represented that a taxpayer may be able to comply with this requirement within the specified period of six months for reasons beyond his control. With a view to avoiding hardship in such cases, I propose to empower the Commissioner of Income-tax to extend the time for remittance of funds into India in suitable cases.

In view of a variety of savings channels which yield a higher return than fixed deposits in commercial banks and Government securities, it has become necessary to provide further tax incentives to those who invest in such deposits and securities. I, therefore, propose to exempt income upto Rs. 2000 on such securities and on deposits in banks of a maturity of one year or more. This concession will be available in addition to those already announced in the Budget. The revenue loss would be about Rs. 11.25 crores in 1982-83.

The Bill also seeks to exempt from income tax the interest received by non-resident Indians or persons of Indian origin on notified savings certificates. The exemption would be available only where the taxpayer subscribes to such certificates in foreign currency or other foreign exchange. The subscribers would also be entitled to exemption from wealth tax in respect of the value of such certificates. Gifts of such certificates made by the subscribers to their relatives in India would also be exempt from gift-tax. Gifts in foreign currency or foreign exchange made by such persons to their relatives in India would also be exempt from gift-tax. I propose to modify the provisions in the Bill relating to these matters with a view to securing that these tax concessions would be available only where the investment or the remittance by way of gift is made in convertible foreign exchange.

[Shri Pranab Mukherjee]

As the hon. Members are aware, Capital Investment bonds are proposed to be exempted from wealth-tax. I propose to make a provision to the effect that the exemption will be available for an assessment year if the Bonds are owned by the taxpayer from the date on which he subscribed to the Bonds or for a period of at least six months ending with the relevant valuation date, whichever is shorter.

As an incentive for house building to taxpayers who do not own a residential house, the Finance Bill seeks to exempt long-term capital gains arising from the transfer of other assets where the net consideration is invested by the taxpayer in a residential house. However, under the provision as drafted, capital gains arising from the transfer of a commercial property let out on rent by the owner would not be eligible for the proposed exemption. I therefore, propose to modify the relevant provision in the Bill to clarify that long-term capital gains arising from the transfer of any capital asset, other than a residential house, would be eligible for the purposes of the exemption.

The other amendments relating to direct taxes are relatively minor, such as those of a drafting or consequential nature. I would not take the time of the House going over them.

In the area of indirect taxes, certain practical difficulties and problems which may arise out of some proposals contained in the Budget have been brought to my notice. Taking these into account, I propose to modify some of the original budget proposals. These modifications are mainly designed to benefit small manufacturers of specified goods. As a part of my original proposals Bill, a provision had been made in the Finance Bill that the benefit of the lowest rate of duty on matches, namely Rs. 1.60 per gross boxes, would be available to eligible match units in the non-mechanised sector, subject to the condition *inter alia* that their monthly production did not exceed 15 million matches in any financial year. It has been represented that the enforcement of this condition in respect of the period from the 19th June, 1980, to the 31st December, 1981 would adversely affect a number

of small units in the non-mechanised Sector. Accordingly, I propose to provide that the condition will not apply during the aforesaid period. It would, however, continue to apply with effect from the 1st January, 1982. I am sure that this change will meet the needs of genuine amendment to the Finance Bill at the appropriate time.

As a result of the changes proposed in the Budget, non-specified articles of plastics, which were earlier exempt from excise duty became liable to basic duty at 8 per cent and valoren. It has been urged that this levy would adversely affect a number of manufacturers. I therefore propose to fully exempt, non-specified articles of plastics which till the budget were enjoying exemption from duty.

With a view to affording some relief to small manufacturers of printed boxes, who seem to have been affected by the Budget measures, I propose fully exempt from excise duty printed boxes made of kraft paper, mill board or straw board or a combination of these. Asphalted roofing sheets which were used in the construction or relatively cheap dwelling huts and structures are also fully exempted from excise duty.

In response to representations received from small manufacturers against the changes brought about in the budget, I propose to fully exempt from excise duty small manufacturers of synthetic organic dyestuffs whose turnover is within Rs. 2 1/2 lakhs per annum, instead of Rs. 1 lakh as proposed in the budget. I also propose to extend the general excise duty concession scheme applicable to manufacturers of 70 specified commodity groups to small assemblers of cassette tapes. Parts of pens and ballpoint pens as also spectacle lenses falling under Item 68 of the excise tariff are being fully exempted from excise duty.

One of the concessions I had announced was an increase in the value limit of footwear from Rs. 15/- to Rs. 30/- per pair for purposes of exemption from excise duty. In line with the above concession, I also propose to raise the value limit for exemption of parts used in the manufacture of footwear from Rs. 30 per pair

duty concession applicable to small bottlers of aerated waters. In accordance with the revised scheme, broadly speaking, small bottlers of aerated waters who sell their products under their own brand or trade names would continue to enjoy the benefits available under the general scheme. However, those who produce and bottle aerated waters under brand or trade names in pursuance of agreements with the owners of such brand or trade names would not be eligible for the concession. While this change was designed purely as an anti-avoidance measure, it has been urged that there are some small bottlers of aerated waters in different parts of the country, who produce and bottle aerated waters bearing popular brand names and that the revised scheme would affect them adversely. While retaining the basic structure of the revised scheme, I propose to reduce the basic excise duty in respect of such small bottlers from the general level of 40 per cent ad valorem to 20 per cent ad valorem.

Hon. Members may recall that I had proposed to align sub-item (1) of Item 15A of the Central Excise Tariff relating to synthetic resins and plastics with the Customs Trade Nomenclature. This was in the nature of rationalisation exercise. It has been represented that the levy of 40 per cent basic duty on some goods which would not get classified under Item 15A would adversely affect certain segments of industry. Accordingly, I propose to fix a lower-concessional rate of 10 per cent *ad valorem* on chlorinated rubber, ester-gum and dextran. Further when chlorinated rubber, ester-gum and Nitro-Cellulose are used in the manufacture of paints, etc., falling under item 14 of the Central Excise Tariff, the credit of the duty paid on them is being allowed. Also, linocyn and ester-gum produced and used captively in the manufacture of linoleum and paints, varnishes, etc., are being exempted from duty.

It has been urged that the increase in auxiliary duty by five per cent ad valorem on imported viscose filament yarn would push up the cost of cheaper artsilk fabrics. I, therefore, propose to withdraw this increase in auxiliary duty on such yarn.

I am gratified that the incentive scheme applicable to certain specified excisable commodities which I had announced, in the context of the current year being designated as the 'Productivity Year', has been widely welcomed. However, it has been urged that some more commodities should be included within the purview of the scheme and that some modifications are called for in the scheme. While these suggestions would be kept in view when notifying rules in this behalf after the enactment of the Finance Bill, I would like to inform hon. Members that it has been decided to include within the purview of the scheme steel ingots and iron and steel products manufactured by mini-steel plants, industrial varieties of paper, synthetic rubber, paints, varnishes, etc., and electric bulbs.

The concessions and reliefs I have just announced in respect of indirect taxes would result in a revenue sacrifice of Rs. 3.68 crores in a full year on the Central Excise side and Rs. 80 lakhs on the Customs side. Notifications giving effect to these concessions are being issued today. Copies will be laid on the Table of the House in due course.

I request the hon. Members to lend their support to the Finance Bill with the modifications I have proposed.

Sir, I move that the Finance Bill, 1982, be taken into consideration.

MR. DEPUTY-SPEAKER: Motion moved:

"That the Bill to give effect to the financial proposals of the Central Government for the financial year 1982-83, be taken into consideration."

Fifteen hours have been allotted for all the three stages of the Finance Bill, 1982. If the House agrees, we may have eleven hours for General Discussion, three hours for clause-by-clause consideration and one hour for the Third Reading.

MR. SOMNATH CHATTERJEE: Your Party has been allotted one minute less than 40 minutes.



SHRI SOMNATH CHATTERJEE  
(JaJavpur): Make it a round figure.

MR DEPUTY SPEAKER: There are two Members to speak from your party.

SHRI SOMNATH CHATTERJEE: If I leave any spare time.

MR. DEPUTY-SPEAKER: That is upto you.

SHRI SOMNATH CHATTERJEE: Mr. Deputy-Speaker, Sir, we have reached the final stages of this year's budget exercise and Parliament is now being asked to sanctify, what I call, a non-event. I call it a 'non-event' because the Budget as was originally proposed or even with the modifications proposed today has lost all its relevance to the common people of this country, the vast majority of whom are struggling hard only to survive.

This Government came to power with a promise to work, and we find that, no doubt, they are working overtime—which means, special pay—in compromising with the economic sovereignty of this country, in putting more and more burdens on the common people, in giving more and more concessions to the affluent sections and to the vested interests, in institutionalising corruption and in totally scuttling the very precarious balance of Centre State relations existing so far in this country.

The Finance Bill, moved by the hon. Finance Minister, seeks to give legislative form and Parliament's sanction to the so-called achievements as contained in their budget proposals. What does the budget really provide? What have they been able to achieve? What we find and what the people generally find is that it has laid bare the economic bankruptcy of this Government in all its, what I call, ugly manifestations. We have a youthful, energetic and loyal Finance Minister. We are happy to see him there. But, unfortunately, he has been made to hold the deformed child, being the progeny of the international monetary institution and born out of the wedlock and in the womb of monopoly capital and multi-nationals.

We have been going through in vain with the Budget speech and the Budget proposals. But we do not find either any thrust or any direction which will bring the economy on its feet or which will bring the people out of the morass in which they find themselves to-day. It is marked by drift and listlessness and this pedestrian budget, according to us, has left the common people, the unemployed and those below the poverty line without any moorings at all. They continue to remain victims of the policies which are being adopted by this Government, which, according to us, are not for the betterment of the conditions of the common people.

On posters and during speeches in the 1980 elections it was said that on coming back to power, this Party, if elected, would take steps to contain inflation and bring down the prices. But now, looking at their achievement during these 2 1/2 years, the loss of credibility of the Government with the people is now complete. The ruling party which, if it functions at all, functions not on programmes and policies but on the *ipse dixit* of one individual who is more busy in anointing the heir-apparent than in providing jobs to the unemployed. They are more busy with cement than with food. We now find, being riven with dissensions, they are taking recourse to gimmicks, and repressive policies and constitutional outrages. In the process not only we find that the economic condition of the people in general and the teeming millions has deteriorated but even the democratic rights of the people are being endangered as we find in NSA, in ESMA and in, last but not the least, the latest sordid attempt made to stall the elections in the State of West Bengal on frivolous and false pretexts.

How is the inflation being contained and how are the people made to enjoy the so-called benefits of the inflation that is supposed to be under check? They are fed with propaganda and statistics but not with cheaper food. They do not get it. When they go to the market, they do not find the price level going down and it seems to me nothing but a cruel joke or a hoax to tell the people that the wholesale price index is going down but it is not

being reflected in the consumer price index. It seems that the Government has lost all sense of proportion and feel of the pulse of the people. That is why they are trying to gloat over a make-believe situation based on their own statistics and trying to adumbrate with all their propaganda machinery that, Yes, yes, this government has achieved wonders, but the so-called benefits are not reaching the grassroots level. What is the good of saying that inflation has reached or achieved a negative trend? Even in the Economic Survey it has been mentioned that there is a vast difference between the wholesale price index and the consumer price index. The Ministers have admitted that they are even unable to say that there is any co-relative reflection in the computation of the wholesale price index and the consumer price index. Therefore, for whose benefit is it and who is enjoying the benefit of it? Sir, if the claim of the Government that there is downward trend in the wholesale price index is correct, it shows that more and more profits are made by the wholesalers and middlemen because the benefit of the fall in the wholesale price is not percolating down to the consumers.

If that is the position, then, what is the remedy that is being suggested by this Government? Does anyone find any clear-cut policy or any effort that the Government is going to adopt in these 48 to 50 pages of the budget speech which the hon. Finance Minister was made to deliver the other day?

Sir, I have not been able to find that. One would look in vain Except some broad generalisations or some pious platitudes. Our charge is that this this Government has neither the courage nor the political and administrative will to take necessary steps to bring down the prices for the consumers. By allowing private trading in foodgrains and in essential articles and conceding unlimited and unjustified profits to the middlemen and the wholesalers. Government can only pamper the rich but it cannot save the poor. That is why when the economic policies so far followed have not brought any relief to the common people in this country a large percentage of whom are still below the

poverty line.—it is already admitted—and one would have expected from Government some serious concern, some effective steps being taken.

One would have expected the Government to take the responsibility of providing food and essential necessities to the people. Sir, we have been demanding—the Leftist parties the leftist Governments in West Bengal and Tripura have been demanding—for a long time that the Central Government who have got the wherewithal—the State Governments have not got—should take the responsibility of supplying foodgrains and essential articles at reasonable prices even by providing subsidies for this purpose—not for export—to the vulnerable sections of the community through ration shops. We have been demanding that throughout the country, the people should be given foodgrains and essential articles at the same rate. Let them consider this at least for these sections of the people. In the set up we have, where private trade is there in foodgrains and where the big business are making more and more profits and where there is greater and greater strain on the common people, we do not find any other method which can be adopted by this Government. In the capitalist system, in the system, they have set up for themselves, there is no immediate relief to these people. There is no response from them. We are told on occasions that some fair price shops are to be opened. But, there is no effort made either to cover the entire people or to assure the supply or to keep the price level at a point where it is within the reach of the common people. The people are fed up with the statistics. Let us not have statistics. Let us see what is the effect on the people of this country. We find that there is no chance. This Government is being tied to the apron strings of the big business and their friends and benefactors have shown a total apathy to the persistent demand of this proposal which is being made. The result is that the prices soar; the ordinary people strave and a section of the people make enormous gains and profits. How long will this system go on. I do not know. There is a limit to the patience of the people. If they are unable to see the writing on the wall, well, it is up to them. But, it is our

[Shri Somnath Chatterjee]

duty to point out that the people will not accept this situation for ever or whatever they are trying to satisfy themselves with.

Therefore, our demand is that the Government should immediately introduce a proper and effective public distribution system. Sir, they have jettisoned their slogan of *garibi hatao* and, at the same time, they have thrown the *garibs* to the wolves. This is not the proper attitude that should be taken. Look at the class character of this Government, look at the attitude which this Government has been adopting towards the poor people. Take the food for work programme. The attitude of the Government is such that the whole programme is on the verge of being totally scuttled. They talk of the rural poor, but they do not extend any helping hand to the State Governments to alleviate the sufferings of the rural masses. According to us, and we do claim some credit for it, the Food for Work programme in West Bengal, with the cooperation of the people had provided much opportunities for alleviating to some extent the hardships of the poor people in the rural areas. We had provided sources of earnings to the unemployed or under-employed people; the Food for work programme enabled the rural unemployed or under-employed people to have work or additional work for at least three to four months more every year, but instead of appreciating the successful efforts that have been made by the State Government of West Bengal, in implementing the programme and coming to the help of the rural people, we find that the Central Government has gone to the extent of almost scuttling this programme, which has now been re-designated as National Rural Employment Programme. While renaming of the programme, rigid guidelines have been set down; such procedures have been laid-down by the Centre that during the last two years it has become impossible to get the work done through the Panchayats which are the democratically elected bodies. This has hindered our attempts to alleviate the conditions of the poor people. The Union Government has further taken an extraordinary decision to reduce dras-

tically the supply of foodgrains for the Food for Work programme, and that has meant almost total abandoned of what has been the most important anti-poverty programme in the rural sector.

The other day while replying to the debate on the Grants for Demands of the Ministry of Food and Agriculture, Rao Birendra Singh said that so far as Congress (I) ruled States were concerned the Ministry had noticed that the work of this programme had been carried out through contractors and there had been large-scale deviations; large scale complaints had been made against the contractors. But in West Bengal it is totally different; contractors do not implement this programme; it is done through the Panchayats.

SHRI SONTOSH MOHAN DEV (Silchar): Your own party.

SHRI SOMNATH CHATTERJEE: If my party is in the Panchayats, how can I help that?

SHRI SAMAR MUKHERJEE (Howrah): He does not want that.

SHRI SOMNATH CHATTERJEE: The contractors are yours, therefore, you rely on contractors. I rely on Panchayats; people have voted us to the Panchayats... (Interruptions). You remain with the contractors; you go to Jalpaiguri and speak about the contractors during the elections... (Interruptions). You speak for the contractors and tea garden owners during the coming elections. We are very happy to know that Shri Sontosh Mohan Dev has been assigned by his party to go and speak in North Bengal during the coming elections. I wish him a good stay with the tea garden owners at their bungalows and good journey in their airconditioned cars. He may not get an audience, he will get good food in the night... (Interruptions).

If the poor people of this country are not to be subjected to continued poverty, let us try to do something within our means to help them in achieving at least some additional work, some additional emoluments, income and something more to eat which they do not have for almost six months a year. The benefits of this

programme are being denied to the people of this country particularly to the people of West Bengal. The real objective is to deny to the people of West Bengal the benefits of this programme and not finding a better alternative in the garb of National Rural Employment Programme. I am very sorry that the Central Government has been playing politics with measures taken to lessen the pangs of poverty and starvation.

Now what is the *modus-operandi* when I said that the Budget exercise has lost its relevance. One of the things I had in mind was the *modus-operandi*, which was being adopted by the Central Government in introducing measures to raise resources outside the Budget proposals. We have seen this is a new method which has been adopted to give an impression to the people, well there is not so much of new impost or new levy in the Budget. And at the same time if new levies by way of excise duty are not imposed by your Budget proposals, then one can deny a share of that to the State Governments. Therefore, the procedure that has been adopted now is very simple. You try to befool the people saying no, no, Budget impost is only for Rs. 590/- crores; no new indirect taxes, only a few hundred crores for postal articles etc. So far as the other things are concerned no new taxes are being imposed. But what happened was that you imposed Rs. 320 crores by way of extra railway freight and levy in December 1981 and then a further impost of Rs. 100 crores by way of increase in postal charges earlier this year before the Budget. Therefore, 420 crores have been accommodated. If that had been brought in the Railway Budget or in the General Budget, then the people would have said the Budget has imposed very much new taxation. Therefore, keep them outside as a sort of cushioning a sort of cushioning for the shock therapy that is being adopted by the Centre.

In the process, also before the Budget, prices of commodities such as coal, steel petroleum products and fertilisers are being raised by Executive Directions and Orders. They are also kept out of the Budget exercise. Therefore, people are told "well these things are not brought

into the Budget" and our Hon. Finance Minister with all our good wishes is getting certain pats on his back. But he should not mistake them to be genuine praise. There are some people who are trying to come nearer him, because of various objectives. But this is the way the people are being fooled. And with the same process they are denying the share of the resources to the State Governments. Under the Constitution you are aware that the excise duties are to be shared between the Centre and the States. Now, the Seventh Finance Commission, the last—the 8th one we are expecting—fixed 40 per cent of the proceeds of Central excise duty to be distributed among the State Governments. If that 300 crores or 200 crores of rupees of extra increases are brought by way of excise duty increases, then the State immediately gets proportionately 40 per cent of it. Therefore, to get entire benefit of the rise in the prices for the Centre this *modus-operandi* is being followed. I believe Shri Venkatarman, our great respected ex-Finance Minister had evolved this procedure so that—we have great weakness for him, for both the ex and the present Finance Ministers, we have personal weakness—they try to give an impression that they have so much concern for the people. But this is the real point. Therefore, the process is very clear. Seventh Finance Commission's recommendations are scuttled, the State Government does not get any share, the Central Government keeps the entire thing, the Budget is given a lopsided appearance, although the real thing is being covered by a facade of minimal amount of tax rise. Now, consider this along with this. New proposals for Rs. 950 crores by way of extra indirect taxes, Rs. 35 crores by your postal charges increase, then Rs. 262 crores on account of new fare and freight increase by the Railway Budget. The other amount was prior to the Budget. Thus the Central Government in the name of additional resource mobilisation has provided additional levies to the extent of Rs. 1300 crores. And together with that you have to add Rs. 1700 crores of deficit financing. Rs. 1300 crores of new import, then uncovered deficit of

[Shri Somnath Chatterjee]

Rs. 1365 crores in this year's Budget, plus Rs. 1700 crores of deficit financing, which, according to the revised estimates for 1981-82, the Government had undertaken during the fiscal year 1980-81. So, what would be the effect of this huge quantum of uncovered deficit, and this stiff impost and levies, on the common people? It is bound to aggravate their miseries. Whatever the computation they try to make, whatever the sugar-coat they want to put, this is the situation; and this uncovered deficit, together with the new taxes, will not only maintain but—we are sure, as the results have already shown—accentuate the inflationary tendencies, and put greater and greater burden on the common people by reason of price rise, coupled with these new indirect taxes.

What he has given to-day—I do not know what will be the effect of it. It seems to be very minimal. But if we are concerned at all for the common people in this country, the results have been disastrous.

I know we have discussed on the floor of this House, on more than one occasion, what are the implications and conditionalities of the IMF loan. One may say that we will be going over the same thing again. But I shall be failing in my duty if I don't refer to the implications of surrendering to the IMF once more; and say that the fears and apprehensions that many of us had expressed, *viz.*, that our economic policies will be regulated by the IMF *dictat* and their conditionalities, have proved to be well justified. The budget we find, and we have said, was an IMF-sponsored, IMF-oriented budget. It has been now re-inforced by the recent import-export policy.

You are laughing now. If you remain much longer as a Minister, let us see whether you will laugh, ultimately. Let us see what happens to this country. Patriotism and wisdom are nobody's monopoly. Let everybody understand that.

The position is this, that on 5th April we have seen in what way the import-

export policy has been liberalized. We had said on the earlier occasion that Government of India had promised to the IMF that the import policies for 1982-83 and 1983-84 would contain significant steps aimed at liberalizing imports; and that has been proved by the recent export-import policy of 5th April. Our apprehension, and we are certain about it, is that its effect will be disastrous on Indian economy. The volume of Indian exports have remained stagnant in volume terms, after 1976-77. Within this overall stagnation, except exports to the Soviet Union and the Socialist countries, the volume of exports to the capitalist world has actually declined in absolute terms between 1976-77 and the present.

The position is this: there is recession and protectionism in the advanced capitalist countries. They are not importing more from us. We are not able to export more to them; but we are giving them concession, so that they can export to our country. The effect is, there will be greater and greater imbalance in the balance of payments position. This is bound to be so. What was our apprehension? It was that this has been done, or was going to be done under IMF *dictat* and policies. This has proved true. Let us see what will be the position.

The full impact of the liberalization measures adopted at the present moment will mean an increase in imports by Rs. 5,000 crores over a 3-year period, which is roughly the amount of the IMF loan itself. In other words, the loan from IMF over a 3-year period would go mainly to finance the extra imports thrust upon the country by the IMF-dictated import liberalization measures over roughly the same period.

Now, what will this country face? It will get into what was apprehended, *i.e.*, an inexorable debt trap; and this country will become the happy hunting ground for multi-national giants who will get all the benefits at the expense of our people. Yesterday what the hon. Minister of Industry announced is another example of subservience to the IMF

wishes. Now there is a relaxation of the industrial licencing policy. Big concessions have been given to the big businesses. They are going now to enter the core sector which was not open to them so far. For whose benefit is this going to happen? We are unable to expand our public sector. The hon. Minister, Mr. Venkataraman—I remember his words; if I am mistaken, he will correct me—said that “the public sector will continue to occupy the commanding height of our economy.” Are we going to do that. Are we proceeding towards that? When we invite multinationals and the big business, who are making more and more profit with lesser and lesser investment and lesser and lesser labour force today in this country, they will be having a field day. Mr. Tiwari yesterday was very happy to announce that he has satisfied his real masters and not the people of this country. Therefore, today, we find that this is the budget—as we say that democracy is of the people, for the people and by the people—our budget has become a new type of democracy—we find that this is the budget of the IMF, but for the people of India, unfortunately, this has to be read by our Finance Minister.

What we find is that the Finance Ministry or the hon. Finance Minister has become a bureaucrat; the real super Minister is there in Washington and he has to, like a bureaucrat, carry out and implement the wishes of the IMF. If you think it is proper, you may think so, but we shall continue to expose it; we shall continue to oppose it, because we sincerely and seriously feel that this is not to the interest of the country. You may sell out the country, but we shall not be a party to it and we shall continue to register our strong protest. The position today is that concessions and concessions have been given to the big business. The common people are at the receiving end.

Now we have heard the latest slogan of *Shranta Eva Jayate* we are reminded that this is the productivity year. Now the production is increasing. There is more toil, more sweat and more blood given by the people. But the victory is

not of the workers; the victory is of the rich businessmen and the capitalists. If the hon. Finance Minister is really concerned to improve the conditions of the common people of this country, if you are not going to completely remain subservient to the capitalists and the big monopoly capital and the multinationals, then there has to be complete orientation of the entire situation. There is also the question of corruption in this country it is almost institutionalised today and it becomes all pervading. We find one Chief Minister belonging to the Ruling Party has gone on that charge. There are serious complaints and allegations made even by their own party members, by the PAC where they are in majority against other Chief Ministers and against Ministers. The other day, there was a complaint against how in Bihar the prosecution had been withdrawn, etc. I am not going into details. We have seen that a serious exposure has come. The other day, in an article in the *Indian Express*, dated 11th April, 1982—I have not got that much of time to refer to it, but I would request the hon. Finance Minister, if he thinks, that he should make his government's position clear or their party's position clear, I invite him to do so.

What are the steps taken to control blackmoney and corruption in this country? We know the reasons for inaction; apparently, it is *quid pro quo*. But unless strict steps are taken, this will eat into the vitals of our country's economy. Shall I remind once more the hon. Minister about the great institution in this country called the ‘Sanchaita Investment’? The hon. Minister has emphasised on saving. He is trying to persuade people more and more to save; save where, not with these shady speculators not with these shady operators who in the name of investment have cheated people of crores and crores of rupees. Many people have been cheated. Ordinary people have been cheated, on the allurements of receiving interest at the rate of 48 per cent, which nobody carrying on business lawfully or properly, obviously can pay. They have been per-

[Shri Somnath Chatterjee]

suading people to invest with them and not with the Postal Savings, not with the authorised savings organisations, and today at least more than one hundred crores of rupees have been wasted, diverted, siphoned from the authorised savings channel and have gone to the shady operators. The Supreme Court has passed the strongest strictures. The hon. Minister knows. I have written to him. I have got his usual polite assurance of consideration to them. I am told that some meetings were held. But we do not know whether any action was taken. The Reserve Bank could have in one day taken action against these people. No attempt is being made to protect these small depositors or for trying to catch hold of the monies of the resources of these Sanchaita Investments. But we do not find any action taken or any move on the part of the Government and there is a total lack of initiative on the part of the Reserve Bank also. I would like to know from the hon. Minister whether Sanchaita Investments have paid income-tax; whether there have been proper assessments of the partners. Three individuals forming a partnership with a capital of Rs. 7,000 have been dealing with more than hundred of crores of rupees without any obligation to anybody, and the income-tax authorities are quite happy to allow them to go on. The Reserve Bank has no time to look at these things. And,—I would not like to name him— one of your leading figures, also in the Supreme Court, he said, "I can understand why no action is taken against them by the income tax people, because, for the obvious reason they are depositors. But why not by the Reserve Bank of India?" I said, "I said, the answer was very simple; they have also deposited money." Therefore, the reason is not very difficult to find out. I would request the hon. Minister, that "if you do not play election politics with Sanchaita, then try to show that you are against this type of activities." There are other mushroom organisations, like Sanchaita. What steps has the Government taken? Whatever action the State Government could take, it was taken, but it was found

that the prize chit banning act, or the chit banning act did not apply to them strictly!. When we took action under the Indian Penal Code, the High Court has issued an injunction order or stay order and no investigation could be made. Some people are beyond touch anybody.

Sir, black money has been controlled by issuing bearer bonds! I would like to know from the hon. Minister whether he feels that these black money transactions have gone down. Or, are you going to float it again? The difference between honesty and dishonesty has been obliterated now. I am not going into that now. We had discussed it. I would like to know, what is the impact of these bearer bonds on our economy, except that you have given credence, you have given respectability, you have given a cover-up to the business people.

Arrears of income tax in this country as on 31st January 1980 were Rs. 589.65 crores, more than the amount of taxes you have levied by direct taxes, in this budget. What are the steps taken? It went up to Rs. 641.87 crores as on 31-1-1981. These are the arrears of income tax, when people are made to pay more and more taxes by reason of raising of central excise. And, the answer to all this seems to be a revised 20 Point Programme!

MR. DEPUTY SPEAKER: You have exceeded 40 minutes.

SHRI SOMNATH CHATTERJEE : Some time had gone by. We had some discussion in between. You kindly exclude that.

This 20-Point Programme is like a ritualistic *Mantra*, (*Interruptions*)

He will not mind. He is quite active and effective to make himself heard at the appropriate time.

MR. DEPUTY-SPEAKER: I am seeing a disappointed Satyasadhan Chakraborty.

SHRI SATYASADHAN CHAKRABORTY: No, no. I am appreciating.

**SHRI SOMNATH CHATTERJEE:** He can make his presence felt.

**AN HON. MEMBER:** A polite way of appreciation.

**AN HON. MEMBER:** These are the ways of appreciation.

**SHRI SOMNATH CHATTERJEE :** There is a talk of land ceiling laws to be implemented properly. I want to show how this Government practises or not what it preaches. The West Bengal Land Reforms Act has been passed in 1980 or early 1981. But the Presidential assent has not been given to it. One of the measures of the revised 20-Point Programme is implementation of the land ceiling laws. We cannot recover lands which are held by the big people.

**14.00 hrs.**

So far as higher production is concerned, they want to achieve higher production by means of repressive laws.

Since you have already given the bell once, I will try to only indicate the points.

**MR. DEPUTY-SPEAKER:** Within five minutes you can finish.

**SHRI SOMNATH CHATTERJEE:** I would request the hon. Finance Minister very earnestly that if you want India to progress in all directions, then it is impossible to achieve real progress in India unless you concede to the State Governments some real effective power including economic power. We are today controlling one State or two States. May be, we will be controlling more States. But they are in power today in 20 States. They are shrinking and we are expanding. That is the difference. Today, when we advocate for more powers for the States, we do not advocate only for West Bengal or Tripura. What is happening in NDC these days?

**14.01 hrs.**

[**SHRI GULSHER AHMED** in the Chair]

NDC has also lost its relevance. We find in the papers that in the NDC meetings, a competition goes on amongst the

Congress (I) Chief Ministers who can use more eulogy for the Prime Minister, more laudatory words for the Prime Minister. Everybody can certainly do it in your party meetings: nobody minds. But NDC has become a sort of a rubber stamp organisation where Congress (I) Chief Ministers will come as if on a pilgrimage, pay their homage, go away and will not raise anything. Whatever is done is done in the Yojna Bhavan. Here it is, accept it or get out. This is the position. No proper discussion is there. The State Assemblies do not formulate the State plans. Everything will be done from here. The planning process has to be changed. You have to involve the State Governments in it. After all, they have to implement the State plans. They have to formulate as well as implement. You have to come by their side, stand by them. There is no India other than the States. It is the federation of the States. Therefore, unless the States progress, people in the States progress, I do not know how can the country progress. We have been saying that there has to be a re-thinking on the Centre-State relations about sharing of resources. Why are we objecting to additional excise duty levied on excisable goods? You are aware that additional excise duty has to be shared among the States according to a Central Law of 1957 or 1958. But they are not increasing the additional duties of excise because if they increase it, they will have to share the whole of it amongst the States; they cannot retain a paisa. So, what they are doing is that they are increasing auxiliary duties of central excise. Why? They do not have to share with the States the auxiliary duties and special duties of central excise. They retain the whole of it here. The additional duties will not be increased. As a result, what is happening? There is ceiling on it, even on inter-State taxes, of 4 per cent. All these are known things. If the hon. new Finance Minister does not know, I request him to make a deep study. We have filed a suit in the Supreme Court. It cannot be heard. It is taking months and months. They took probably years in filing their written statements before the Supreme Court. If these matters are properly discussed across the table and a satisfactory solution is arrived at, who will suffer? Can



[Shri Somnath Chatterjee]

the people of this country suffer if the State Governments are involved and more resources are made available to them? Not only they are not doing it, they are trying to put pressure upon the State Governments to decrease their Plan outlay, decrease their expenditure, while the Central Government is not called upon to reduce expenditure. Since 1979-80 till today, the budget deficit in the Centre is to the extent of Rs. 7,000 crores, while the cumulative deficit over the same period of the 22 State Governments is Rs. 2,500 crores. Yet, they want the expenditure to be reduced by the State Governments; but they do not have any proposal to decrease their expenditure. They want the State Governments, who are responsible for implementing the State Plans, to reduce the expenditure. This type of lop-sided approach, this type of approach, will not help. If they think by that process they can control the State Government of West Bengal, or the Left Parties like the Marxist Communist Party, let them have the satisfaction of trying it, with or without the help of Shri Sontosh Mohan Dev. But I would tell the Central Government that by this process, they cannot keep the people subjugated, cannot make them dance to their tunes, because people are becoming more and more conscious and they will decide for themselves.

Before concluding, I would just indicate that there are certain projects, which are very very vital, not only for West Bengal but for the entire eastern part of the country. I know the heart of the Finance Minister is in West Bengal though, may be officially he is elsewhere. We are very sorry that he has gone elsewhere. We still want him in West Bengal.

MR. CHAIRMAN: Make him the Chief Minister of West Bengal.

SHRI SOMNATH CHATTERJEE: He may become. Hope is eternal. But it would be a misfortune, not personally, but because of the party he belongs to. I hope he will not follow his illustrious predecessor, Shri Siddhartha Shankar Ray.

The other day a shocking news came, that the Central Government is not going to spare a penny for the Haldia Petro-Chemical Complex. Has it happened anywhere in this country that petro-chemical complex has been set up by State Government? Never. It is always in the Central sector. When we raised here a discussion, half-an-hour discussion—not more than that—as to the Central investment in West Bengal and in the eastern part of India, we were given, I cannot say a definite assurance but some assurance, of a proper consideration of the Central participation in the joint sector, which means Centre, the States and the financial institutions, to participate in the Haldia petro-chemical complex. But the other day, our new Petroleum Minister—they change the Ministers too often; I do not know whether he was aware of the assurance given by his predecessor—he told us that nothing will be available. I would request the hon. Finance Minister—even if he gets more votes, I do not mind it; but let him announce it—let him say that the Haldia petro-chemical complex will be brought up and the Central Government will involve itself in it. Is it a crime that a scheme, which has been approved years back, we are trying to implement it for the last five years? We have gone to them on numerous occasions, repeatedly told them that it is not possible for any State Government to spend nearly Rs. 800 crores on setting up a petro-chemical complex, please involve yourself in it, consideration be given to the State, but nothing has been done.

We are claiming for a ship repairing yard for years and years. It was a ship building yard earlier. Shri Siddhartha Shankar Ray once showed me the file and said "I wanted a ship building yard; now they are giving a ship repairing yard. I am in West Bengal. You are in Parliament. Please try for it." I said I will do it. He said "it is good you are trying for it." He was supposed to be very near to the throne. But, it seems, nothing happened; he could not do anything. He was more busy setting up the Wanchoo Commission and what not. Nobody looked after that.

What about the electronic project? Nothing has been done? Now the second Hooghly bridge is almost being scuttled for want of additional funds and the BBJ Construction Company is being wound up. Every time the complaint is that funds are not available. There is not a single central sector investment in West Bengal. The hon. Finance Minister, during one of his usual sojourns to West Bengal said: Why Jyoti Bosu is shouting? In West Bengal, who says we have not invested? We have invested in metro projects. We make a presentation of it to him, let him go and set it up in Ahmedabad or Bombay, we do not mind. We are fed up with it. And what is the investment? Rs. 30 or 40 crores a year. As a result, it has become impossible to negotiate the streets of Calcutta and we do not know in our life time whether we shall ever see any train moving under this. Therefore, this is the only thing. He has said, 'We are giving you second Hooghly bridge'. Why then would you say, there is no investment in the Central sector? This is the attitude. He has to say for political reasons what he can do?

Sir, with regard to sick industries, now he is in the Finance Ministry. About Hindustan Pilkington, his Party member. **Mr. Anand Gopal Mukherjee** is in trouble, he cannot go to his constituency because he has said in a spirit of euphoria when their leader came to power, 'I shall see that Hindustan Pilkington is opened'. He cannot get it done, he cannot enter his constituency. I am also pleading for him. Let him go to his constituency. We are not stopping him. His INTUC is after him. Here, people have died of starvation, they have committed suicide. And Hindustan Pilkington still remains closed. This company has not become sick due to any labour movement or any unreasonable labour demand, but of it is closed due to the mismanagement and misappropriation by the Board of Directors. No step has been taken. I request the Finance Minister to announce effective step so as to revive the sick industries, and one of them is Hindustan Pilkington. We have been writing to him about the Inchek Tyres, about the National Rubber and so on and so forth,

I do not want to give a list today here and now, but some proper approach has to be made to save this company.

Sir, last but not the least, what I wanted to emphasise is the role of the nationalised banks. It is one of our basic economic policies as it were that nationalised banks will have an important role to play. Not only we find that at least in our part of the country there is a deliberate aversion on the part of nationalised banks to come to the aid of the common people, and specifically when we have tried to reopen closed industries with the efforts of the State Government and the workers, the United Bank of India, one of the nationalised banks—I make a distinct and direct charge, I have written to the hon. Finance Minister about it—goes to the court. The Indian Paper Pulp Company was opened with the help of the State Government with the sacrifice of the workers who are taking lesser salary and lesser wages, about 40 per cent wages, and when we got an order from the Calcutta High Court to reopen it, then what happened? The United Bank of India goes to the court, fights against it and says, 'Don't allow these companies to reopen, they should be sold as scrap so that some big officers can make some money. I believe our Chief Minister also spoke to Mr. Venkataraman when he was Finance Minister, and I wrote to him also.

So far as East Bengal River Engineering Company Ltd. is concerned, it has been closed down from 1976. You will be surprised that Rs. 50 lakhs were due to the workers. The management itself has admitted that the workers are not to be blamed for its sickness. When with Rs. 32 lakhs given by the State Government of West Bengal we purchased some of the assets and machinery of the company which has been lying closed from 1976, the United Bank of India has come to the Supreme Court, they have filed an application for special leave, they want that the factory should not be opened and it should be sold as scrap. And we have to come on behalf of the workers to

[Shri Somnath Chatterjee]

fight it there. Is this the approach of the nationalised bank? I would like to know from the hon. Finance Minister: Do you think that by this process you are helping the people to have faith in the functioning of the nationalised banks? If they have any concern for these people, if they feel that the nationalised bank should be used as an instrument for development, I want that their attitude should be changed. I request the hon. Finance Minister in regard to food for work, central investment in West Bengal. I have referred to, he should take positive steps in a proper direction. I hope he will not give a stereotyped reply the matter is under consideration. I have to oppose the Bill. What he has done is the annual ritual. The will not help the people I want him to succeed. But he cannot succeed with the help of I.M.F. He has to fight I.M.F. and then succeed.

SHRI JAIDEEP SINGH (Godhra): We are now in the penultimate stage of discussion on Budget. I have been listening to many hon. speakers here and trying to learn. I was amazed that my learned friend Shri Somnath Chatterjee chose to speak as a novice because it snacks of nothing but election propaganda because West Bengal is going to the polls very soon.

SHRI SOMNATH CHATTERJEE: Let somebody from Haryana and Himachal deliver a speech here.

SHRI JAIDEEP SINGH: He will

The greatest stress he laid was on Food for Work. Time and again we have heard here in this House—the Agriculture Minister pleading that the West Bengal Government was not submitting the accounts because there was some dubious dealing in the food that was being sent there, for the obvious purpose of giving it to the people. It was not being done. That was why they were not able to account for it. Of course, it is very important to mention it because when Shri Somnath Chatterjee goes back and talks at the hustings, he will say that he pleaded the cause....

SHRI SOMNATH CHATTERJEE: We will. Let the people decide. They may accept your version. They may reject our version. Not that you go to court to stop an election.

SHRI JAIDEEP SINGH: They have already decided and given their verdict.

SHRI SOMNATH CHATTERJEE: We have invited them.

SHRI JAIDEEP SINGH: I am surprised that such a senior Member like Shri Somnath Chatterjee comes to this House and makes a speech without making a proper study of the various matters he mentions. I have no intention of crossing swords with him, but I am surprised he said "Bengal is the only State where a joint sector enterprise for a petro-chemical industry was being sought for in India". It is far from the truth. I belong to a State called Gujarat, where such a project also is awaiting the approval of the Government of India.

SHRI SOMNATH CHATTERJEE: I am sorry. He may abuse me or accuse me. I said... (Interruptions).

SHRI JAIDEEP SINGH: I am on my legs. I do not yield. (Interruptions)

SHRI SOMNATH CHATTERJEE: I do not criticise.

SHRI JAIDEEP SINGH: I do not want you to disturb me. (Interruptions)

MR. CHAKSIAN: Let him clarify.

SHRI SOMNATH CHATTERJEE: There is no petro-chemical complex only in the State Sector. I have said that we wanted in joint sector. Therefore, I have never said that West Bengal has been asked to set up petro-chemical sector only in State sector.

SHRI JAIDEEP SINGH: We have asked them to set up in State sector also in Gujarat. Is it all right?

SHRI SOMNATH CHATTERJEE: Keep it secret.

SHRI JAIDEEP SINGH: There is no need to keep it secret. Your implication is that this is being done because there is a Communist Government in West Bengal. It is a wrong implication. Probably, there may be other problems of various nature for which these things might be held up. I do not like a project in Gujarat also to be held up. I am not insinuating that the project is held up because it is prejudiced against Gujarat. I am trying to prove my point. To say that this is not being done just because there is a communist government in West Bengal, is utterly untrue. I would not like to deal with his speech, because, I think, the Minister will deal with it.

I would agree with him to an extent that there is inflation and it is a serious matter and it should be dealt with. How the Minister is going to deal with it, I am sure, he is going to say so. But there is one fact which every body must take into account. When steps are taken in such a vast country to take certain measures which will help a lot of people all over the country, the result would not be yielded within a few hours or few days. The result would take time to come in. The question is to see whether there is a trend now to bring it back on the rail. If certain amount of holding up of price line takes place, other things will naturally follow in the right direction.

I would like to draw the attention of the Minister, however, to a few facts. We have called this year as Productivity Year. Looking at the objective, I feel that there are certain gaps which have to be filled in, if we really want to achieve what we want. Merely by slogan-mongering, I do not think, we are going to achieve what we want.

In the field of industry, for example, finance is still a big problem. There are many plans being drafted but those plans are not coming into being because there are various types of snags in getting finance. I do not know how the Government is going to overcome these difficulties. But one thing, I feel that there should be more participation of State Governments and more participation of private

enterprises/in order to get more capacity that we have envisaged for. Times are changed. If something was declared as core sector some years back, there is no reason to continue to do so. Therefore, a little amount of flexibility in this particular direction, I think, is very necessary. The States should also be involved in it. As against that, my complaint if at all any, is this. Many of the projects in which the States are prepared to participate financially or otherwise are lying unattended to for some reason or the other. This is what I wanted to bring it to the notice of the Minister. Why are they lying unattended to and why something cannot be done to get them back on the rail?

For example, in the field of industry, the State of Gujarat has made a proposal for Nylon 6-Filament Yarn Project which was envisaged in the Plan and a letter of intent was passed in 1971. For one reason or another, it hung fire. At that time, this project would have cost Rs. 45 crores. But due to the delay and price escalation, it has now gone upto Rs. 63 crores. It is a national loss. Moreover, it is a project where many small weavers in Gujarat who have small industries have got together into a cooperative. As a Joint sector, these weavers' cooperatives are also coming in with the State sector to have this factory. Yet, it has not been able to find the final day-light with the Government of India. I would like to know why.

Similarly, the sponge iron project is also waiting on the sidelines for a long time. The Government here has been dragging its feet. What I am trying to say is that the procedures that are involved in getting an industry to go through and take a final shape are so complex and are so complicated and go through so many different departments that it takes a long time to go through. So, coming back to my first point, if we do want it to be a Year of Productivity, if we do want to see that the production increases fast, then these difficulties which keep arising will have to be removed and something will have to be thought about.

There is also a problem in the location of industries. The location of an industry

[Shri Jaideep Singh]

takes a long time to decide and many a time the location is not decided on merits. I have, unfortunately, to bring this to your notice and to the notice of the House that many a time an industry is located because of certain pressures, political pressures, Members of Parliament demanding an industry in their area or whatever it may be. I think the Government must take into account the question where it will be more feasible in area wherever it is most feasible, it should be located without any rancour. This is not being done. Therefore, these things are hanging fire.

I want to bring a very particular instance to the notice of the House and that is this. In India, it is a well-known fact that there is a great shortfall in the production of railway coaches. The factory that we have today, the ICF in Madras and elsewhere, they only produce 1100 coaches a year whereas we require 2200 a year. The shortfall is sought to be filled by locating a new factory. I am glad the Railway Minister has come and my plea will be heard better. Though I did mention this fact, when the hon. Railway Minister replied to the debate, he skilfully chose not to mention about it at that time. So, I would again request him that this should be taken into consideration. The Gujarat Government through its Industrial Investment Corporation asked for a letter of intent to have a coach factory in Gujarat. It had all the wherewithal, the funds and everything was worked out. But I do not know for what reasons it has not been given to Gujarat as yet. I believe, it is sought to be given somewhere else for which there are no funds yet and even when the funds are found, and a factory is located wherever it is sought to be given, it will only fulfil 600 coaches whereas we require 1200 coaches. There is still a shortfall which need not have been there. This is what I mean is the difficulty and unless these sort of difficulties are removed, I do not know how the shortages in this country are going to be overcome. It is very essential for us, therefore, to see that all our factories, all our industrial undertakings, work to their maximum capacity, work in such a way that we reach our targets.

Now, you take the case of cement. Cement is one commodity which is required by everybody and it is causing so much trouble and scandal everywhere. There is so much trouble and scandal everywhere.

We have the capacity to produce 33 million tonnes of cement. It was targeted for 23 million tonnes last year and we only produced 21 million tonnes. 'Why did we not reach the target? How do we propose to reach the target?' There are difficulties like power.

The other day I heard the Minister of Energy saying in his reply that the Central Government could not do much in this regard because the State Governments were responsible for power supply and that there were difficulties in the set up of the State Government. I, for one, am not prepared to accept that contention at all because, after all, this country is to be ruled from here. If there are shortcomings, if there are irregularities, if there are any difficulties, we must remove them from here. There are ways and means of doing so. Electricity Boards can be told to manage their affairs properly. They do not stick to their schedules. But a promise for power is given for a cement factory. It is calculated at that time how much power would be required. It is also calculated whether it is going to be available. When they are assured that it is going to be available, then only the permit is given. So when the permit is given and the power is not made available as per permits, surely some step has to be taken and those steps are not being taken as I feel.

I would also like to say that in the field of technology, we have to develop in many directions. For example, Gujarat is the one State where coal has to be brought from far away places. It is highly industrialised State and depends heavily on the movement of coal. There has been recent discovery in certain parts of Gujarat. It is said that there is 60 million tonnes of coal. But it is at a depth of 1,200 to 1,400 feet. There are ways and means in technology in other parts of the world to be able to extract what they call, carbon gas, because in such a situation, coal cannot be mined

in a conventional way. But we are not doing it. I do not know what progress we are making in that direction.

I would like to suggest that some thought must be given to this sort of technology so that they help develop areas where industry is located by producing power or energy.

Lastly, I just like to particularly bring to the notice of this House that we are always worried about shortfall in our foreign exchange reserves.

I do not know whether any thought has been given to the fact that tourism which seems to have been given very little importance, is a potential to earn foreign exchange. I do not know whether you are aware that tourism is the third largest foreign exchange earner in our country, as the position exists today. I do not know whether you are aware that plans are afoot to get 3.5 million people by 1990 to come as tourists to India. The potential to earn will be in the vicinity of some Rs. 3,500 crores per annum. Has anybody given a thought to this fact? But, at the same time, I find that the priority that this industry must receive, is not being received and I would suggest that tourism must be taken up as an industry. At the moment, it is not taken up as an industry and the outlay in the Plan for this sort of earning capacity is only Rs. 187 crores this year. How can we expect anything without putting in input? So, the input has to be also higher if they are expecting this higher earning and, therefore, I would suggest to the Minister of Finance that higher priority be given to tourism. We did not even discuss it. We did not even find time to discuss it during these days of Demands for Grants because it was considered to be something of so minor importance. But then it is something which is earning what we want so badly, something that is going to make our economy rise, something that is going to make us one of the leading nations of the world.

Lastly, I would like to thank the Finance Minister for the small favours that

he has announced, particularly to dyestuff small scale industry people. They were in dire straits. 1500 technocrats had left their jobs and come back from USA, England and other countries and started factories here and this excise duty on them was weighing very heavy and they had to close their factories since 27th February. Now, I suppose they would get the relief and would be able to function. But then I do not know why this thought was not given previously and only when appeals were made this decision was taken. I would like to bring this to the notice of the Finance Minister that, once we start a scheme like that, we must think of it from the long term point of view and there should not be disturbances in the way; otherwise, it stops—the momentum of the work that they do.

श्री हरीश रावत (अल्मोड़ा): अधिष्ठाता महीदेव, भारत जैसे विशाल और विभिन्नता वाले देश में विकास तभी सम्भव है जब प्लानिंग की प्रॉसेस में सभी वर्गों के लोग इन्वाल्व हो और मुझे खुशी है कि वित्त मंत्री जी द्वारा जो बजट प्रस्ताव रखे गये उनके द्वारा समाज के प्रत्येक को, अर्थ-व्यवस्था के प्रत्येक पहलू को छूने की कोशिश की है। और आज उनके द्वारा किये गये प्रावधानों के मूल्यांकन का अवसर हमें वित्त विधेयक पर चला रही बहस के दौरान प्राप्त हुआ है। जो लेजिस्लेटिव प्रॉसेस बजट के प्रस्तुतीकरण के समय प्रारम्भ हुई थी वित्त विधेयक पर बहस के समापन के साथ वह पूर्ण हो गई। इस सारी प्रक्रिया के दौरान एक बात सामने आयी है और वह यह कि इस सरकार ने और इसके नेताओं ने यह कोशिश की है कि यह देश एक आधुनिक तरक्की पसन्द और एक मजबूत राष्ट्र बन सके। अपनी निश्चित आर्थिक सीमाओं के अन्दर हर वर्ग के उत्थान के लिये कुछ कार्य कर सकें। उनके इन्हीं प्रयत्नों का फल है कि आज इस वर्ष कृषि उत्पादन का जो हमारा लक्ष्य था उससे ज्यादा उत्पादन होने की सम्भावना है, औद्योगिक उत्पादन पर हम पार करेंगे। जो हमारे आधारभूत क्षेत्र है जैसे बिजली, कोयला, पेट्रोलियम इन सारे आधारभूत क्षेत्रों में बहुत अधिक तरक्की हुई है। मान्यवर, जो ट्रेंड इस समय है मुझे विश्वास है कि और ज्यादा

[श्री हरीश रावत]

मजबूत होगा और हम लक्ष्य से बहुत आगे बढ़ सकेंगे। प्रधानमंत्री जी ने अपने 20 सूत्री कार्यक्रम के माध्यम से हमारे आर्थिक और सामाजिक जीवन के हर पहलू को छूने की कोशिश की है, और वित्त मंत्री जी ने अपने प्रस्तावों द्वारा हर पहलू की लिए कुछ न कुछ प्रावधान किए हैं। मैं समझता हूँ आज हमारे इन मार प्रयत्नों की सार्थकता इस बात पर निर्भर है कि हम सभी लोग राष्ट्रीय आर्थिक निर्माण के काम में जुट जाएं, संहत करें और आपस में कटुता छोड़ कर, राजनीतिक खींचतानी के वातावरण को छोड़ कर काम करने का वातावरण पैदा करें। निर्णोक्त एंटीट्रस्ट छोड़ कर, पॉजिटिव एंटीट्रस्ट अपनाएं।

महान युवा नेता श्री मंजय गांधी ने कहा था बात कम और काम ज्यादा। वही हमारा राष्ट्रीय नीति होनी चाहिए। इसीलिए प्रधानमंत्री ने नारा दिया है 'श्रम एवं जयते'। हम श्रम को महत्व का पहचानें लेकिन मुझे दुःख है कि हमारे विरोधी दल के लोगों ने जिस तरीके से उन्होंने 19 जनवरी को भारत बंद का आह्वान किया या जिस प्रकार बम्बई और बंगलौर में आन्दोलन चल रहे हैं, इस तरीके में कोई देश तरक्की नहीं कर सकता।

इस तरीके से हम कितनी ही अर्थ-व्यवस्थाएं करें, फ़िल्टर ही प्रावधान वित्त मंत्री जी करें, वह सब अपसोट हां जाएंगे। मैं वित्त मंत्री जी को आपके माध्यम से बधाई देना चाहता हूँ कि उन्होंने कई एंटी-इन्फ़्लेक्शन इस्कां गेनरेशन के कदम उठाए हैं जिनमें प्राइवकेशन को बढ़ाने का, आवश्यक जिन्स को आघात करने का, पब्लिक डिस्ट्रीब्यूशन सिस्टम को मजबूत करने का, व्यापक बनाने का, हाइड्रोजन को रोकने की कोशिश की है, लेकिन इसके बावजूद भी मुझे आश्चर्य होता है कि जब मुद्रा-स्फीति की दर घट रही हो, जब धोक मूल्यों के मुन्कक स्थिर हों, या घट रहे हों तो एमें सम्य भी सामान्य उपयोग की चीजों के दाम बढ़ रहे हैं। पिछले 2 महीने के अन्दर कई वस्तुओं के मूल्य 18 प्रतिशत तक बढ़े हैं, इस पर रोक लगाना आज बहुत जरूरी है।

वित्त मंत्री जी को देखना चाहिए कि आम व्यक्तियों को कठिनाइयां जिन करणों से बढ़ती हैं, उन पर किस प्रकार से चैक लगाया जाए। निवंदन के तौर पर मरा सुभाद है कि हर राज्य में एसे उपभाक्ता निगमों की स्थापना होनी चाहिए जिनको पब्लिक कमंटीज देखे, प्रधान देखें या क्षेत्रीय समीतियां देखें और उपभाक्ता समीतियां देखें और उन उपभाक्ता समीतियों के माध्यम से लोगों को कम-से-कम आन व्यक्ति की आवश्यकता की चीजें जो 10, 12 हैं, वह उपलब्ध कराई जानी चाहिए। उन वस्तुओं के मूल्यों को यदि मार्केट में कंड बढ़ाना है तो उसमें मीरिंगम अग्रध धांसित किया जाना चाहिए और एमें व्यक्ति को स्पेशल कंट्रोल के माध्यम में दह दिया जाना चाहिए।

इसके साथ-साथ ही कंज्यूमर इंडस्ट्री है, उसको हमने पूरी तरह में प्राइवेट सैक्टर को हवाने कर रहा है और प्राइवेट सैक्टर क्वालिटी गिरा कर और तरीके से मुनाफा कम करने की चेष्टा करता है। मरा निवंदन है कि कम-से-कम फंड मंतर में ही महों, इस कंज्यूमर गुड्ज इंडस्ट्री को आप पब्लिक सैक्टर में लाएं, क्योंकि यह हमारे मूलभूत आवश्यकता की चीजें हैं। अगर उनको हम पब्लिक सैक्टर में नहीं लाएं पब्लिक एंटरप्राइज को अगर नहीं मांपेंगे तो निश्चित तौर पर हम कठिनाई में पड़ सकते हैं। हमारे देश के अन्दर 190 पब्लिक इंटर्प्राइज हैं जिन पर 20 हजार करोड़ रुपया इन्विटी और नोन देने के रूप में खर्च हुआ है। इनमें से मात्र 19 कम्पनी टैक्सटाइल सैक्टर में कंज्यूमर गुड्ज को पैदा करती जिन पर मात्र 700 करोड़ रुपों खर्च हुआ है जो पब्लिक इन्विस्टमेंट को केवल 4 प्रतिशत है। आवश्यकता इस बात की है कि हम इस सैक्टर को जो कैपिटल इन्वेस्टिव है, उसको जगह कंज्यूमर इन्वेस्टिव तरीके इसको बढ़ाए तभी हमारा पब्लिक सैक्टर ज्यादा मजबूत होगा और ज्यादा मुनाफा कमा सकता है। जो मुनाफा इस वक्त प्राइवेट सैक्टर इंडस्ट्रीज कमा रही है, वह पब्लिक सैक्टर

इंडस्ट्रीज कमा सकती हैं। इससे हमारी अर्थ-व्यवस्था को लाभ प्राप्त होगा।

पब्लिक सेक्टर इंडस्ट्री में 110 कंपनी ऐसी हैं जो मार्जिनल मुनाफे पर चल रही हैं और 70 अंडरटॉकिंगज नुकसान दे रही हैं जिममें एन. टी. सी. के द्वारा चलाई जा रही मिलों भी हैं।

छठी पंचवर्षीय योजना में हमने लक्ष्य रखा है कि डेपरिमिशन के अतिरिक्त जो हम 25 हजार करोड़ रुपया पब्लिक अंडरटॉकिंगज से प्राप्त करेंगे हम उसका प्लान में रि-इन्वेस्टमेंट के लिए खर्च करेंगे। मुझे शक है कि जिम तरीके से हमारी पब्लिक अंडरटॉकिंगज काम कर रहा है, उनमें हम इस धन को प्राप्त कर सकेंगे। यदि हम इस धन को प्राप्त नहीं कर पाए तो निश्चित तौर से जो हमारा प्लान टारगेट है, वह अपसाइट होकर रह जाएगा।

मैं आपको और इस सदन के माध्यम से वित्त मंत्री जी में निवेदन करना चाहता हूँ कि आज भी समय है कि हम इन पब्लिक अंडरटॉकिंगज को दबोचें, कंट्रोल में लाएं। अगर हम समय रहते इनको कंट्रोल में नहीं लाए तो हो सकता है कि यह हमारे लिए पूर्व का हथी मिद्ध हो, यह हमारी अर्थव्यवस्था को चकनाचूर कर दें, जो हमारे स्वाब है पब्लिक अंडरटॉकिंगज पर, उनको तोड़ डालें।

मैं निवेदन करना चाहता हूँ कि आप कम-से-कम पब्लिक अंडरटॉकिंगज के लिए उसके मैनेजमेंट के लिए उसके कन्सैट के लिए एक कमिटी के कैंडिडेट तो तैयार कीजिये। आज आप किसी प्राइवेट सेक्टर से किसी को उठा कर पब्लिक अंडरटॉकिंग के मैनेजमेंट में ले जाते हैं और कभी आप एक व्यक्ति को सेक्रेटरीएट में ले जाते हैं और सेक्रेटरीएट से किसी को उठा कर पब्लिक अंडरटॉकिंगज में ले जाते हैं। सरकार क्यों नहीं एक ऐसा कैंडिडेट इवाल्व करती, जो पब्लिक अंडरटॉकिंगज मैनेज करे। उस कैंडिडेट के सदस्यों की फेल्यूर और सक्सेस को एकाउंटीबिलिटी होनी चाहिए। उनकी चरित्र-पंजीका में

अंकन होना चाहिए कि उन्होंने ठीक से काम किया है या नहीं।

एक बड़ी अजीब परम्परा चल पड़ी है कि हमारे आर्थिक मंत्रालयों और पब्लिक अंडरटॉकिंगज के लोग रिटायरमेंट के बाद प्राइवेट सेक्टर की किसी न किसी इंडस्ट्री में बड़े-बड़े आहदों पर चलें जाते हैं, डायरेक्टर या मैनेजिंग डायरेक्टर बन जाते हैं। इस प्रकार प्राइवेट सेक्टर में और एक निश्चित वर्ग में यह षडयंत्र चल रहा है कि वे पब्लिक सेक्टर को, पब्लिक अंडरटॉकिंगज को सोशलिज्म को कमसेकम को फेल करना चाहते हैं। मुझे डर है कि जिस समय वे अधिकारी मंत्रालय में अपने पदों पर होते हैं, तब भी वे पब्लिक सेक्टर को फेल करके प्राइवेट सेक्टर की दुनियाद को मजबूत करना चाहते हैं। कम से कम इस पर एक तगड़ी रोक और पाबन्दी लागानी चाहिए।

इस समय हमारे देश में सात आठ इन-शोर्स कम्पनियां हैं। उनमें से मैं एन. आई. सी. के विषय में कुछ कहना चाहता शायद माननीय उपमंत्री जी उसको देख रहे हैं। एन. आई. सी. आज एक विशाल साम्राज्य बना हुआ है। सरकार की और से उसको डिवाइड करने की बात कही गई है। कई वर्ग उसका विरोध कर रहे हैं। मो-काल्ड सोशलिस्टों और कम्युनिस्टों द्वारा भी उसका विरोध हो रहा है। इस विशाल साम्राज्य को नियंत्रण में लाने के लिए जरूरी है कि इसे जल्दी से जल्दी डिवाइड किया जाए। आज इसका मैनेजमेंट पूरी तरह से मार्क्सवादियों के प्रभाव में है। वह मार्क्सवादियों की और उनकी ट्रेड यूनियनों को संरक्षण देता है और जो दूसरे ट्रेड यूनियन काम करना चाहते हैं उत्पादन को बढ़ाना चाहते हैं, उन्हें वह दबाता है। एन. आई. सी. के ऐसे मैनेजमेंट को मंत्री महादेय नियंत्रण में लाएं और अगर वह नियंत्रण में नहीं आता है, तो उसे बदल दिया जाए।

मैं मोचोर्ड पालिसीज के विषय में कुछ कहना चाहता हूँ। 1979-80 में इस प्रकार की 83,000 पालिसीज थीं, जिनका 22 करोड़ रुपया पालिसी-होल्डर्स को



[श्री हरीश रावत]

नहीं मिला था। 1980-81 में वह राशि बढ़ कर 28 करोड़ रुपये हो गई। इस समय वह 32 करोड़ रुपये के लगभग है। इन मेचोर्ड पालिसीज के करोड़ों रुपये एल. आई. सी. के पास पड़े हुए हैं। इसका कारण यह है कि एजेंट और मैनेजमेंट इनिशिएटिव नहीं लेते कि पालिसी के मेचोर्ड होने पर पालिसी-होल्डर्स को पैसा मिले। आज अधिकांश एजेंट बड़े अधिकारियों के रिश्तेदार हैं या बड़े अधिकारियों की पत्नियां हैं और वे लोगों पर दबाव डाल कर इन्शोरेंस करवाते हैं। आदमी एक दो प्रीमियम देने के बाद प्रीमियम देना बन्द कर देता है। इस तरह बहुत से लोगों का नुकसान होता है।

मेरा निवेदन है कि एल. आई. सी. में यह व्यवस्था इन्डॉयर्स को जाए कि पड़े-लिखे बेरोजगार नौजवानों को एजेंट बनाया जाए। वे इनिशिएटिव लेंगे, पालिसी के मेचोर्ड होने पर पालिसी-होल्डर को रुपया दिलवाने में मदद करेंगे और पालिसी के लेप्स होने की स्थिति में वे लोगों को पालिसी को जारी रखने के लिए पर्सुएड करेंगे। मैं सम्मत्त हूँ कि माननीय वित्त मंत्री को इस बारे में कोई ठोस कदम उठाना चाहिए।

THE DEPUTY MINISTER IN THE MINISTRY OF FINANCE SHRI JANARDHANA PGOJARY: It has been done already.

श्री हरिश रावत : धैंक यू। जितने भी कापोरेशन हैं, चाहे वे स्टेट्स के हों या सैटर के, शक्तियों के विकेन्द्रिकरण के नाम पर उन्हें कई शक्तियां दी गई हैं। सरकार उनके दैनिक कार्य कलाप में हस्तक्षेप नहीं करती। लेकिन ये कापोरेशन पब्लिक मनी को मिसयूज कर रहे हैं, जनता के गाड़े पसीने की कमाई को बर्बाद कर रहे हैं। अगर इमका अध्ययन किया जाए, तो पता चलेगा कि ये कापोरेशन अरबों रुपये बर्बाद कर रहे हैं और सरकार के सामने जो कनसेप्ट है, उसको डिफिट करने के लिए हर रहेसम्भव कोशिश कर है। मेरा निवेदन है कि इन कापोरेशन्स को भी नियंत्रण में लाने के लिए मंत्री महोदय सार्बक कदम उठाएं।

विशेषकर बैंकों में सरकार की कोई दखलदांजी नहीं है। सरकार का जो बौसिक कनसेप्ट है, जिसके द्वारा वह तीन करोड़ लोगों को गरीबी की रेखा से ऊपर लाना चाहती है, उसको पूरा करने में बैंक कोई योगदान नहीं दे रहे हैं। उनसे जो अपेक्षा की गई थी, वह पूरी नहीं हो रही है। वे अपने तरीके से मनमानी कर रहे हैं। सरकार को उन पर इफेक्टिव कंट्रोल एक्सरसाइज करना चाहिए।

मैं ज्यादा समय न लेकर माननीय वित्त मंत्री जी और उप वित्त मंत्री जी से आपके माध्यम से निवेदन करना चाहता हूँ कि आज समय है कि हम स्ट्रिक्ट इकानॉमिक पालिसीज को अपनाएँ। इस मजबूती के साथ अपनी नीतियों का अनुपालन कराएँ। हमारी नीतियों में खंडें टूट नहीं हैं। टूट अगर कहीं है तो इम्प्लीमेंटेशन की स्ट्रेज पर है और वह टूट हमको मंहगी पड़ती है, हमारी राजनीतिक व्यवस्था को मंहगी पड़ती है, हमारे राजनेताओं के लिए मंहगी पड़ती है। इसलिए जो इम्प्लीमेंटेशन करने वाली हमारी एजेंसीज हैं उनके ऊपर हमारा एफेक्टिव कंट्रोल होना चाहिये। उनकी डे टू डे की वर्किंग के ऊपर प्रापर मानिटोरिंग होनी चाहिए। अगर प्रापर मानिटोरिंग नहीं करेंगे और ठीक तरीके में उन को देखभाल नहीं करेंगे तो जो समाज को गहन देने का हमारा कार्य है उसे हम पूरा नहीं कर सकेंगे।

SHRI SONTOSH MOHAN DEV: (Silchar): Mr. Chairman, Sir, I rise to support the Finance Bill. Sir, the eloquent speaker from the Opposition, Mr. Somnath Chatterjee, gave a very good speech. It was more or less an election speech. He also mentioned my name many a time in his speech but he is not present in the House at the moment. He comes from a State where out of 365 days in a year almost for 300 days it remains in darkness and there is no light. Therefore, we are not surprised when he, in his speech, could not throw any light on anything. Instead he showed a dark tiger in the form of IMF. He went to the extent of saying that part of

the present budget was framed by the IMF. Being a man from Bengal which has produced so many eminent national leaders it is a pity that he should consider that a country like India will ever—under the leadership of Shrimati Indira Gandhi—allow any foreign agency to put pressure on us or we will yield to them.

Sir, while I welcome certain concessions announced by the hon. Finance Minister today I would like to remind him about the one commitment which the ex-Finance Minister made in this House in 1980 in respect of formation of a tribunal of Central Excise and Customs. This commitment has not yet been implemented and a few thousand cases are still pending before the Ministry for which people are suffering. I request him to look into this problem.

Sir, I come from a State which is having political turmoil for the last two and a half years and I being one of the two Members—other being a Minister—in me I represent twelve MPs. Unfortunately, the main reason for this political turmoil in my State is the economic backwardness. I am grateful to the Centre that in the Sixth Plan the outlay has been increased to a great extent and the amount that has been allocated is Rs. 1150 crores as against Rs. 305 crores in the Fifth Plan. The revenue income of the State is so little that it becomes difficult for the State to take any steps for development or to take any project which can generate employment.

Sir, our main income is royalty from petrol which is controlled by the Central Government. During British days the royalty on petrol was Rs. 10/- which has been increased to Rs. 62/-. I would like to say that when Mr. Sarin was the Chief Adviser to the Governor of Assam—it is not recommended by any political leader—he made a strong plea that the royalty on petrol should be increased to Rs. 315/-. The other day I raised it in the House also. The hon. Finance Minister said that this is being revised every four years. But in view the fact

that this is the only vital source of our revenue, I would urge upon the Government to take a lenient view and accept our genuine demand of Rs. 315 as the petrol royalty.

There is hardly any industrial development in our State. The whole State of Assam can be said as the industrially backward area. In this respect, the banks there have got a vital role to play. But if you take the statistic about the quantum of money being deposited by the people of Assam in the banks, you will find that the corresponding investment by the banks is not that much; it is very little. Figures have been quoted in this House time and again and it really depicts a very sad picture. I do not say that it is the tendency of the Government not to make investments, but the main reason is that the infrastructure of the banking organisation is very much lacking there. In reply of one of my Unstarred Questions, Question No. 8 on the 19th June, the hon. Minister agreed that there are 550 additional branches to be established in the North-Eastern region, but he added that the State Government had not taken any initiative. I do agree that it may be a fact, but the Central Government has also got a part to play to establish these banks. After establishment of the banks, the functioning of these banks should also be organised in a better way. The area head office of the State Bank of India has been opened, but unfortunately, the other nationalised banks like the United Bank of India, the United Commercial Bank, Punjab and Sind Bank etc. have not followed suit. Their head offices are either in Calcutta, or even in places like Delhi or Bombay. As a result, hundreds and thousands of applications for assistance from the banks etc. are lying pending. I would urge upon the Government to look into this particular problem. Either the Regional Offices should be upgraded in view of the backwardness of the State, or the regional managers in these areas should be given more power. It is very difficult for an entrepreneurs from Assam to come to Calcutta, Bombay or Delhi to get his financial proposals approved and

[Shri Santosh Mohan Dev]

sanctioned. It is very expensive and it is also hard for him considering the distance etc.

Further, Assam because of its tea industries and plywood industries contributes a huge amount as premia to the General Insurance sector, but unfortunately there is only one General Insurance Company which has got a regional office in Assam. In Mizoram, Tripura, Cachar and North Cachar hills, there is a good prospect for a regional office of the General Insurance. This may kindly be looked into. I am very grateful to the hon. Minister for opening a divisional office of LIC in my area. Now, the Life Insurance Corporation is being bifurcated soon into five organisations. I am a strong supporter of this. While this is being done, head office of one of the organisations should be set up at Gauhati. This is a genuine demand of the people. I must say with all respect to the people of Calcutta that in Calcutta, the regional office of LIC or the State Bank have become a den of the Union leaders only to create dislocation and not to create productivity. Recently I have been to one of the offices, head office of the United Bank of India. Once you enter there, you will find that you have come to an office where there are posters and posters displayed all around and nothing else. Ten unions have put their posters all along the walls. If there is a rule for restriction of putting such posters in the P&T Department and other offices, I would also request the hon. Minister to have such a rule, not to display the union posters in the banks. This may kindly be considered.

If you have the head office of one of such organisations, when you bifurcate the LIC, in Gauhati, I can assure you that you would be able to generate more premia from the people. This is because the life insurance scheme has got a very good prospects there. But unfortunately because the proposals are not accepted promptly and also as disbursement of the demand after maturity is very slow, because the infrastructure is not there, I

would request the hon. Minister to consider this particular aspect.

15.00 hrs.

While considering the various aspects in that area, the Prime Minister did form a Committee that was previously known as Makwana Committee; now it is known as Laskar Committee. That Committee from time to time has given certain proposals to the Central Government, including the Finance Ministry, regarding the various development proposals for that area and one of the monitoring body for implementation of these particular proposals is the NEC (North Eastern Council). You will be shocked and surprised to know that after the formation or division of Assam,—which was under one Governor before, now there are two Governors, one in charge of Meghalaya and Assam, the other in charge of the Union Territories and States—there is no Chairman of the North Eastern Council. As a result those proposals which have been monitored by the Laskar Committee or the Makwana Committee and which are supposed to be granted either by the Central Government after the technical know-how and acceptance is given by the North Eastern Council, nothing is moving there and it is in a very standstill position. Keeping that in view, I would request the Government—whatever might be your decision, whoever might be Chairman—the Chairman of the North Eastern Council should be elected or selected very soon.

My another request is that Banking Service Commission which has recently been formed is the most ineffective body in Assam. In almost all branches in Assam, in all the Nationalised Banks, they are bearing huge losses because of the shortage of staff. When you go to a bank for any proposal, specially with regard to the IRDP and other schemes, you always hear from them saying we do not have the manpower to deal with it. Since the Banking Service Commission has been established and a Chairman has been appointed, I would request that all the vacancies which are in North Eastern region in all the banks must be filled up

immediately and the local people given more scope to get appointment there.

Lastly, I would through you request the Central Government to change its attitude towards the State of Assam. Now there is President's Rule there and everything is in the hands of the President of India. Through the President of India, the Governor is ruling there and the Home Minister is in power. Keeping that in view we should not say that nothing can be done in Assam because there is a movement there. The Police is under you; the Government administration is under you; money is under you and the Banking Organisation is under you. If you can prove in Assam that you are really serious about the economic development of Assam, I am sure the agitation which has lost ground now, will totally lose ground and the people of Assam, who are patriotic in their feelings, will certainly come forward to cooperative with the Central Government and will definitely create a climate where this secessionist movement, which is going on there by the small sections of the people, will die out and they will again be in the national mainstream and will be able to form Government of whatever party might get majority. With these words, I support the Finance Bill.

15.04 hrs.

(SHRI CHANDRAJIT YADAV *in the Chair*)

SHRI KAMALUDDIN AHMED (Warangal): Sir, I support the Bill and also the proposals that the Finance Minister has brought forth. At the same time I would like to draw his attention about the non-performance of the State Government.

Sir, we are committed to Planned economy. Now we are in the Sixth Plan. During this period, we have spent thousands of crores. But in terms of results, if we go through our targets and achievements, I must say that the State Governments have not done well. Added to that, there is a very dangerous trend now

prevailing in the country. During the last six months, we have been seeing reports in the Press, we have been hearing the Finance Minister, Planning Commission, Reserve Bank's Governor and everybody talking about the overdrafts and deficit financing.

We can understand it if the Central Government goes in for deficit financing; but it is just unimaginable, we can hardly conceive of it if States go in for overdrafts in such an irresponsible manner. I believe we have a total of Rs. 1200 crores of over-draft now pending with the States Governments. Out of this Rs. 1200 crores, the Government of West Bengal alone has Rs. 372 crores to clear off. Almost all the State Governments—Rajasthan and other State Governments have done this. I am not singling out any State, but I am pointing out that there is a very dangerous trend.

Wherever these overdrafts are there to be cleared off, they don't find any additional resources. They are not in a position to mobilize their resources for clearing over-drafts. These over-drafts are pending; and to our surprise, what we find is that we have been giving them premium for all these misdeeds. The solution that the Central Government is coming forward with to clear off this overdraft is that they say this—the Planning Commission has said in one of its letters that if the overdrafts are not cleared off by the end of March, it will adjust these overdrafts against the next year's plan outlay. Who is going to suffer? It is the people of the State that are suffering because of this indiscreet financing and irresponsible way of dealing with finances. The result, as I understand it, is that generally these overdrafts occur due to expenditure on non-plan sector. These overdrafts occur due to their indiscreet expenditure. If we adjust these overdrafts against the next year's plan outlay. I don't think that would be an appropriate method or measure.

I was surprised when our friend Mr. Somnath Chatterjee pleaded for more economic powers for the States. As a matter of fact, what I find is that about the

[Shri Kamaluddin Ahmed]

present system of our financing and the powers of the States to carry out plans and economic programmes, we have to give a new thinking, i.e. as to how to achieve our plan targets and how to carry out and complete the economic programmes.

For progress, peace is necessary. Unless there is peace, we cannot have any progress. If we go through the conditions that have prevailed during the last 30 or 35 years after our Independence, there is hardly a year when there were no communal riots or other incidents of violence. In spite of all our efforts, communal riots are still taking place; so also atrocities on Harijans and Adivasis and then violence in the industrial sector. Now, we are all aware that about 3½ lakh people are on strike in Bombay and unfortunately the Central Government is not in a position to do anything. When we think of any measure then immediately it is said it is a State sector and has to be dealt with by the State Government. The question of law and order also is said to be the responsibility of the State; and if they fail in controlling it, we just cannot do anything. Sometimes, when there is any violence, we discuss it in Parliament and try to hold Gianiji responsible for it. I admire him. He immediately assumes any responsibility without any power. His power under the present system is that he can just draw the attention of the Chief Minister or the Home Secretary can write a letter to the Chief Secretary of the State. Beyond that, there is no power. But Gianiji will definitely come out and say that we are taking measures and all that. What I am trying to plead is that the whole system requires a drastic change. What should be the power of the State and what should be the power of the Centre? I must say that we have to give a rethinking to the entire matter.

I may remind the hon. members that when the Constitution of our country was being considered, some apprehensions were expressed that the draft Constitution will not be suitable for our country. But in their wisdom the then members approved the Constitution. I will only quote a

little portion from Dr. Ambedkar's speech wherein he said,

"The democratic executive must satisfy two conditions. We must be a stable executive and he must be a responsible executive."

"Unfortunately, it has not been possible so far to devise a system which can ensure both in equal degree. You can have a system which can give you more stability but less responsibility or you can have a system which gives you more responsibility but less stability."

So in that way, the American and the Swiss system give more stability but less responsibility. The British system, on the other hand, gives you more responsibility but less stability. The reason for this is obvious and all that he has said, with the result that we have opted the British Parliamentary system. Under this system, for anything that happens, we cannot hold anybody responsible.

Now, if the law and order fails, I don't think we have clamped the President's Rule in any State for the reason that the State Government has failed to maintain the law and order situation nor have we have been able to clamp President's Rule and dismiss the Government for any fiscal mal-practices. So, my humble submission through you is that we must give serious thought to this. We adopted the system of British Parliament and unfortunately we have not been so successful in that system.

SHRI SATYASADHAN CHAKRABORTY: Who is going to dismiss the Central Government for law and order in Delhi? (*Interruptions*)

SHRI KAMALUDDIN AHMED: You should hear me. I will explain everything. According to the area of our country and the size of population, we could have tried to see whatever systems are prevailing in the two advanced countries in the world. The two more advanced nations in the world are: the USSR and the USA. Now, if we had to adopt a system, we should have adopted the system of the USSR or the USA. But

we have adopted the system of a tiny country which perhaps was in a way instrumental in giving that system to us. My submission is that this is not a matter where anybody must feel touchy about it. What I say is that the present system, requires a re-thinking, it requires a re-assessment as to what we have done. My submission would be that we must make a system where this Central Government becomes more responsible and more powerful. We are in a very typical type of predicament, that we have an administrative set up which is never responsible for anything. If the Plan targets are not achieved, no officer is held responsible; if law and order is not maintained, no officer is responsible. There is no responsibility on anybody. What I would suggest is that this House must take into consideration the prevailing circumstances and we must think of a system of Government for ourselves, a Constitution for ourselves, which will give protection to the citizens and also ensure progress of our economy.

**SHRI SATYASADHAN CHAKRABORTY:** Is the hon. Member advocating Presidential system of Government? Are you advocating the Presidential system of Government?

**SHRI KAMALUDDIN AHMED:** I have said, that the systems in the two most advanced countries are, one is available in U.S.S.R. and the other is available in the U.S.A. They can be considered, they can be thought of, and we must draw lessons from history. *(Interruption)*

It is the combined wisdom of this House that has to evolve a system where we should be in a position to give more protection to our citizens and more economic prosperity to our people.

**SHRI SOMNATH CHATTERJEE:** That, the people will achieve.

**SHRI KAMALUDDIN AHMED:** And, through you I will make a special request, an earnest request to our leader, our Prime Minister, Shrimati Indira Gandhi, who got a massive vote. *(Interruption)*

**SHRI SATYASADHAN CHAKRABORTY:** Now you have come out.

**SHRI KAMALUDDIN AHMED:** The massive vote of this country given to her was not merely due to affection towards her. *(Interruption)*

**SHRI SATYASADHAN CHAKRABORTY:** You can make her the President. But she is more powerful than the U.S. President.

**SHRI KAMALUDDIN AHMED:** It was more or less a sort of mandate to find a Government which gives more economic prosperity to the people and also safety to life and property.

In the end, there is a small matter which I would like to bring to the notice of this House. Two years back we were told that gas and oil were found in the Godavari basin. Unfortunately, the O.N.G.C. has been going at a snail's speed and we have not been able to show any spectacular results. I would request the Finance Ministry and the Ministry of Petroleum and Chemicals to take up this matter in right earnest and go ahead with the programme so that it may ease the burden on our exchequer. We may find oil and gas and that will bring some prosperity to our State and the country.

**MR. CHAIRMAN:** Shri Ashfaq Husain.

श्री अशफाक हुसैन (राजगंज) : चेंबर-मैन साहब, मैं उत्तर प्रदेश से आता हूँ और उत्तर प्रदेश की आबादी इस पूरे भारतवर्ष में सबसे बड़ी है। उत्तर प्रदेश से 85 मईबर लोक सभा के भी चुनकर आते हैं। लेकिन मैं अपने प्रदेश की तरफ से यह बात आज इस सदन में रखना चाहता हूँ कि जहाँ कहीं भी मामला उत्तर प्रदेश का प्रोत्साहन देने का, उसको फंड देने का होता है यह सरकार, चाहे उसके प्रधान मंत्री जो भी रहे हों, और उत्तर प्रदेश से ही ज्यादातर रहे हैं, लेकिन उसके साथ ज्यादाती की गई है। उसको जो हिस्सा मिलना चाहिये वह नहीं दिया जाता है। उत्तर प्रदेश के साथ जो ज्यादाती होती रही है उसको उठाना मेरा फर्ज रहा है, और इसलिये मैं यह बात आपके सामने रखना चाहता हूँ। उत्तर प्रदेश में भी पूर्वी उत्तर प्रदेश सबसे पिछड़ा हुआ

### [श्री अक्षयक हुसैन]

न केवल उत्तर प्रदेश में बल्कि देश के ज्यादातर भागों में सबसे ज्यादा पिछड़ा हुआ पूर्वी उत्तर प्रदेश है और उसमें गोरखपुर, बस्ती, देवरिया, आजमगढ़ जिले आते हैं। चेंबरमैन साहब आपका जिला भी आजमगढ़ ही है जहां आपकी कांस्टोयूएसी है। मैं उसी गोरखपुर कमिश्नरी का जिक्र कर रहा हूँ जिसमें एक क्षेत्र महाराजगंज है। पूरे गोरखपुर के बलये स्टेट बैंक आफ इंडिया लीड बैंक है, लेकिन मुझे अफसास है कि उसे लीड बैंक का रोल अदा करना चाहिये था, वह उसने नहीं किया। मैंने इससे पहले भी मांग की थी कि स्टेट बैंक आफ इंडिया क्योंकि गोरखपुर का लीड बैंक है इसलिए उसका रीजनल आफिस व्हाय बनारस में होने के गोरखपुर में होना चाहिये ताकि गोरखपुर जैसे पिछड़े हुए इलाके की अच्छी तरह से देखभाल की जा सके, लेकिन पता नहीं क्या काठिनाई है, दिक्कत है जिसके कारण कानपुर में जो स्टेट बैंक का मुख्यालय है, वह गोरखपुर के बैंक का रीजनल आफिस का दर्जा देने के लिए भी तैयार नहीं है।

मैं कुछ उदाहरण इसके नियम देना चाहता हूँ। गोरखपुर हंडलूम का एक विशेष सेंटर रहा है, लेकिन वहां स्टेट हंडलूम कापॉरेशन की तरफ से हंडलूम के बारे में जो एक काम्प्लैक्स खोला गया है, उनका बैंकिंग कैपिटल के लोने देने में भी स्टेट बैंक कतर रहा है। एक तो समूचे देश के पैमाने पर उत्तर प्रदेश को नजरान्दाज किया जा रहा है, उसके उसके हिस्से का हक भी नहीं मिल रहा है जो कि मिलना चाहिये और दूसरे मामलों में गोरखपुर के स्टेट बैंक का जो वहां लीड बैंक का रोल अदा करना चाहिये, वह नहीं कर पा रहा है।

गोरखपुर में एक खिन्ता है, जो जंगल से भरा हुआ खिन्ता है। यहां माकू के भी जंगल हैं और आम के भी जंगल हैं। यहां हजारों एकड़ एसी जमीन पड़ी हुई है जो मझार है जिसमें घास उगती है, उसका इंडस्ट्रियलाइजेशन करना चाहिये। मैं सरकार का ध्यान इस तरफ दिलाना चाहूंगा कि जब तक यहां का इंडस्ट्रिय-

लाइजेशन नहीं होगा, यहां पर पुराने जमाने में एक तरह से जो लेबर डिपॉ खुला हुआ था, जिसके जरिये तमाम लेबर भर्ती कर के न सिर्फ हिन्दुस्तान की तमाम सदानों में भंजी जाती थी, बल्कि बाहर के मुल्कों में भी भंजी जाती थी, वह लेबर डिपॉ तोड़ दिया गया है। लेकिन आज भी वहां की लेबर जो हरियाणा, पंजाब, बिहार को सदानों और दूर-दूर सेंती के काम करने के लिए जाते हैं, उनके आराम और असाइश का कोई इंतजाम नहीं है। लेबर डिपॉ की जमीन जो वहां पड़ा थी, उसके भी इस्तेमाल में लाना चाहिये। जो लोग दाहर मजदूरों की तरह से काम कर रहे हैं, उनके फलाह और बहबूदी का काम भी सरकार को करना चाहिये। जंगल पर आधारित वहां माकू के बीज से तेल निकालने का काम भी करना चाहिये ताकि वहां के लोग जो बाहर रोजी की तलाश में जाते हैं, उनको वहां रोजी मिल सके और वह अपनी जीविका कमा सकें। कागज की मिल भी वहां पर लगाई जा सकती है लेकिन इस पर भी सरकार ध्यान नहीं दे रही है।

मुझे बड़ा अफसास है कि जब इससे पहले नारायण दत्त जी तिवारी योजना मंत्री थे, मैंने उनका पत्र लिखकर भंजा था और कहा था कि तिवारी जी आप इस क्षेत्र में जा चुके हैं, उत्तर प्रदेश के मुख्य मंत्री भी रहे चुके हैं, आप जानते हैं कि इस पिछड़े हुए क्षेत्र की तरक्की के नियम क्या कदम उठाने चाहिये। मैंने उनसे मांग की थी कि एक विशेष स्टडी टीम योजना मंत्रालय कि वहां भेजे। उन्होंने एग्री तो किया। यह माना कि आपकी बात सही है, लेकिन मेरे पत्र को उत्तर प्रदेश के मुख्यमंत्री के पास भेज दिया, इसके साथ कि मैं इससे सहमत हूँ और उत्तरप्रदेश सरकार को चाहिये कि वहां भेजे। उन्होंने एग्री तो किया, लेकिन जब उत्तर प्रदेश के मुख्यमंत्री के पास वह रूत पहुंचा तो मेरे बारदार रिमाइन्डर के बाद भी, और एक बार योजना मंत्री नारायण दत्त तिवारी की रिमाइन्डर देने के बाद भी कोई नतीजा नहीं निकला। हो सकता है कि उत्तर प्रदेश के मुख्यमंत्री डाकूओं में फंसे रहे हों या दूसरे कामों में व्यस्त रहे





[شری اشفاق حسہن]

گورکھپور کے بھنگ کو ریجنل آفس کا درجہ دینے کے لئے بھی تیار نہیں ہے۔

میں کچھ اداکاروں اس کے لئے دیکھا چاہتا ہوں۔ گورکھپور ہیلتھ لوم کا ایک وشیٹس سینٹر رہا ہے لیکن وہاں اُسٹیت ہیلتھ لوم ریزوریشن کی طرف سے ہیلتھ لوم کے بارے میں جو ایک کامیونیکس کھولا گیا ہے۔ ان دو ورکنگ کھیتل کے لوں دینے میں بھی اکتیوٹ بیلک کترا رہا ہے۔ ایک تو سموچے دیس کے پیمانے پر اترپردیس کو نظر انداز کیا جا رہا ہے۔ اس نے حصے کا حق بھی نہیں مل رہا ہے جو کہ ملنا چاہئے اور دوسرے خاص طور سے گورکھپور کے اکتیوٹ بھنگ کو جو وہاں لہڈ بیلک کا رول ادا کرنا چاہئے وہ نہیں کر پا رہا ہے۔

گورکھپور میں ایک خطہ ہے جو جنگل سے بہرا ہوا خطہ ہے۔ یہاں ساکو کے بھی جنگل ہیں اور اس کے بھی جنگل ہیں۔ یہاں ہزاروں ایکڑ ایسی زمین پڑی ہوئی ہے جو مجھار ہے جس میں کھاس اکتی ہے اس کا انڈسٹریلائزیشن کرنا چاہئے۔ میں سرکار کا دھیان اس طرف دلانا چاہوں گا کہ جب تک یہاں کا انڈسٹریلائزیشن نہیں ہوگا یہاں پر پرانے زمانے میں ایک طرح سے جو لہبر قیو کھلا ہوا تھا جس کے ذریعہ

تمام لہبر بہرتی کر کے نہ صرف ہندوستان کی تمام کھدانوں میں بھیجی جانی تھی بلکہ باہر کے ملکوں میں بھی بھیجی جاتی تھی وہ لہبر قیو توڑ دیا گیا ہے۔ لیکن آج بھی وہاں کی لہبر جو ہریانہ پنجاب بہار کی کھدانوں اور دور دور کھیتی کے کام کرنے کے لئے جاتے ہیں ان کے آرام اور آسائش کا کوئی انتظام نہیں ہے۔ لہبر قیو کی زمین جو وہاں پڑی تھی اس کو بھی استعمال میں لانا چاہئے۔ جو لوگ باہر مزدوروں کی طرح سے کام کر رہے ہیں ان کے فلاح و بہبودی کا کام بھی سرکار کو کرنا چاہئے۔ جنگل پر آمدات وہاں ساکو کے بیج سے تھل نکالنے کا کام بھی کرنا چاہئے تاکہ وہاں کے لوگ جو باہر روزی کی تلاش میں جاتے ہیں ان کو وہیں روزی مل سکے اور وہ اپنی جھوکا کما سکیں۔ کافڈ کی مل بھی وہاں پر لگاؤں جا سکتی ہے لیکن اس پر بھی سرکار دھیان نہیں دے رہی ہے۔

مجھے بڑا افسوس ہے کہ جب اس سے پہلے نارائن دت جی تھواری جو جڈا ملتیری تھے میں نے ان کو پتہ لکھ کر بھیجا تھا اور کہا تھا کہ تھواری جی آپ اس چھیتر میں جا چکے ہیں اترپردیس کے مکھیہ ملتیری بھی رہ چکے ہیں آپ جانتے ہیں کہ اس پتہ پر ہونے چھیتر کی قرتی کے

لئے کہا قدم اٹھانے چاہئیں۔ میں نے ان سے مانگ کی تھی کہ ایک مشیخ استثنیٰ تمہیں بوجلا منترالہہ کی وہاں بھیجیں۔ انہوں نے ایگری تو کیا یہ مانا کہ آپ کی بات صحیح ہے۔ لیکن میرے پتر کو انٹرپرائسز کے مکھہ منتری کے پاس بھیج دیا اس کے ساتھ کہ میں اس سے بہت ہوں اور انٹرپرائسز سرکار کو چاہئے کہ وہاں کے لئے ایک استثنیٰ تمہیں بھیجے۔ لیکن جب انٹرپرائسز کے مکھہ منتری کے پاس وہ خط پہنچا تو میرے بار بار ریٹائلڈز کے بعد بھی در ایک بار بوجلا منتری نارائن دت تہواری کے ریٹائلڈز دینے کے بعد بھی وہاں سے کوئی نتیجہ نہیں نکلا۔ ہو سکتا ہے کہ انٹرپرائسز کے مکھہ منتری قاکووں میں پہنچے رہے ہوں یا دوسرے کاموں میں رہت رہے ہوں۔ بہر حال جو انٹرپرائسز کے اس پتھرے ہوئے چہتر کی ترقی کے لئے کھلدر کو روکنا چاہئے تھا۔ وہی ایذا رہی ہے۔

اس لئے میں کھلدریہ سرکار سے درخواست کروں گا کہ بوجلا منترالہہ کی ایک استثنیٰ تمہیں اس چہتر میں ادھین کے لئے بھیجے اس پتھرے ہوئے چہتر کا ادھین ہو تاکہ وہاں سے جو لیکچر فورس باہر جانی ہے وہ وہیں پر رہ سکیں اور وہیں اس کو روزگار و کام مل سکے۔

بھلوں کو ہدایت دی جائے کہ انڈیوگ کھولنے کے سے وہاں کے انڈیوگ پتھوں کو مشیخ پروتسامن دیا جائے۔ انٹرپرائسز میں جو کٹھنائیاں ہیں ان کی طرف بھی دھیان دینا اوشوک ہے۔ پلاننگ کمیشن کو اس سہلہہ میں ایک استثنیٰ تمہیں بھیجلی جائے۔ تاکہ پیرووی انٹرپرائسز کی ترقی ہو سکے۔ یہ خاص خاص مددے تمہیں جن پر مجھے روشنی ڈالنی تھی۔]

श्री केशव भूषण (रायपुर): सभापति महोदय, वित्त मंत्री ने जो बजट प्रस्तुत किया है, वह सब सांच-समझ कर बनाया गया है और राष्ट्र की आज की स्थिति को देखते हुए वह सर्वात्तम बजट है। मैं दो तीन राज से इस बजट का अवलोकन कर रहा हूँ। मैंने समालोचनात्मक दृष्टि से इसका अध्ययन करने का प्रयत्न किया है। मैं सांचता था कि कोई आलांच्य पदार्थ मुझे मिले, ताकि मैं विचार करने की दृष्टि से उसकी आलाचना कर सकूँ। मुझे आलाचना के लिए एसी कोई बात नहीं मिली भले मेरे क्षेत्र पर या कुछ विशिष्ट वर्गों पर जितना ध्यान दिया जाना चाहिए, उतना ध्यान न दिया गया हो।

आज जबकि सदन में यह चर्चा प्रारम्भ हुई, तो मैं महसूस कर रहा था कि विपक्ष के माननीय सदस्य अपने अपने ढंग से जो आलाचना करंगे, जायद उससे मुझे आलाचना के लिए कुछ सामग्री मिल सके। सब से पहले मुझे श्री सोमनाथ चटर्जी का भाषण सुनने का मिला। वह एक बहुत बड़े विचारक है। वह समाजवादी ढंग से सांचने वाले हैं और राष्ट्र के प्रमुख नेता हैं। उन्होंने भी वैचारिक दृष्टि से इस बजट की या इस मंत्रालय की कोई आलाचना नहीं की। उन्होंने यह जरूर कहा कि नीतियों का पूरी तरह से लागू नहीं किया गया है। उन्होंने खामियां निकालने

### [श्री केदार भूषण]

का काफी प्रयत्न किया, लेकिन उनके भाषण से हमें यह पता नहीं चल सका कि बैचारिक दृष्टि से क्या कमी रही है या क्या गलती की गई है। इस आधार पर मैं कह सकता हूँ कि ये कर-प्रस्ताव राष्ट्र की वर्तमान स्थिति के बिल्कुल अनुकूल हैं।

उन्होंने कहा कि मूल्यों पर नियंत्रण नहीं हो पा रहा है। मगर साथ ही उन्होंने यह स्वीकार किया कि होलसेल मूल्यों में कमी आई है। उनका आक्षेप यह था कि आम लोगों को आवश्यकता को चाँजे और साहजान महंगे क्यों हैं। जो कुछ उन्होंने कहा, उसका आशय यह निकलता है कि पहले होलसेल प्राइमिज बढ़ी हुई थी, अब उनमें कमी आई है। इसका अर्थ यह है कि उन्होंने स्वीकार किया कि हम इस प्रयत्न में सफल हुए हैं कि दाम उतारें न हों।

इसके बाद उन्होंने कहा कि हम सरतः साहजान लोगों तक व्यवस्थित ढंग से नहीं पहुँचा पा रहे हैं। इसमें हमारे और उनके विचार में बहुत कुछ साम्य है।

उन्होंने कहा कि हम को हर जगह कोआपरेटिव के आधार पर सोसाइटियाँ बना कर इन चीजों को पहुँचाना चाहिए। यह व्यवस्था में जो कमी है उस तरफ उन्होंने ध्यान दिनाया। यह जो व्यवस्था है वह हम ने निर्मित की है कि गाँव गाँव तक जरूरतमंद लोगों तक सोसाइटी के आधार पर जो उन्हीं की स्वयं-स्फूर्ति में बनी हुई कमिटीज हैं उन के द्वारा ये चीजें उन तक पहुँचायी जायँ और यह पहुँचाने का हम पूरी तरह से प्रयत्न कर रहे हैं। मैं अपने जिले के बारे में कहना चाहता हूँ, मेरे अपने जिले के अंदर पूरे के पूरे साहजान के वितरण की जो व्यवस्था है वह सोसाइटी के जरियेसे गाँव गाँव तक पहुँच गई है और सर्वसाधारण यह महसूस करता है कि यह व्यवस्था बहुत अच्छी व्यवस्था है। हम इस ओर जा रहे हैं। देश के अनेक हिस्सों में यह व्यवस्था चल रही है और इस आधार पर हम महंगाई को बहुत हद तक रोकने में सफल हुए हैं। तो व्यवस्था की दृष्टि से हम आगे उस ओर बढ़ रहे हैं।

दोसे ही और कुछ चीजें हैं जिनमें उन्होंने कहा कि बड़े व्यापारियों के साथ में

हम उन के चंगुल में फँस गए हैं। यह सर्वसाधारण आलोचना है। मगर बैचारिक दृष्टि से वे स्वयं भी यह महसूस करते हैं कि आज तक जिस स्थिति में हमारा देश है क्या उस में हम अपने उद्योगपतियों को जो राष्ट्र के निर्माण में हमारा योगदान कर सकते हैं। क्या उन को वैसे ही छोड़ दें? उन का सहयोग लेना आज हमारे लिए आवश्यक है। अगर हम उन का सहयोग नहीं लेंगे तो हम उन्हीं के चंगुल में फँस जाएँगे जो विश्व का बाजार बनाना चाहते हैं और हमारे देश को भी वह बाजार बना कर छोड़ेंगे। एसी स्थिति में हम उन को सीमित कर के और उन को आमदनी को एक सीमित स्थान पर रख कर उन को शौका देंगे और उन को ले कर ही हम अपने राष्ट्रीय हितों को आगे बढ़ाने का काम करेंगे। उन की साम्राज्यवादियों के हाथ में जानें नहीं देंगे क्योंकि एसे भी लोग यहाँ पर हैं जो अपनी पूँजी साम्राज्यवादियों के साथ जाँड़ कर राष्ट्र हितों को बरबाद करना चाहते हैं और एसे भी लोग हैं जो अपनी पूँजी को देश के विकास में लगाना चाहते हैं। अगर हम उन का अपने साथ नहीं लेंगे और साम्राज्यवादियों के साथ जानें देंगे तो इतिहास में जो हम गननी करते आए हैं उसी आधार पर हम फिर गनती करेंगे। साम्राज्यवाद अभी भी मुँह बाड़े बड़ा है, दुनिया का गुनाम बनाने के लिए तैयार है। हम उन्हीं के चंगुल में फँस जाएँगे अगर एसा करेंगे तो। इसी आधार पर तो साम्यवादियों का मिद्धान्त और राष्ट्र-विरोधियों का मिद्धान्त एक हो जायेगा और नतीजे के रूप में एक ही जगह पर हम पहुँचेंगे। इसका हम एक समने ढंग में आलोचना करते हुए सुनते हैं तो हमारे दिल में थोड़ा दुःख होता है।

इस तरह की सस्ती आलोचना की जगह पर उन को यह स्वीकार करना चाहिए कि आज का बजट राष्ट्र के हित में है। इस के अंदर कोई कमी है तो उस कमी को दूर करने का राष्ट्रीय स्तर पर हम को और उन को प्रयत्न करना होगा।

मार्बजनिक वितरण प्रणाली के सम्बन्ध में जो बात हम ने आप के सामने रखी उसी के

सम्बन्ध में विशेष रूप से एक प्रान्त के बारे में चर्चा की गई। इस पूरे मुद्दे पर हमारे विपक्ष के नेताओं का ध्यान, यह राष्ट्र के लिए बजट है, इस ओर नहीं गया। ज्यादातर बंगाल के ऊपर वह इस चीज को लाए कि हम किस तरीके से हैं, हमारी व्यवस्था किस तरीके की है और साथ साथ किस किस तरीके से हमें ज्यादा स्वायत्तता का मौका दिया जाय। मैं इस सम्बन्ध में इस बात को भी गंभीरता से सांचने लगा कि ऐसी कौन सी व्यवस्था है बंगाल के अंदर जो हमारी नीतियों से नहीं और भिन्न है? जो इस समय वहां इन का शासन है उस के पूर्व में हमारी जो नीतियां रही जिन को हम सारे देश में लागू किए हैं, बंगाल या केरल ने भी उसी नीति को लागू किया। उस से कोई भिन्न रूप उस का नहीं आया है। तो नीति की दृष्टि से हम से कोई भिन्न या बागं का कोई कदम है यह उन्होंने हमें नहीं बताया। बास कर विशेष अधिकार और विशेष पूंजी का प्रश्न रहा। तो मैं इस सम्बन्ध में निवेदन करना चाहता हूँ कि प्रान्तों को जो अपनी स्वायत्तता है वह आज भी उनमें निहित है, इस के बावजूद भी प्रान्तों की अधिक स्वायत्तता की बात और उस को मांग करंगे, तां उसका परिणाम भी हम भुगत चुके हैं। भाषा के नाम पर ही अलगव क्यों न हो, राष्ट्रीय हित में अब वह मिद्ध हो गया है कि इससे हम विपरीत दिशा में जायेंगे। तो इस आधार पर ही, जो समाजवादी चिन्तक हैं उनके सामने ज्यादा गंभीर रूप में यह बात सामने आई है। अब तो मेरा निवेदन है कि राष्ट्रीय हित में जितने भी प्रान्त हैं उनका आपस में एक दूसरे से मेल हो सके और उस आधार पर हम आगे बढ़ें। उनके अलगाव के कारण आगे-पीछे सीचने की कांशिश न की जाए।

इसी आधार पर मैं आपसे कुछ और भी निवेदन करना चाहता हूँ। आज हमारे राष्ट्रीय नेता इस दृष्टि से देखें कि जो हमारे देश के आदिवासी और हरिजन क्षेत्र हैं वहां पर विकास की बहुत ही अधिक गुंजायश है। काम तौर से मध्य प्रदेश का जो हिस्सा है, यदि औद्योगिक दृष्टि से देखें तो वहां पर विपुल खनिज भण्डार है,

पानी एवं बिजली है लेकिन चूंकि अपनी-अपनी तरफ की खिचाई हो रही है और अंत्यादेय की ओर दृष्टिकोण कम है इसलिए इस सन्दर्भ में मुझे कबीर का एक दोहा याद आता है जिसका अर्थ है कि जल के बीच में बैठे हुए भी हम प्यासे हैं।

जल बिन मीन प्यासी, मोहे लागत हांसी।  
कबीर की स्थिति आज हमारी स्थिति है। जिस तरह से उत्तर प्रदेश के साथी ने बताया है कि वहां की स्थिति क्या है उससे भी बदतर स्थिति यहां की है। खेत मजदूर और छांटें किसानों की स्थिति पानी की पूर्ण व्यवस्था न होने के कारण बहुत खराब है। वैसे तां मध्य प्रदेश में भिलाई का कारखाना है, बलाडीला है लेकिन वहां के जो स्थानीय लोग हैं, जो आदिवासी तथा हरिजन लोग हैं, जो छोटे किसान हैं उनकी स्थिति क्या है -- इस तरफ भी आपको ध्यान देना चाहिए। वहां के जो पिछड़े हुए इलाके हैं, जो वनों से अच्छादित हैं, जैसे कि बस्तर का इलाका है, वहां का औद्योगिकीकरण किमी के रोकने से रुक नहीं सकता है लेकिन क्या उसका कोई लाभ वहां के स्थानीय हरिजन आदिवासियों को मिल सकेगा -- इस ओर आपको ध्यान देना होगा। यदि वहां के आदिवासी कुशल नहीं हैं तां किमी कारखाने की स्थापना के पहले आप थोड़े समय के लिए उन लोगों को प्रशिक्षण देने की व्यवस्था करें तथा प्राथमिकता के आधार पर उनको वहां पर नौकर्य दें। इस आधार पर, इस देश के जो भी पिछड़े हुए क्षेत्र हैं---बस्तर का मैंने उदाहरण दिया है---उसके अतिरिक्त जैसे भिलाई, दुर्गापुर, रायपुर, शहडाल का क्षेत्र है वहां पर औद्योगिक दृष्टि से विकास करना संभव है। वहां पर प्रचुर मात्रा में प्राकृतिक देने है लेकिन उसका लाभ नीचे के लोगों को भी मिलना चाहिए। आज की स्थिति में आप देखेंगे कि जो इस प्रकार के पिछड़े क्षेत्र हैं वहां पर सारे देश के सम्पन्न लोग पहुंच जाते हैं। इसलिए मेरा यह निवेदन है कि जहां भी नये उद्योग लगें चाहे उनमें व्योक्तगत आधार पर ही पूंजी क्यों न लगाई जाय - उनमें शासन की ओर से यह शर्त लगाई जानी चाहिए

[श्री केयूर भूषण]

कि स्थानीय विकास में उनको पूरा सहयोग देना होना। उनको हम पानी देते हैं, बिजली देते हैं और अपनी जमीन देते हैं लेकिन उसके बावजूद हम भूखे पेट रहते हैं, हमें नौकरी नहीं मिलती है। उस क्षेत्र के हरिजन आदिवासी बन्धक मजदूर को हीनियत से कश्मीर से लेकर कन्याकुमारी तक पड़े रहते हैं। (व्यवधान) मैं एकाध मिनट और लूंगा।

हमारी बैंकों के लिए आपने जितनी योजनाएँ बनाई हैं वह ग्रामीण विकास के लिए बहुत सुन्दर हैं, उनमें उत्तम योजनाएँ बनाई गयीं जा सकती हैं लेकिन इसके बावजूद व्यवस्था की दृष्टि से उनको लागू करने में आपको विशेष ध्यान देना होगा। आज जितने भूमिहीन तथा छोटें किसान हैं वे बैंकों की लोन-देने की व्यवस्था में इस प्रकार से पिस जाते हैं कि उनको कोई लाभ नहीं मिल पाता है। अगर अकाल पीड़ित क्षेत्र हैं और उसमें कोई एक बार ऋण ले लेता है, तो जैसे साहूकार में ऋण लेने के बाद उसकी जमीन बिक जाती थी और वह दरवाद हो जाता है, उसी तरह की स्थिति बैंकों में ऋण लेने पर हो गई है। अगर वह ऋण वापस नहीं कर सका और डिफाल्टर हो गया चाहें अकाल के कारण ही वह पैसा न दे पाया हो और चाहें कृषि में पानी न मिलने के कारण वह पैसा वापस न कर सका हो, तो भी उसको अपनी जमीन में हाथ धोना पड़ता है। जब जमीन बरवाद हो जाती है वह उसमें कुछ पैसा नहीं कमा सका, तो एममेंट के दारों में आपकी सोचना चाहिए।

अन्त में मैं यह बात और कहना चाहता हूँ कि आपकी जो ग्रामीण व्यवस्था है, उसमें अंदर ग्राम पंचायत, जो सब में छंट्टी डकाई है, को आपकी सक्षम बनाना चाहिए और उसको आप ज्यादा से ज्यादा अधिकार दें और जिम्मेदारियाँ दें। जितनी हम मोसाइटियाँ बनाते हैं, उनको वहाँ तक पहुँचाने के लिए ग्राम पंचायतों को माध्यम बनाएँ और बैंकों का निर्माण आप ग्रामों की आधार पर करें, जिससे लोन-देने

में कोई कठिनाई न हो। आज तो होता यह है कि अगर कोई ऋण लेने जाता है और वह किसी का भी कर्जदार नहीं है, तो भी उसको 10 बैंकों से लिखाना पड़ता है कि मैं इन सब बैंकों के ऋणों से मुक्त हूँ और उसके बाद ही कोई बैंक उसको कर्जा देता है। इस तरह से लोन-देने का तरीका बड़ा कठिन हो गया है और इसको आपकी सरल बनाना चाहिये, जिससे अन्त का जो आदमी है, वह लाभान्वित हो सके।

इतना ही मुझे निवेदन करना है।

श्री सुन्दर सिंह (फिल्लौर) : चेरमैन साहब, आपका सक्रियता कि आपने मुझे बोलने का समय दिया।

बात यह है कि मैं यहाँ पर दिये गये भाषण सुन रहा था और हर एक आदमी ऐसे भाषण करता है जैसे कि उसे आदिवासियों, हरिजनों में बहुत प्यार हो मगर हरिजनों को हानत तो वैसी की वैसी है। इसका कारण क्या है। यहाँ पर यह कह दिया जाता है कि इनको यह दे दो और वह दे दो और कानून भी बन जाते हैं लेकिन उनको ठीक से इम्प्लीमेंटेशन नहीं होता है। स्टेट एम्प्लोयीज में जो एम. एन. एज. होते हैं, वे स्टेट्स में उनको इम्प्लीमेंटेशन करा सकते हैं और यहाँ में कुछ नहीं हो सकता। इसलिए जरूरत इस बात की है कि उनको ठीक से इम्प्लीमेंटेशन हो।

यहाँ तक हिन्दुस्तान का ताल्लक है, हमारा हिन्दुस्तान इंडस्ट्रियल गीत माल्लक नहीं है। यहाँ पर जो अनाम्प्लायमेंट का प्राब्लम है, वह तब तक हल नहीं होगा जब तक कि लैंड रिफार्मिंग न हो सभी लैंड रिफार्मिंग का नारा लगाते रहते हैं लेकिन होता कुछ नहीं है। अभी हमारे चटर्जी साहब बोल रहे थे। वे कहते हैं कि पश्चिम बंगाल में बड़ी अच्छी हानत है। मैंने पढ़ा है कि वहाँ पर कौसी हानत है। वहाँ जो आदिवासियों को, ट्राइबल्स को जमीन मिली थी, उसको उन्होंने बहुत अच्छा कर दिया लेकिन जब वह जमीन अच्छी हो गई, तो

उस पर दूसरों ने कब्जा कर लिया। इसके सपोर्ट में मेरे पास कागज थे, जिनको मैं आज यहां लाया क्योंकि मैं नहीं समझता था कि मुझे आज बोलने का मौका मिल जाएगा, वरना मैं उनको पढ़ा कर सुना देता।

एक और बात यह कहना चाहता हूँ कि हर एक आदमी कहता है कि गन्ने की कीमत बढ़ानी चाहिए। इसको 27 रुपये क्वींटल करना चाहिए या 22 रुपये क्वींटल करना चाहिए। यह भी कहा जाता है कि गन्ने की जं कीमत 142 रुपये फिक्स की है, वह बहुत कम है। एक तरफ तो इनकी कीमतें बढ़ने की बात ये लोग कहते हैं और दूसरी तरफ कहते हैं कि गरीबों की मदद करनी चाहिए। जब इन चीजों की कीमत बढ़ जाएगी, तो गरीब लोग इनको कहां से खरीद पाएंगे। इस तरह से गरीब मर जायेगा। एक तरफ इनकी कीमतें बढ़ाने की बात ये करते हैं और दूसरी तरफ गरीबों का नाम ये लेते हैं और मुझे दुःख इस बात का है कि गरीब इस बात को नहीं समझता कि यह बिल्कुल पाबण्ड है। गरीबों के लिए आप सोचते हैं, तो सब से पहली बात यह है कि लैंड रिफार्म होवे चाहिए। अगर लैंड रिफार्म हो जाते हैं, तो बहुत सी ये बातें खत्म हो जाएंगी। मुझे आप बताए कि कहीं लैंड रिफार्मस हुए हैं। 7 हैक्टयर मीनिंग जमीन की होनी चाहिए। किसी ने इन लैंड रिफार्मस को इम्प्लीमेंट नहीं किया है। आपने बहुत से क्लम बनाए हुए हैं लेकिन उनका इम्प्लीमेंटेशन नहीं हुआ और सब गरीबों की बात करते हैं, उनका नाम लेते हैं लेकिन गरीब यह नहीं समझ पाता कि उसके लिए भी कुछ हो रहा है।

अभी यू. पी. के एक माननीय सदस्य बोल रहे थे। यू. पी. से 85 एम. पीज. चुन कर आए हैं। आप के यहां बहुत सारी जमीन पड़ी हुई है लेकिन आपको चाहें जितनी सहूलियतें दें दी जाएं, तो भी मैं गताना चाहता हूँ कि आप तरक्की नहीं कर सकते। प्राइम मिनिस्टर आप की स्टैंट की है और सब कुछ आप का है लेकिन फिर भी आप बकवडे हैं। गोरखपुर और एंभी ही

दूसरी जगहों की हालत क्या है। उस क्षेत्र के लोग रिक्शा चलाते हैं और डाइवर बने हुए हैं। कहते हैं कि जमीन पड़ी हुई है। कहते हैं कि बड़े बड़े जंगलात हैं। मैं कहता हूँ कि उन्हें दो पंजाब को, हरियाणा को। कुछ ही महीनों में वे जंगलात को साफ कर देंगे। जितने मजदूरी हैं दो जंगल वे सब ठीक कर के रख देंगे।

आप रिक्शा और डाइवर की बात करते हैं। आपके हाथ से कुछ नहीं हो सकता। पंजाब में लोग क्यों ठीक हैं, हरियाणा में क्यों ठीक हैं? क्योंकि वहां लोग काम करते हैं। जहां लोग काम करते हैं वहां तरक्की होती है। नहीं तो तरक्की कैसे हो?

सभापति महोदय : वहां से काम करने के लिए लोग पंजाब जाते हैं। वहां रिक्शा चलाने का काम करते हैं। क्या यह काम नहीं है?

श्री सुन्दर सिंह : मैं आपको बताना चाहता हूँ कि जहां तक गरीबों का ताल्लुक है, उनको तरक्की देने का ताल्लुक है, उनका आपका नाम नहीं लेना चाहिए। क्योंकि कोई भी काम नहीं करता है। जो अक्लमंद आदमी है वह काम नहीं करता है, एक्सप्लोएट करता है और एक्सप्लोएट कर के पैसे इकट्ठा करता है। इसमें गरीब गरीब हो रहा है, अमीर अमीर हो रहा है।

यह किस का काम है? यह अपोजिशन का काम है। अगर अपोजिशन ठीक हो तो गवर्नमेंट भी ठीक हो सकती है। अगर अपोजिशन डूबी बैठे हो तो गवर्नमेंट कैसे ठीक हो सकती है? अगर आप ठीक न हों तो हम कैसे ठीक हो सकते हैं। यह बिल्कुल सही बात है।

देहातों में गरीब के पास जमीन नहीं है। बिना जमीन के वह वहां नहीं रह सकता है। जिसके पास जमीन नहीं हो, मकान नहीं हो तो वह कैसे रह सकता है। जमीन पर कब्जा, मकान पर कब्जा और नौकरियों पर कब्जा बड़े बड़े लोगों ने किया हुआ है। वहां गरीबों के पास क्या है? कुछ नहीं है। लैंड रिफार्म आपने की नहीं। बड़े बड़े

[श्री सुन्दर सिंह]

आदमी लैण्डलाइंड्स बने हुए हैं। गरीब आदमी मर रहा है और लैण्ड लाइंडज अमीर बन रहे हैं। यह सब इसलिए हो रहा कि लैण्ड रिफार्म का इम्प्लीमेंटेशन नहीं होता।

मेरे इलाके में श्री हरगोविन्दपुर ब्याम बिज बनना था। उसका सर्वे भी हो गया था और उसके लिए पैसा भी अलोट हो गया था। लेकिन उसको विदड़ कर लिया गया है। अगर यह पुल बन जाता है तो जाननगर जाने का वहाँ के लोगों को सीधा रास्ता मिल जाता है नहीं तो अब साठ मील का रास्ता तय कर के वहाँ जाना पड़ता है। यह दो-तीन करोड़ रुपए का पुल है।

गुरदासपुर जिले में एक मस्तो का पुल बन जाए तो नराोट जरनैल सिंह सीधे थोड़ी दूर में पहुँचा जा सकता है। इसके न होने में जम्मू से हो कर जाना पड़ता है और साठ मील होकर जाना पड़ता है। इस पुल के बनने में आदमी पांच मिनट में पहुँच सकता है। यह वहाँ की हानत है। इसको आप देखें। यहाँ आप बड़ी बड़ी बातें करते हैं। हमारे भाटिया साहब ने कहा कि हमें शूगर मिल दो। पंजाब में काम करने वाले लोग हैं। वहाँ के लिए हमें चार शूगर मिल दो।

कहते हैं कि पंजाब की अच्छी जमीन है। मैं ए. पी. के आदमियों से कहता हूँ कि आप इधर आ जाओ, हम को उधर भेज दो। हम वहाँ सारा दो साल में ठीक कर के रख देंगे। जमींदार डाकूओं का मुकाबला नहीं कर सकते हैं तो कोई नहीं कर सकता है। लीडर डाकूओं को अपने पास बिठाने हैं, डाकूओं को आगे करके वांट लेते हैं, उनसे मदद लेते हैं। अपोजिशन हो या कोई भी हो, मेरी समझ में नहीं आता है कि उत्तर प्रदेश के आदमियों को क्या हो गया है, क्या वहाँ पर आदमी रहते हैं? कभी चालिस और कभी 22 हरिजनों का कत्ल वहाँ हो जाता है। एंसी स्थिति में जो हरिजन आप को वांट देगा वह बेवकूफ ही होगा। आप कहते हैं कि आप कॉशिश कर रहे हैं उनके वास्ते। क्या कॉशिश कर रहे हैं? गांधी जी कहा करते थे कि

सारी दुनिया को गरीबों की मदद करनी चाहिये। इस पर उन्होंने अमल भी किया। यही उनकी फिलोसोफी थी कि जो कहा, उस पर अमल करो। वह खुद उस पर अमल करते थे। हम क्या करते हैं?

गरीबों का, हरिजनों का हम सब प्रचार करते हैं, लम्बे लम्बे लैक्चर, दो दो घंटे के लैक्चर उनको ऊपर उठाने के लिए देते हैं लेकिन जब अमल की बात आती है तो हम ही अपने अपने इलाकों में एक्सप्लायटर बन जाते हैं। डट कर गरीबों को एक्सप्लायट करते हैं। हमें सिंसीयर हांगा पड़ेगा। जो हम कहें उस पर हम को अमल करना पड़ेगा। गांधी जी एक लफ्ज कहते थे तो सारी दुनिया कंपती थी। अब कोई बात ही नहीं है।

हरिजनों की हम बहुत बात करते हैं। हरिजनों के एक ही लीडर थे, डा. अम्बेदकर। जब तक वह थे तब तक क्या हरिजनों के कत्ल होते थे? नहीं होते थे। कहीं उनकी तरफ उँगली नहीं उठा सकता था। जगजीवन राम जी भी अच्छे थे। जब कत्ल होने शुरू हो गए हैं। उसका बदला लेना चाहिये। हरिजन भाई क्यों चुप बैठे हुए हैं। एक वक़्त था जब एक आदमी का कत्ल हो जाता था तो समझा जाता था कि सारी दुनिया का कत्ल हो गया है। लेकिन आज कुछ बात ही नहीं है। हरिजनों का फौमली प्लानिंग हो रहा है। हरिजन एंसी स्थिति में आपको वांट दे दो तो वह बड़ा बेवकूफ होगा। मध्य प्रदेश में भी बहुत बुरा हाल है। हरिजन बहुत गरीब हैं। आप बड़े अमीर हैं। हमको सोचना चाहिये कि जैसा मैं हूँ वैसा ही दूसरे आदमी भी बनें और उम्मेद हमको उनकी मदद करनी चाहिये, उनको अपने बराबर लाना चाहिए। आज भी हरिजन भोंपड़ियों में रहते हैं और ये लीडर बने फिरते हैं। मैं तो कहूँगा कि हरिजनों को आज भी अक्ल नहीं आई है और शायद आएगी भी नहीं। यहाँ पर सौ मੈम्बर ऐसे हैं जो हरिजन हैं। उत्तर प्रदेश के जैसे यहाँ सब से ज्यादा 85 मੈम्बर हैं और वह बैंकवर्ड हैं इसी तरह से जिनके सौ मੈम्बर हैं, वे भी बैंकवर्ड हैं, उनकी कम्युनिटी भी बैंकवर्ड है। यहाँ पर

बालीस-बालीस साल की उम्र के हरिजन और दूसरे लोग मंत्री चुन कर आ गए हैं। इनके इलाकों की बुरी हालत है। इनकी स्टेट की बुरी हालत है। स्टेट में जा कर ये काम क्यों नहीं करते हैं। मैं बूढ़ बड़ा हरान हूँ कि मैं यहाँ क्यों आ गया? वहाँ होता तो काम करता। गरीबों की बात मनी नहीं जाती है। यह कहा जाता है कि हमारे मंत्री हैं और हमें मिनिस्टर बना दो। मेरे पास भी बातें हैं, मुझे मिनिस्टर बनवा दो। मैं कहूँगा कि तंग करोगे तभी तो मिनिस्टर बनाए जाओगे। मैं भी गवर्नमेंट में शामिल पंजाब में हुआ था। बिग लैंडलाई अगर हुकूमत पर कब्जा जमाए रखेंगे तो गरीबों का कोई काम नहीं हो सकता है। तमाम जमींदार बिन होतें हैं। वे कोई काम नहीं करते हैं हरिजनों का या गरीबों का। इतनी तसल्ली दे दी जाने है कि तुम को एम. पी. बना दिया है। मैं एम. पी. बन गया, वहाँ रहना तो कुछ करम करता। जब मैं पंजाब में था, सरकार में था तो अपोजीशन की बात ही क्या अपनी सरकार को भी तोड़ देता था...

श्री रामावतार शास्त्री (पटना) : यहाँ भी कुछ कीजिये।

श्री सुन्दर सिंह : शास्त्री जी, अगर आप ठीक हो तो मारी चीज ठीक हो जाती है। यहाँ तो अपोजीशन वालों का कोई जमर ही नहीं दिमाई देता। Opposition is a healthy sign; it keeps the Government on its toes.

इसलिए सारा कसूर आपका है। अगर आप ठीक होंगे तो सरकार भी ठीक होगी। अगर तुम्हारा ही बंडा डूब गया तो सरकार का क्या होगा?

महिलाये हमारी बहुत सुन्दर काम कर रही हैं। इनको चाहिये कि सारी की सारी एम. पीज हरिजनों के साथ मिल जाएँ उससे हमारी तादाद बढ़ जायगी और हमारा असर भी होगा। इनके साथ भी बेइन्साफी हुई है और हमारे साथ भी हुई है। इसलिए हमारा और इनका जोड़ है आखिरी बात यह है कि गरीबों का जो नाम लेते हैं वह सही तौर पर उनका भला नहीं करते।

महात्मा गांधी खुद गरीबों के लिये काम करते थे, उन्हीं की तरह रहते थे। वह एक इन्सान थे और इसीलिये सबसे ज्यादा ऊंचे हों गये। वह न एम. पी. थे, न एम. एल. ए. थे, सिर्फ इन्सान थे। Knowledge without character is a power for evil only as has been seen in so many instances of talented thieves and gentlemen-rascals in the world.

अपने इलाके के बारे में फाइनेंस मिनिस्टर से कहना चाहता हूँ, वह वहाँ बैठे नहीं हैं, बात किससे करूँ? डिप्टी फाइनेंस मिनिस्टर बैठे हैं, हमारे गुरदामपुर में श्री हरगाविन्दपुर व्यास बिज बनवा दीजिये। यह तो केवल नोट ही कर रहे हैं, काम तो कुछ करना नहीं है। जब मैं पंजाब में मिनिस्टर था और भीमसैन सच्चर चीफ मिनिस्टर होते थे, जिस किसी भी मिनिस्टर के खिलाफ कोई बात कहता था तो उसको अपने कमरे में बुला कर वह पूछते थे। क्या बात है। यहाँ कोई कुछ कहता रहे कोई पाबंदी नहीं है।

तभाषित महोदय : अब एक दिन सेमीनार में आपका भाषण होना चाहिये। यहाँ तो समाप्त कीजिये।

श्री सुन्दर सिंह : चैयरमैन साहब, आप अगर समय नहीं देंगे तो कौन देगा? तो मैं कह रहा था कि चीफ मिनिस्टर अपने कमरे में बुलाकर कहता था तुम्हारे महकम में क्या हो रहा है? यहाँ जो मरजी जाए करते रहें, कोई सुनने वाला नहीं है। अगर कोई आदमी कहता है कि यह कमजोर है तो उसको दूर करना चाहिए। कोई बात नहीं, वह हमारे सदस्य हों गए। 6 महीने के बाद आना है, कोई बात नहीं। मैं आपको बताता हूँ जहाँ तक गरीबों का तास्लुक है, वह यह है --

16.00 hrs.

Where should you seek for God? Are not the poor, the miserable and the down-trodden Gods? Worship them first. I do not believe in God or religion who cannot wipe out the tears from the widow's eyes and cannot bring a morsel of food to the orphaned mouth.



[श्री सुन्दर सिंह]

दूसरी बात यह है कि वह जो आपके लोग हैं, पैसा जमा करते हैं, होर्डर हैं, समग्लर हैं, उनकी दवाई क्या करनी है—

All expansion is life. All contraction is death. All love is expansion. All selfishness is contraction. Love is, therefore, the only law of life. He who loves lives. He who is selfish is dying. Therefore, love for love's sake because it is the only law of life.

जितना आप गरीबों का एक्सप्लाइट करते हैं, आपको ही एक्सप्लाइट होना है, कोई दुनिया की ताकत नहीं रोक सकती है, आप चाहे जितना मंत्रांतरितो में हो जाएं। यह महात्मा गांधी की बात है, यह मेरा विश्वास है। समाज अपने आपको एक्सप्लाइट कर रहा है किसी को धोखा देकर काम नहीं कर सकता। इसलिए स्वामी विवेकानन्द ने कहा है कि --

"I will prefer to be cheated by the others than to cheat them."

मुझे कोई धोखा देता है, तो मुझे कुछ नहीं कहना है, लेकिन मैं किसी को धोखा नहीं देता। यह आपका हिन्दुस्तान है। रह गया आपका मोगलजिम --

Even a morsel of food we eat is taken away from other's mouth.

सब खाओ और वहां आकर मोगलजिम की बात करो या महात्मा गांधी की बात कहो। यहां आकर झूठ बोलते हैं, यह कभी नहीं होना चाहिए। चंयूरमैन साहब आप शानदार आदमी हैं, मैंने आपके लैक्चर मने हैं, अब आपको गलती लग गई है, काम ढीला हो गया है। आप तो यहां मिनिस्टर थे।

एक बार कम्युनिस्ट मेरे मुकाबले में खड़ा था। मैंने लैक्चर करते करते कहा कि कम्युनिस्ट प्रोग्रेसिव जमात है, मैं कैसे कहूँ कि यह खराब है। मेरे अपने भाई मुझ से नाराज हो गये कि तुम कम्युनिस्टों के हक में बोलने लगे हो। मैंने कहा कि आपको पता नहीं है कम्युनिस्ट बड़े प्रोग्रेसिव जमात है और मतपान डंग इनका लीडर है। मैंने कहा कि उस

के मुकाबले में एक भी आदमी नहीं है। मुझ से सब नाराज हो गए। सारे कहने लगे कि तुम ऐसी बात करते हो। मैंने कहा कि आपको पता लगेगा। जब इलेक्शन हुए तो सी. पी. आई. के सारे आदमी कहने लगे कि चौधरी साहब को बोट डालेंगे। मैंने कहा कि यही मतलब था बात कहने का।

जब बा. जगजीवन राम वहां गए तो लोग कहने लगे कि जगजीवन राम आ रहे हैं, जनता पार्टी के मिनिस्टर रहे हैं। आपके बांटों पर असर पड़ेगा। उनका लैक्चर जलन्धर में हुआ था, मेरा इलाका फिल्लौर था। फिल्लौर में जब हरिजन उनको मिले तो उनका कहा कि हम जनता के हैं अगर वहां तुम चौधरी साहब को बोट दां तो सी. पी. आई. और जनता मेरे फेवर में हो गई, उनकी नह गई सी. पी. आई. (एम)।

मैं बताना चाहता हूँ कि जब हम हुन्के में जाते हैं तो कभी झूठ नहीं बोलते। मैं एक ही बात कहना हूँ कि हमने 5 साल आपका कुछ किया नहीं है, आप ऐसे निकम्मे आदमी हैं कि मुझे बोट डाल देते हैं। वह बोट डालते हैं और कहते हैं कि चौ. सुन्दर सिंह जिन्दाबाद।

तब वे कहते हैं "चौधरी सुन्दर सिंह जिन्दाबाद"।

"Follow the truth wherever it may lead you; Carry your ideas to the utmost logical conclusion; Be not cowardly and hypocritical; You shall surely succeed".

थोड़ा काम करो, लेकिन वह ठीक करो इसमें सब कुछ ठीक हो जाएगा। वहां काम करने का ढंग यह है -

"Be of good cheer and believe that we are selected by the Lord to do great things; we would do them:

Hold yourself in readiness, that is, be poor and holy and love for love's sake; Love the poor, the miserable, the down-trodden; God will bless you."

सीधी बात यह है कि अपने आप को ठीक करो सब सिलसिला ठीक हो जाएगा।

16.05 hrs.

[SHRI SOMNATH CHATTERJEE *in the Chair*]

SHRI K. MAYATHEVAR (Dindigul):  
Mr. Chairman, Sir, I support the Finance Bill introduced by the hon. Finance Minister on behalf of the D.M.K. Party.

Sir, in the year 1979-80, the Janata Government was thrown out by the people of India anticipating that Mrs. Gandhi's Government would bring down the price of essential commodities. Mrs. Gandhi's Government will create more job opportunities to the unemployed people in this country.

1607 (Shri Somnath Chatterjee--in the Chair)

Now, Sir, the most important duty entrusted to the Central Government and the State Government in this country to see that the increase in the price of all essential commodities should be arrested and safeguard the interests of the common people, the middle-class, the working class and the poor people in this country. In the year 1977 the inflationary position as indicated in the price index by the then Government was about 22 per cent. In the year 1980, that is, immediately after the Congress Government came to power, it was reduced to 16 per cent in 1980-81. This year,—1982—according to the index figure as given by the Government, the inflation has further been reduced to 6 per cent. While the inflation has been reduced considerably, it is the fundamental economic policy and principle which we have set to ourselves to see that the prices also go down automatically. Though the inflation, by facts and figures, is contained to a great extent, the prices are still going up and are not coming down.

It shows that the inflation is not contained. There is some reason or devil behind the whole Indian economy which is responsible for the rise in prices either impliedly or indirectly. Who are those? The Government of India should identify and point them out and hunt them.

Another point is this. The index provided by the Government of India reveals that the production of all essential commodities is on the increase to a great extent. When production increases necessarily and inevitably the price level should come down. But what we find is that the consumer prices are also going up. Hon. Members in the morning mentioned and clearly pointed out that the consumer price index is going up very fast round the clock. The common man, middle class and lower middle class people, working class people and Government employees are unable to live. They are moving like lifeless human beings in the streets of this country. Sir, who are those devils responsible for the artificial rise in prices? Are not the black-money holders? The people of India expected that this Congress Government would take action against the black-money holders of this country as was done in 1976. Why are you afraid of taking that action now? Of course, I am totally opposed to any action against political parties or political leaders. That should be avoided. I propose and recommend that action should be taken under national Security Act against all black-money holders so as to reduce prices.

Sir, so far as payment of Income Tax is concerned lot of money as tax arrears is due from many actors and actresses. Rs. 24 lakh is due from Hema Malini. She is not a poor lady. She is a multi-millionaire. Her husband is also a multimillionair. Why this Government is hesitant to attach their properties to realise these dues. Lakhs and lakhs of rupees are due from so many actors and actresses. Rupees nine lakhs is due from the former actor. Mr. M. G. Ramachandran. Apart from actors and actresses so many hundreds of crores of rupees are due from many capitalists. This Government should introduce radical measures so as to reduce the duration of time regarding the pendency of cases before the Income Tax Tribunals or the writs pending before the High Courts and Supreme Court. A case filed against some actor in respect of Income Tax arrears in the year 1972 is still pending in the Supreme Court.

SHRI C. T. DHANDAPANI (Pollachi): Who is that actor?

SHRI K. MAYATHEVAR: Mr. Ramachandran, M.G.

MR. CHAIRMAN: Please don't refer to pending cases.

SHRI K. MAYATHEVAR: Sir, it is a Finance Bill.

MR. CHAIRMAN: Because it is a Finance Bill you cannot refer to pending judicial cases. You have made your point.

SHRI K. MAYATHEVAR: Sir, income tax arrears should be collected urgently without showing any sympathy to these defaulters because they have property worth crores of rupees.

Sir, it has been stated that there is black-money to the tune of Rs. 30,000 crores in the country and the black-money holders are running a parallel Government against this democratically elected Government. Therefore, you are discharging your duties to the extent you did in the year 1976. The people of Tamil Nadu and this country expect you to go forward very fast in the interest of the nation and the poor people and bring down the prices.

Today, in India, the rich man is every day becoming richer, and the poor man is becoming poorer. We are having very good schemes for providing employment opportunities to the people, and hundreds of crores of rupees are being granted to the State Governments for this purpose, but the State Governments are not utilising those funds properly for creating employment opportunities for the unemployed people in the rural areas. There are a number of Central Schemes like IRDP, National Rural Employment Programme, Food for Work, Primary Health Centres, Family Planning Schemes etc. Under this schemes, hundreds of crores of rupees are being granted to every State Government. You have granted many crores to Tamil Nadu Government, also under these Schemes, but as correct-

ly pointed out by Shri Dhandapani, Leader of the DMK Party in Lok Sabha, and Shri Era Anbarasu, Congress (I) MP a few days ago, the money has been eaten away by the ADMK men in the rural areas. As promised by the Agriculture Minister the other day, I am once again urging upon the Government to make enquiries or direct the State Government of Tamil Nadu to appoint Taluk Level Committees, District Level Committees and State Level Committees to go into the merits and demerits of the various transactions so far as these Central Schemes are concerned. Except these four Central Schemes, the State Government of Tamil Nadu has not propounded any other scheme. According to me, and according to the majority of the people of India, the State Government of Tamil Nadu is not there to safeguard the interest of the people. Therefore, the Central Government must come forward and see that the interest of these people are safeguarded.

In Tamil Nadu, the State Government had written off nearly eight crores of rupees of loan to be repaid by the re-rolling mill owners to the Government of Tamil Nadu. The Tamil Nadu Government was very kind and accommodative enough to the multi-millionaires, these re-rolling mill owners in Tamil Nadu. But what is the Government of Tamil Nadu doing as far as the poor people are concerned? They are attaching the properties, even utensils and agricultural implements of the farmers and peasants of Tamil Nadu to recover the loans and debts payable by them. I would like to know from the Finance Minister, whether the Central Government has ever promised to the farmers of India or any State that they would write off the loans and debts of farmers, if they were installed to power in the elections? Further, has the Reserve Bank of India ever committed to the people of Tamil Nadu that the Reserve Bank will write off or help the Tamil Nadu Government by granting money to the extent of writing off the loans and the debts of the farmers of Tamil Nadu? I would like to know this from the Finance Minister.

However, I can say that you never came forward with such a proposition; you never committed to the farmers of Tamil Nadu or any other State that you would write off all the loans and debts immediately after you came to power. We are all politicians, we know our financial limitations, we know the constitutional restrictions and other difficulties. But there was one person in Tamil Nadu, the present Chief Minister, who gave an assurance to the people of Tamil Nadu in 1980, in the Legislative Assembly election in 1980 that he would write off all the debts of all farmers irrespective of the fact whether they are poor farmers, medium farmers or even big landlords.

MR. CHAIRMAN: Mr. Mayathevar, I can understand it if it is concerned with Central allocations.

SHRI K. MAYATHEVAR: I am demanding that the Central Government should come forward to protect the farmers of Tamil Nadu who are in trouble because of the false promise given in the last election.\*\*

MR. CHAIRMAN: Name will not be recorded. You cannot call somebody cheat; he is not present here.

SHRI K. MAYATHEVAR: Tamil Nadu Government, Tamil Nadu administrators, cheated the people on the false assurance given to farmers in Tamil Nadu. People thought that the present Government in Tamil Nadu would write off their loans and debts of the farmers if they come to power. But immediately after coming to power, they started arresting all the farmers and started taking disdainful procedures for collection of debts and arrears of the farmers. Now the agitation is going on in Tamil Nadu against the disdained procedure and arrest of all farmers and the attachment of all the properties of the farmers in the rural areas. So, I urge the Central Government to direct the Tamil Nadu Government to protect the interests of the farmers. Although the Tamil Nadu

Government has cheated the farmers, now you must give directive to the State Government to implement the promises given by the AIDMK Government in the last election, otherwise you must say that they should get out from power, because they have cheated wantonly, willfully, knowingly and in a pre-planned manner.

Sir, I have been demanding the Government to take very serious action against the black-money holders. You must apply the National Security Act directly against the black-money holders and hoarders, the black-marketiers and all anti-social elements. These are the people who are responsible for the rise in prices, artificially or impliedly or indirectly. Unless you take action against them, as you did in the year 1976, there is no possibility of reducing of prices, to safeguard the interests of the people of their country.

Sir, there was an offence committed by some actor in Tamil Nadu in the year 1972 under the Foreign Exchange Regulation Act to the tune of Rs. 16 lakhs. The case was pending from the year 1972 to 1976. The present Prime Minister's Government during 1972—76 did not want to pardon the offence of that actor. But in the year 1978 unfortunately that criminal offence was pardoned and excused. The case was withdrawn by the hon. the ex-Prime Minister of India, Mr. Morarji Desai. Why I am referring this to you is that this has caused a great and irreparable loss to the Exchequer of the Government of India. Rs. 16 lakhs have been lost by pardoning criminal offence committed by an actor under the Foreign Exchange Regulation Act. Now, I demand the Central Government to reopen and take up the case and review the case again and take action for the offence committed for Rs. 16 lakhs by the Actor. The criminal offence never dies unless the person dies.\*\*

MR. CHAIRMAN: These words will not go on record.

SHRI K. MAYATHEVAR: Therefore I request the Government to reopen the case again and punish the offender and punish all income-tax evaders and all smugglers and all black-marketeers and round them up and take serious action to reduce prices. Otherwise there is no other alternative to reduce prices and save the people of India.

With these words, I conclude and thank you. And I support the Finance Bill.

प्रो. सत्यदेव सिंह (छपरा) : माननीय सभापति जी, हमारा कृषि प्रधान देश है। इस बजट में माननीय वित्त मंत्री महोदय ने कृषि और सिंचाई पर बहुत ध्यान दिया है। इसलिए मैं इस वित्त विधेयक का हार्दिक स्वागत करता हूँ और साथ साथ माननीय वित्त मंत्री जी को धन्यवाद ज्ञापन करता हूँ ;

पिछले वर्ष कृषि और सिंचाई की मद में 4 हजार 68 करोड़ रुपये का प्रावधान किया गया था जिसमें इस वर्ष बढ़ा कर 4 हजार 6 सौ 72 करोड़ रुपये का प्रावधान केन्द्र सिंचाई और कृषि की मद के लिए किया है। इस से हमारी सरकार की कृषि और सिंचाई के लिये चिंता और कार्यक्रम का पता लगता है। भारत जैसे कृषि प्रधान देश में कृषि और सिंचाई के ऊपर अधिक ध्यान दे कर और इस पर अधिक रुर्ना कर के हमारा कृषि उत्पादन और बढ़ सकेगा, हमारे यहाँ तिलहन का उत्पादन अधिक हो सकेगा। इस मामले में आज हम उत्कर्षाभिर्भर हैं। अब हम अपना उत्पादन और भी बढ़ा कर और विदेशों में अधिक बाहान भेज कर अधिक से अधिक विदेशी मुद्रा का अर्जन कर सकेंगे। इसीलिये मैं इस बिल का समर्थन करता हूँ।

कृषि उत्पादन को बढ़ाने के लिए सरकार ने बहुत जोर दिया है। ग्रामीण विकास की योजना के लिये राशि 145 करोड़ से बढ़ा कर 190 करोड़ रुपये कर दी है। राष्ट्रीय ग्रामीण नियोजन में जो 190 करोड़ रुपये रखा गया है और इतनी ही राशि इसमें प्रदेशों द्वारा भी दी जाएगी, इससे अधिक से अधिक देश का भला और कल्याण होगा। ऐसा प्रावधान इस बजट में किया गया है।

हमारे वित्त मंत्री जी ने बहुत सी छूट दी है। आय कर में छूट दी है, सम्पत्ति कर में भी छूट दी है। हमारी प्रधान मंत्री जी के नेतृत्व में एक नया बीस सूत्री कार्यक्रम बनाया गया है। उसका मुख्य उद्देश्य देश की आत्म निर्भर बनाना है। उससे देश की आर्थिक स्थिति सुदृढ़ होगी और भारत एक शक्तिशाली और सम्पन्न राष्ट्र बन सकेगा। उसी बीस सूत्री कार्यक्रम को ध्यान में रख कर इस बजट को तैयार किया गया है जिससे कि भारत विश्व के अन्य देशों के समान सम्पन्न बन सके, और अधिक विकास कर सके।

इस बजट में 6 वर्ष में राष्ट्रीय बचत के लिए 12 प्रतिशत सूद की भी व्यवस्था की गयी है। विदेशों से मुद्रा अर्जन करने के लिए उपहारों में छूट दी गयी है। इन सारी बातों का, तथ्यों को देख कर यह लगता है कि हमारी सरकार आर्थिक दृष्टि से देश को सबल बनाना चाहती है। कितनी ही लाभकारी योजनाएँ समाज के लिए बनायी गयी हैं। अब कम से कम पेंशन 150 रुपये मासिक दी जाएगी और पारिवारिक पेंशन को बढ़ा कर 140 रुपये किया गया है। राष्ट्र और समाज के लिए ऐसी उपयोगी और लाभप्रद योजनाएँ इस बजट में हैं।

यह जनता की सरकार है और हमने जनता के लिए जनापयोगी बजट प्रस्तुत किया है जो कि स्तुत्य और सराहनीय है।

यह उत्पादकता का वर्ष है। इस में कृषि और सिंचाई की मद में सरकार ने एक बहुत अच्छा काम किया है।

अब मैं दो-एक बातें मैं अपने बिहार प्रदेश के बारे में कहना चाहता हूँ। बिहार प्रदेश के मारण जिले में कृषि का उत्पादन बढ़ाया जाए इसके लिए आवश्यक है कि वहाँ सिंचाई की समुचित व्यवस्था हो। सामकर बिहार का उत्तरी भाग बराबर बाकसत रहता है। वहाँ पर बाक पर नियंत्रण कर के अधिक से अधिक राहत मिल सकेगी। इस बात का प्रबंध होना चाहिए। यद्यपि सरकार ने इसका प्रावधान किया है, इस बजट में, लेकिन और प्रावधान त्रोटक चाहिए। छपरा में माफ़ी में लेकर मोनपुर

तक तटबन्ध का प्रबन्ध होना चाहिये। गंगा के दक्षिण में तो बक्सर से कोइलवर तक तटबन्धों का प्रबन्ध है लेकिन उत्तर में सारन जिले में तटबन्धों का प्रबन्ध नहीं है जिससे उस इलाके को बाढ़ का प्रकोप प्रति-वर्ष भूगतना पड़ता है और सारन जिला उससे प्रस्त होता है और करोड़ों रुपया राहत के कामों में आपको प्रतिवर्ष खर्च करना पड़ता है। अगर तटबन्ध जैसे दक्षिण में है भोजपुर जिले में भी बना दें तो सारन जिले का बहुत उपकार होगा, लाखों टन बल का उत्पादन होगा, किसान को प्रति-वर्ष जिन प्राकृतिक प्रकोप का सामना करना पड़ता है उसमें उनको राहत मिलेगी।

गत वर्ष मेरे एक प्रश्न के उत्तर में माननीय उद्योग मंत्री जी ने जब मैंने सारन जिले में उद्योगों की स्थापना के बारे में पूछा था तो कहा था कि बिहार औद्योगिक दृष्टि से सुसम्पन्न प्रदेश है। मैं इस बात को मानता हूँ। लेकिन यह स्थिति केवल दक्षिण बिहार में है, उत्तरी बिहार में कोई विशेष उद्योग धंधा नहीं है। उद्योग मंत्री जी ने इस वर्ष मेरे एक प्रश्न के उत्तर में मुझे बताया था कि सारन की कमिशनरी में कागज और अन्य उद्योग स्थापित किए जा सकते हैं। मुझे खेद है कि अभी तक कोई भी ऐसा उद्योग वहाँ स्थापित नहीं हुआ है जिसमें विश्व का यह जो सब से धनी इलाका है और जहाँ जन संख्या का अत्यधिक भार है और वहाँ भोजपुर से ब्याटान मंगा कर लोगों को अपना जीवन यापन करना पड़ता है, वह विकसित हो सके। अगर वहाँ कुछ रोजगार के साधन बन जाएं, कुछ उद्योग धंधे बल जाएं, कुछ कल कारखाने लग जाएं तो हमारे नौजवानों को भी रोजगार मिल सकता है और हमारी उस जिले की, उस कमिशनरी की आर्थिक स्थिति सधर सकती है।

मैं जब एक राष्ट्रीय महत्व के सवाल को उठाना चाहता हूँ। मुझे खेद है कि हमारे विरोधी पक्ष में हमारे पश्चिम बंगाल के भाई यहाँ नहीं हैं। अगर वह रहते तो और भी ज्यादा उपयोगी मेरी बात होती। ऐसा कहा जाता है कि खनिजों का बिहार भंडार है, प्रचुर मात्रा में वहाँ खनिज उपलब्ध हैं लेकिन फिर भी वह एक गरीब प्रदेश है।

इसका कारण क्या है? कारण यह है कि जितने भी खनिज पदार्थों के मुख्यालय हैं, जितने उद्योग धंधे हैं, जितने कल-कारखाने हैं, उन सब के मुख्यालय या तो बम्बई में हैं या कलकत्ता में हैं या बिहार के बाहर बड़े बड़े शहरों में हैं। इसका नतीजा यह है कि उत्तर बिहार खनिज पदार्थों के मामले में सुसम्पन्न होते हुए भी, बड़ा धनी प्रदेश होते हुए भी इस मामले में पिछड़ा रह गया है। जो रायल्टी दी जाती है वह वजन पर दी जाती है। इससे करोड़ों रुपये का बिहार का घाटा होता है। यही उसकी गरीबी का मूल कारण भी है। सभी मुख्यालय बिहार प्रदेश के बाहर हैं। मैं चाहता हूँ कि उनको बिहार प्रदेश में लाया जाए। साथ ही रायल्टी कीमत के आधार पर निर्धारित की जानी चाहिए ताकि बिहार को वित्तीय लाभ हो सके।

इंडियन आयल कारपोरेशन, इंडियन एयरलाइज, एयर इंडिया, एल आई सी सभी के मुख्यालय कलकत्ता में हैं। इस वास्तुं देखा जाता है कि हमारे यहाँ के बंगलूरुगार युवकों की उपेक्षा होती है, उन्हें रोजी रोटी नहीं मिल पाती। मेरा निवेदन है कि यह तय कर दिया जाना चाहिये कि किस प्रदेश के कितने युवकों को इन उद्योगों में नौकरियाँ दी जाएंगी। अगर ऐसा नहीं होता है तो किसी दूसरे प्रदेश विशेष के युवकों को नौकरियाँ नहीं मिल सकेंगी और जब नहीं मिल सकेंगी और उनकी उपेक्षा होती रहेगी तो उनके मामले बेरोजगारी की, रोजी रोटी की समस्या में ही बाँधे लुड़ी रहेगी।

प्रधान मंत्री जी के निर्देश में, उनके नेतृत्व में, एक बहुत बड़ा काम होने जा रहा है जिस का फैसला हमारे परिवहन राज्य मंत्री श्री सीता राम केमरी ने लिया है। सारन जिले को बिहार के बनिया में जो उत्तर प्रदेश में है जोड़ने का काम माझी पर एक पुल बना कर होने वाला है। इसका निर्णय कल ही हुआ है। उत्तर प्रदेश के लोक निर्माण मंत्री डा. अम्मार रिजवी, बिहार के लोक निर्माण मंत्री श्री योगेश्वर प्रसाद योगेश और सीता राम जी केमरी, सब ने मिल कर निर्णय लिया है।

[श्री सत्य देव सिंह]

कि माफ़ी में पूल बनाया जाए। इसका शिलान्यास चार वर्ष पहले जनता पार्टी के अध्यक्ष श्री चन्द्रशेखर ने किया था। उस पूल का शिलान्यास सरजू की धारा में प्रवाहित हो गया, उसका नामांनित नही रह गया। अब इस पूल का शिलान्यास पुनः प्रधान मंत्री के नेतृत्व में होगा। यह उत्तर प्रदेश और बिहार के लोगों के लिए सौभाग्य की बात है, और इसके लिये मैं श्री सीता राम केसरी को धन्यवाद देता हूँ।

माननीय रेल मंत्री जी यहां नहीं हैं, बार-बार कहा जाता है कि राजना आयोग रेल की मद में पैसा नहीं देता इस लिये बिहार की बहुत सारी नई रेल योजनाएँ ठप्प पड़ी हुई हैं। जैसे छपरा से रकमोल तक वाया नैनी जलालपुर, बनियापुर और डुमारियाघाट होते हुए, नगर रेल लाइन बन जाय तो वहां के नागरिकों को काफी सुविधा हो जायगी। अभी इस लाइन के अभाव में दिल्ली, लखनऊ और वाराणसी आने में काफी दिक्कत होती है। यह रेल लाइन 30 करोड़ रु. में बनेगी। मेरा सुझाव है कि यदि आप केवल मोतीहारी को छपरा में बड़ी लाइन में जोड़ दें तो यह काम 20 करोड़ रु. में ही हो जायगा।

मुकामा के सामने राजेन्द्र पूल है, और महात्मा गांधी सेतु का उद्घाटन अभी प्रधान मंत्री ने किया है। पटना में एक रेल पूल बनने वाला है मदाकत आश्रम के सामने छीवाघाट और पहलेजाघाट पर। इस पूल के बन जाने से उत्तर बिहार और पश्चिमी उत्तर प्रदेश जुड़ जाएंगे जिससे वहां के लोगों की आर्थिक, सामाजिक स्थिति सुधरेगी और औद्योगिक लाभ भी बहुत पहुंचेगा। इस प्रकार तीन पूल हो जायेंगे—राजेन्द्र पूल, उसके बीच में महात्मा गांधी सेतु और इस नये पूल का नाम स्वर्गीय जवाहर लाल नेहरू के नाम पर रखा जाय। यह तीनों पूल हमारे देश के तीन ऋषियों, तपस्वी लोगों के नाम पर स्मारक स्वरूप होंगे जो भावी पीढ़ी के लिये प्रेरणा के स्रोत होंगे।

महात्मा गांधी सेतु बनने के बाद मोनपुर का महत्त्व बढ़ गया है। मांझी में 40 एकड़

जमीन पर अपर रेल का बड़ा कारखाना बन जाय तो मोनपुर का कल्याण होगा और उस इलाके के नाजवानों को भी रोजी रूटी मिलेगी।

शिक्षा पर हमारे बजट का केवल 1.2 प्रतिशत ही खर्च होता है जो कि पर्याप्त नहीं है। शिक्षा राष्ट्र के लिये आवश्यक है। जब तक इस पर अधिकाधिक खर्च नहीं किया जायगा, विद्यालयों, महा-विद्यालयों का आर्थिक दृष्टि से मजबूत नहीं किया जायगा तब तक हमारी भावी पीढ़ी के लिये भलाई का काम नहीं होगा। इसलिये आवश्यक है कि आयकर विधेयक में कुछ शिथिलता ना कर ऐसी व्यवस्था करें जिससे पैसे वाले लोग अधिक से अधिक शिक्षण संस्थाओं को, काम कर मेंडिकन और इजीनियरिंग कालेजों को, दान दे सकें। डा. एन. सी. पांडे, डायरेक्टर बिहना इन्स्टीट्यूट, मंसरा, रांची ने बताया कि उस संस्था की आर्थिक स्थिति दयनीय है। कोई भी शिक्षण संस्था केवल सरकार के भरोसे नहीं चल सकती है, और न ही आप नई शिक्षण संस्थाएं खोल सकते हैं और न ही प्राइवेट एंजुकेशन इन्स्टीट्यूट्स को आर्थिक सहायता मिल सकेगी। इसलिये आय कर में छूट दी जाय जिससे अधिक लोग दान रूप में शिक्षण संस्थाओं में पैसा लगा सकें। इसलिये मेरा आग्रह है कि इस पर ध्यान दिया जाय, आयकर में छूट दी जाय, जिसमें वह अधिक पैसा ले सकें।

बिहार में कालेज के अध्यापकों की हड़ताल चल रही है। मेरी शिक्षा मंत्री और राज्य मंत्री जी में अनुरोध है कि बिहार के मुख्य मंत्री से बात करके अध्यापकों की हड़ताल को समाप्त कराये जिसमें विद्यार्थियों का पठन-पाठन कार्यक्रम में ठप्प पड़ा है, अध्यापकों में जो असंतोष है, इसके दूर किया जाय।

आयकर में भी बहुत ध्यान देने की बात है। कहीं-कहीं आयकर में लोग कटौती करने हैं, जैसे श्रीमती कन्क कटौती, जो उमा लाल माहव की पत्नी हैं रांची में, बहुत सारी उनकी आमदनी है, लेकिन सब

बचाती है, इसलिए दरबंदी को भी ध्यान में रखना चाहिये।

टैक्नीकल एजुकेशन के लिये बिहार को योजना आयोग ने 190 करोड़ की मांग में सेवल 110 करोड़ दिया है। यह बिहार के साथ अनिश्चित किया है।

बिहार में दुर्भिक्ष के लिये और बाढ़ में उत्पन्न स्थिति में सहायता के लिये जो रिलीफ की रकम दी गई है, वह पर्याप्त नहीं है। बाढ़ रोकने के लिये उपाय होने चाहिये जिसमें यह रकम भी बचे और लोगों का भना हो।

रकमों में इन्कम्प्लैट्स के पदाधिकारी बगैर वहां रूके जाते हैं, वह तस्करों को रोकने का काम नहीं करते हैं बल्कि बढ़ावा देते हैं। इसलिए वहां नियंत्रण रूकी जाये कि जो तस्कारी का काम करते हैं, सरकारी अधिकारी उनका साथ देते हैं, उनको भी कब्जे में रखा जाये, नियंत्रण में रखा जाये।

रुग्णों में और अन्य जगहों पर स्त्री मिलों में जहां मजदूरों के द्वारा हड़ताल की गई है, उनकी उचित मांगों की तरफ ध्यान दिया जाए और विरोधी दलों को भी रचनात्मक कार्य करने चाहिये। सिर्फ हड़ताल करने में मजदूरों के सामने एक भीषण समस्या उत्पन्न हो जाती है और साथ ही साथ राज्यों के सामने भी अर्थिक विपन्नता आती है। उत्पादन नहीं होगा तो उसमें दोष पिल्लडंगा। विरोधी इन इस बात की कॉन्डिशन करें कि जब तक हड़ताल अवश्यम्भावी न हो जाये, तब तक हड़ताल नहीं होनी चाहिये। हड़ताल में राष्ट्र का नुकसान होता है, अर्थिक क्षति होती है।

इन्हीं शब्दों के साथ मैं इस क्रंतिकारी बजट का, विभिन्न विधेयक का हार्दिक समर्थन करता हूँ।

श्री गिरधारी लाल व्यास (भिलवाड़ा):  
सभापति महोदय, वित्त विधेयक का मैं समर्थन करता हूँ और वित्त मंत्री जी का ध्यान इस ओर आकर्षित करना चाहता हूँ कि राजस्थान में जो नेशनल-नाइज्ड बैंक है, उनमें राजस्थान की तरफ

से 1,000 करोड़ रुपए का डिपॉजिट है, उसमें से जो ऋण दिये गए हैं वह करीब 600 करोड़ रुपए के हैं।

जिन प्रांगणों के जरिए आप गरीबी और बंकारी मिटाना चाहते हैं, उनके लिए नेशनल-नाइज्ड बैंकों ने जितना कर्जा दिया है वह रकम इतनी कम है कि राजस्थान में जितना डेवलपमेंट हम इन्ट्रिग्रेटेड करल प्रांगणों के जरिए से करना चाहते हैं, अन्य टाइम्स प्रांगणों के जरिए से करना चाहते हैं या लघु उद्योगों, मध्यम श्रेणी के उद्योगों में करना चाहते हैं वह नहीं हो पाता है। वहां पर उद्योगों को इस प्रकार का ऋण मिलना चाहिये जिसमें थू काम बढ़ा सके, लेकिन बैंकों में वह मिल नहीं रहा है। इस तरह में राजस्थान का जो विकास होना चाहिए, वह नहीं हो पा रहा है।

इसलिए इस सम्बन्ध में माम तौर में बैंकों को आदेश दें ताकि राजस्थान का समुचित विकास हो सके।

इसके अलावा 3, 4 साल में वहां भू-कर अकाल है उसमें भी सहायता का जितना पैसा भारत सरकार से मिलना चाहिए, उतना पैसा नहीं मिल पा रहा है। आप राजस्थान के आंकड़ों को उठाकर देख लीजिए हर साल करीब-करीब 8, 10 लाख लोग उस काम में लगते हैं, राहत कार्य करते हैं। पैसों के अभाव की वजह से इस वक्त भी 2, 3 लाख आदमी राहत के कार्य में लगे हुए हैं। मंत्र जिले में हर साल 1 लाख, सवा लाख लोग राहत कार्य में लगे रहते हैं, लेकिन पैसों की कमी की वजह से पहले जब मर्दी चल रही थी, उस वक्त भी 80 हजार लोग काम कर रहे थे। उसके बाद संख्या को कम कर के 60,000 कर दिया। थोड़े पहले पैसों के अभाव में अकाल-राहत के काम में लगे हुए 15,000 सिडियूल्ड कास्ट्स और सिडियूल्ड ट्राइब्स के लोगों को काम से अलग कर दिया गया। जो लोग अकाल से पीड़ित हैं, भूख मर रहे हैं, जिनके पास गोजगार का कोई साधन नहीं है, उन 15,000 लोगों को काम में हटा दिया गया है। मैंने इस सदन में एक विशेष उल्लेख के जरिए



[श्री गिरधारी लाल व्यास]

कहा था कि भारत सरकार इस बार में राजस्थान सरकार से कहें कि जो लोग अकाल की वजह से दाने-दाने का भूहताज हैं, अगर उन्हें ऐसे गम्भीर समय में काम से हटा दिया जाएगा, तो वे कैसे जीवित रह सकेंगे। मैं निवेदन करना चाहता हूँ कि भारत सरकार स्वयं भी संसाधन और साथ ही राजस्थान सरकार को सचेत करे कि इस भीषण अकाल के समय ज्यादा से ज्यादा लोगों को अकाल-राहत के काम पर लगाया जाए।

राजस्थान में तीन चार वर्षों से भीषण अकाल पड़ा हुआ है, जिसके कारण वहाँ पर पीने के पानी, अनाज और जानवरों के लिए घास की गम्भीर समस्या बड़ी हो गई है। वहाँ पर 25,000 गांवों में से 24,000 गांवों में पानी दूर में नाना पड़ता है। पानी के सत्र मात सूख गए हैं। आज-कल लोगों को नीचे का मिट्टी वाला बरगव पानी मिल रहा है। इसलिए पीने के पानी की व्यवस्था करना नितान्त आवश्यक है।

राजस्थान में किसान और गरीबों को सब से ज्यादा आमदनी जानवरों के जरिए होती है। अगर अकाल के समय उनके लिए फाइनर की व्यवस्था नहीं की जाएगी, तो वे सब जानवर मर जाएंगे और हमें एक बहुत बड़ी सम्पत्ति में महसूस होना पड़ेगा।

राजस्थान में अनाज बहुत कम मिलता है। एक व्यक्ति को जितना अनाज मिलना चाहिए, वह उपलब्ध नहीं हो रहा है। अकाल की वजह से अनाज बहुत महंगा है। इस लिए ज्यादा अनाज मण्डार कराना चाहिए।

इस बजट के दारों में मैं निवेदन करना चाहता हूँ कि राजस्थान सब से पिछड़ा हुआ क्षेत्र है। रिजर्वल इमर्देलीमाइ के बारे में चेंबरमैन साहब भी कहते हैं और हम भी बराबर कहते आए हैं। भारत सरकार ने राजस्थान में एक परसेंट में ज्यादा पैसा नहीं लगाया है। रिजर्वल इमर्देलीमाइ को मिटाने के लिए राजस्थान में जिक के रूप में एक बहुत बड़ा स्रोत उपलब्ध हो गया

है। भीलवाड़ा में पांच करोड़ टन का जिक का भंडार मिला है। वहाँ पर अभी दो किलोमीटर का सरबे हुआ है। 21 किलोमीटर में वह भंडार है। मंत्रालय की रिपोर्ट में बताया गया है :-

"Minerals under Exploration: A scheme for detailed investigation of the prospect in the Rampura-Agucha Mines in the Bhilwara district of Rajasthan is being implemented by the Hindustan Zinc Limited. This deposit is suitable for open cast mines and it is the largest and richest deposits of its kind discovered so far in the country."

वहाँ पर बहुत रिच डिपोजिट मिला है।

"Our reserves of 53 million tonnes, containing 13.89 per cent zinc and 1.5 per cent lead has been established."

इतने अधिक क्वान्टिटी वाला जिक का इतना बड़ा भंडार आज तक हिन्दुस्तान में ही नहीं, बल्कि एशिया में भी नहीं मिला है। जब 21 किलोमीटर का सरबे हो जाएगा, तो वहाँ 50 करोड़ टन में भी ज्यादा जिक उपलब्ध होगा। इतना बड़ा जिक डिपोजिट हिन्दुस्तान में कहीं नहीं है, इस लिए भारत सरकार को वहाँ पर जिक स्पेंडर प्लान लगाना चाहिए। इतना बड़ा जिक डिपोजिट विशालासनगर और उदयपुर में भी नहीं है अगर वहाँ पर स्पेंडर न लगा कर किसी दमनी जगह लगाया जाएगा, तो सारे समाज को दहली उड़ह ले जाने में बहुत खर्च बनेगा।

100 करोड़ का उस्ता और सीसा आप विदेशों से मंगाने हैं। इस कारखाने को अगर वहाँ पर स्थापित कर देंगे तो 100 करोड़ का फारने एक्सचेंज बचेगा। इस के अलावा और ज्यादा लेंड और जिक वहाँ पैदा करेंगे तो उसे विदेशों में भेज कर उस में सैकड़ों करोड़ का फारने एक्सचेंज कमा सकते हैं। अगर जिक स्पेंडर प्लान स्थापित करने में 300 करोड़ रुपए के करीब खर्च होता है। चूंकि यह निवेदन है कि एक साल में यह रुपया बसूत हो जाएगा। इतना बड़ा डिपोजिट इस का वहाँ पर है। इस की तरफ आज तक आप का ध्यान नहीं गया। आप ने एक एक्सपोर्ट कमेटी

इस के लिए बैठा रही है। राजस्थान सरकार ने कहा है कि बिजली की व्यवस्था और पानी की व्यवस्था वह करेंगे। 20-21 करोड़ रुपया वह अपनी तरफ से खर्च करने को तैयार है। तो मेरा आप से यह निवेदन है कि यह सुपर जिक स्मॉल्टर प्लांट वहाँ स्थापित किया जाए। इससे राजस्थान की आर्थिक उन्नति में बहुत बड़ा योगदान मिलेगा। इतना बड़ा प्लांट वहाँ लग जाता है तो उस के साथ-साथ अनक एंजिनियरों इन्स्ट्रोज वहाँ लगेंगी। इस से वहाँ के लोगों का काफी प्रोत्साहन मिलेगा और उस क्षेत्र का विकास होगा। इसलिए सुपर जिक स्मॉल्टर प्लांट भीलवाड़ा जिले के आगूचा गाँव में स्थापित करने की आप व्यवस्था करें। यह प्लांट अगर वहाँ स्थापित हो जाएगा तो हिन्दुस्तान का संल्फ र्सीफिशिएट बनाने में बहुत बड़ा योगदान मिलेगा।

एक बात मुझे कापर प्रोजेक्ट के सम्बन्ध में कहनी है। पिछली बार मैंने एक प्रश्न सेंट्री कापर प्रोजेक्ट का मनेजमेंट ठीक तरीके से काम नहीं करता है, इस के बारे में पूछा था। वहाँ पर जो कापर निकला था उसका बचन के लिए वहाँ का जो मनेजमेंट है वह इग्लैंड गया और जो 22 हजार मीट्रिक टन कापर था जिसे मेरे कापर का परसेंटेज 34 परसेंट था, उस का उन्होंने बचा उन में मिन मिलाकर 14 परसेंट कर दिया। 20 परसेंट कापर का उन्होंने इस प्रकार में गड़बड़ घोटाना कर दिया। इस तरीके से करीब 21 करोड़ रुपए का गड़बड़ उन्होंने किया है। मैंने जब प्रश्न पूछा तो कहा कि इस का अभी इन्वैस्टिगेशन हो रहा है इसलिए इसका जवाब नहीं दे सकते हैं। आज गलत डेटे सान हो गए, इस सम्बन्ध में क्या हुआ, उस रुपए की किस प्रकार से व्यवस्था की गई, इस का कुछ पता नहीं है। मैं सम्भ्रता हूँ इस तरह प्लानिंग मिनिस्टर का ध्यान देना चाहिए। इतनी बड़ी रकम के सम्बन्ध में भी अगर सरकार ने कार्यवाही नहीं की तो वह प्रोजेक्ट इसी तरह घाटे में चलेगा। आज भी वहाँ घाटा चल रहा है और इस की वजह यही है कि वहाँ का मनेजमेंट ठीक नहीं है। इस के अलावा वहाँ पर जब गढ़ सेंट्री का कापर प्रोजेक्ट बना तो लोगों की जमीन ले ली गई

लेकिन उस जमीन का आज तक मुआवजा नहीं दिया। यह किसानों के साथ कितना बड़ा अन्याय हो रहा है कि उनके आज तक उस जमीन का मुआवजा नहीं मिला जिस पर यह प्रोजेक्ट बना है जो मुआवजा देने वाले अधिकारी है उन्होंने तो उस का फैसला कर दिया। परन्तु मनेजमेंट उस के खिलाफ संशन कंट में गया, फिर हाई कंट में गया। सब कोर्टों से उनके खिलाफ फैसला होने के बावजूद भी मुआवजा नहीं दिया। इस के अलावा जिन के मकान उस प्रोजेक्ट के अंदर आए उन को भी ले लिया गया और उस का भी मुआवजा नहीं दिया। 61 से लेकर 82 तक 21 सालों के अन्दर उनका मुआवजा नहीं मिला। सैकड़ों आदिमियों को इस से कितना बड़ा नुकसान पहुँचा है। इस सम्बन्ध में वित्त मंत्री जी का ध्यान मैं आकर्षित करता हूँ। हमारी सरकार लोगों का बेलफेयर चाहती है लोगों को उपर उठाना चाहती है। लेकिन अगर उन का हक भी उन को नहीं मिलेगा, उन को जमीन ले ली, उन के मकान ले लिए और उस के बाद भी आज तक मुआवजा नहीं मिला तो यह बहुत बड़ा अन्याय उन के साथ हुआ है। इस सम्बन्ध में आप कोई व्यवस्था अवश्य करेंगे एंसी मैं आशा करता हूँ।

इसी तरीके से एक और समस्या राजस्थान की है। राजस्थान में आप ने कृपा कर कर के एक बड़ी लाइन दी है कोटा से चित्तौड़ तक और वह इसलिए दी कि वहाँ पर सिमेंट के पत्थर के बहुत बड़े डिपोजिट्स हैं।

लेकिन आपने उस लाइन पर आज तक सीमेंट फैक्टरी को लाइसेंस नहीं दिया है। वहाँ पर कितनी सीमेंट फैक्टरीज इस्टेबलिश होनी चाहिए - इस संबंध में कोई विचार नहीं किया है। इसलिए मेरा निवेदन है कि उनी में सीमेंट कार्पोरेशन ने एक बड़ी दम लाख मी. टन की सीमेंट फैक्टरी लगाने की बात कही है और इसी प्रकार से अन्य प्राइवेट पार्टिज की और से कई सीमेंट फैक्टरीज कोटा, बुंदी, भीलवाड़ा, चित्तौड़ और मंदसौर - इन पाँच जिलों में इस्टेबलिश की जा सकती है।

[श्री गिरधारी लाल व्यास]

इस प्रकार से अभी देश में जो सीमेंट की कमी है और करांडों रुपया विदेशों को फॉरन एक्सचेंज के रूप में देना पड़ता है, उसको बचाया जा सकता है तथा साथ-साथ हजारों लोगों को एम्प्लॉयमेंट भी दिया जा सकेगा। मेरा निवेदन है कि प्राथमिकता के आधार पर सरकार की ओर से या प्राइवेट पार्टियों, यदि वे चाहें तो उनकी ओर से सीमेंट फैक्टरीज इस्टेब्लिश की जानी चाहिए।

16.55 hrs.

[MR. DEPUTY-SPEAKER IN THE CHAIR]

उद्घाटक भाद की बात है, राजस्थान में रौम-वेड भाद का कारखाना देने की बात कही गई थी इसलिए जल्दी में जल्दी उस की स्थापना वहाँ पर की जानी चाहिए। राक फास्टे की बंस पर भी दो कारखाने प्राइवेट सेक्टर में लगाए जाने की बात थी लेकिन उनके संबंध में भी अभी तक भारत सरकार की ओर से कोई निर्णय नहीं लिया गया है। आज हमारे देश में भाद की बहुत कमी है। देश में 60 लाख मी. टन भाद की आवश्यकता होती है लेकिन हम अभी केवल 40 लाख मी. टन ही पैदा करते हैं। इस प्रकार से जो 20 लाख मी. टन की कमी रह जाती है उसको पूरा करने के लिए अरबों रुपया का फॉरन एक्सचेंज हमें खर्च करना पड़ता है। उदाहरण के तौर पर हमारे देश में ही उपलब्ध है तब नई फैक्टरीज को लगाकर हम इस कमी को दूर कर सकते हैं तथा बहुमूल्य फॉरन एक्सचेंज को भी बचा सकते हैं।

इसी प्रकार से माइका, पेंजर फाक्टरी भीलवाड़ा में स्थापित करने के लिए मैं कई वर्षों से कह रहा हूँ। बिहार के बाद राजस्थान में भीलवाड़ा में ही सबसे अधिक माइका होता है। बिहार में मिट्टा के ज़रिए से फाक्टरीज की स्थापना की गई है। उसी प्रकार से राजस्थान में भी सरकारी एंजनी, मिट्टा के ज़रिए से पेंजर का कारखाना, माइका का कारखाना स्थापित किया जाना चाहिए। इसमें वहाँ अनाम्प-नाम्प भी दूर होगा तथा उस क्षेत्र का आर्थिक विकास भी हो सकेगा।

हमारी प्रधान मंत्री जी ने "श्रम एवं जयत" का नारा दिया है। हमारे मजदूर इमानदारी से काम करते हैं तो निश्चित तरीके से हमारा देश आगे बढ़ता है लेकिन राजस्थान के पी डब्लू डी, इरीगेशन तथा वाटर वर्क्स डिपार्टमेंट्स में आज भी हजारों लोग काँजुअल लेंबर की तरह से काम कर रहे हैं। उनको कोई सुविधा नहीं मिलती है उनको परमानेंट नहीं किया जाता है उनको पी एफ नहीं मिलता है, ई एस आई की कोई सुविधा नहीं है और न ही कोई रीप्युटी मिलती है। वे वर्कर्स ज़ान्दोलन कर रहे हैं। हमारे लेंबर मिनिस्टर ने कहा था कि अगर कोई मजदूर 180 दिन काम कर ले तो उसे ग्नी प्रकार की महानियतें मिलनी चाहिए। लेकिन वहाँ पर उन मजदूरों के साथ बड़ा भारी अन्याय हो रहा है। वे दस-दस साल तक काम कर चुके हैं लेकिन उनको परमानेंट नहीं किया जा रहा है। जो भी महानियतें उनको मिलनी चाहिए वह आज तक नहीं मिल रही है। इसलिए मैं फाइनेंस मिनिस्टर साहब से कहना चाहता हूँ कि वे राजस्थान सरकार पर दबाव डालें और उन गरीब मजदूरों के ऊपर जो अन्याय हो रहा है, उसको समाप्त कराए तथा उन्हें उनके हकक दिलवाए ताकि हमारी सरकार और हमारी प्रधान मंत्री की जो नीति है वह कार्यान्वित हो सके और उग्रम देश का भी उल्लास हो।

हमारे यहाँ मेवाड़ टैक्सटाइल मिल का मनेजमेंट घोर अन्याय कर रहा है। वहाँ पर प्राइवेट फंड का 20 लाख और ई. एस. आई. का साढ़े तीन लाख इकाया है। उन्होंने घिन को मिक दना दिया है और उसका पैसा दूसरी जगह ले जाकर लगा रहे हैं। साढ़े तीन हजार मजदूर बेकार कर दिए हैं। थोड़े दिन में वहाँ तालाबन्दी हो जायेगी। सरकार इस मिल को बंद न होने दे क्योंकि बंद होने से 20 हजार लोगों पर उसका असर पड़ेगा। मेरा निवेदन है सरकार उन्हें टैक-ओवर करे, नेशनलाइज करे। 8-10 साल पहले भी उसको टैक-ओवर किया गया था। उसने एक साल में एक करोड़ रुपया का मुनाफा दिया अगर मिमर्नैजमेंट की बजह

से वहाँ की स्थिति ठराने है। इसलिए उस को टोक-ओवर कर के, उस को नेशनलाइज कर के साढ़े तीन हजार मजदूरों को लाभ दीजिए और देश के विकास में योगदान दीजिए जैसा कि आप की नीति है।

17.00 hrs.

अब मैं रेलवे विभाग से कुछ निवेदन करना चाहता हूँ। राजस्थान बनने के पहले वहाँ पर 5 स्टेटों में जयपुर, जोधपुर, बीकानेर, उदयपुर और अजमेर में 5 बड़ी वर्कशाप्स थीं। जब मैं भारत सरकार के पास रेलवेज आ गई, तो वे वर्कशाप्स रूत्म हो गईं। वहाँ पर डिब्बे तैयार होते थे, इंजन तैयार होते थे, मान के वेगन तैयार होते थे, मगर आज सब के सब वर्कशाप्स ठप्प पड़े हुए हैं इसीलिए मैं आप से कहना चाहता हूँ कि राजस्थान एक पिछड़ा हुआ प्रान्त है और इस के पिछड़पन को दूर करने के लिए आप इन वर्कशाप्स के अन्दर कहीं कहीं फैक्टरी और कहीं वेगन फैक्टरी और कहीं इंजन तैयार करने का फैक्टरी खोलिए ताकि लोगों को एम्प्लॉयमेंट मिले और वहाँ के आर्थिक विकास में तेज गति आ सके। इस सम्बन्ध में आप कुछ न कुछ व्यवस्था कीजिए, तो ठीक होगा।

अभी एक माननीय सदस्य बोल रहे थे और उन्होंने बताया कि बंगाल के ऊपर 372 करोड़ रुपए का ओवरड्राफ्ट है। मैं आप से कहना चाहता हूँ कि आप को फाइनेन्शियल डिस्मिपलिन लाना पड़ेगा। अगर आप फाइनेन्शियल डिस्मिपलिन नहीं लाएंगे, तो निश्चित रूप से इस प्रकार से और भी प्रदेश ओवरड्राफ्ट लिया करेंगे और देश दिवालिया बन जाएगा। ऐसी सरकार, जिस के ऊपर 372 करोड़ रुपए का ओवरड्राफ्ट हो, भंग की जाए और वहाँ पर राष्ट्रपति शासन लागू किया जाए। ऐसी सरकार जो फाइनेन्शियल डिस्मिपलिन में नहीं रहती है, उन को भंग कर वहाँ पर राष्ट्रपति शासन स्थापित कीजिए और कोई ऐसी व्यवस्था कीजिए जिससे विकास की गति तेज हो सके। प्लान के पैसों में और आप ओवरड्राफ्ट का एबस्ट करोगे, तो इस से तो वहाँ के गरीब लोग मारते जाएंगे, वे बरबाद हो जाएंगे।

वहाँ पर सरकार की गलती है, गरीब लोगों की गलती नहीं है, मजदूरों और किसानों की गलती नहीं है, बल्कि काम करने वालों की गलती है, तो जिन लोगों की गलती है, उन को सजा दीजिए। वहाँ की सरकार को भंग कर के राष्ट्रपति शासन वहाँ लागू कीजिए और फाइनेन्शियल डिस्मिपलिन स्थापित कीजिए ताकि अच्छी व्यवस्था वहाँ हो और यह देश ज्यादा से ज्यादा तरक्की कर सके।

इन शब्दों के साथ मैं फाइनेन्स बिल का स्वागत करता हूँ।

श्री कमल नाथ भा (महराष्टा) : उपाध्यक्ष महोदय, मैं इस फाइनेन्स बिल का स्वागत करता हूँ।

मैं देख रहा हूँ कि लोगों ने इस मौके का फायदा उठा कर अपने क्षेत्र की समस्याओं की ओर माननीय मंत्री जी का ध्यान आकर्षित किया है। मैं भी आप के द्वारा उन का ध्यान दो बातों की तरफ आकर्षित करना चाहता हूँ और मैं आपका ज्यादा समय नहीं लूंगा।

विनेज लेवल पर, ग्रामीण स्तर पर हमारी सरकार के जो डेवलपमेंट के कार्यक्रम हैं, वे बहुत दूरस्त हैं बहुत सही हैं जहाँ तक नीति का मद्दाल है लेकिन जब अमल में आने की बात होती है, तो हम यह देखते हैं कि एक बड़ी भारी रुकावट पैदा हो जाती है फाइनेन्शियल इंस्टीट्यूशन्स की मारफत। एग्जीक्यूटिव डेवलपमेंट बैंक, ग्रामीण विकास बैंक के नाम से सरकार ने ग्रामीण क्षेत्रों के द्रुत विकास के लिए ब्लाक स्तर पर इन को खोला है और नए नए बैंकों की शाखाएँ खोलना आरम्भ किया है और शायद हिन्दुस्तान का कोई भी ऐसा प्रखंड नहीं है, जहाँ पर शाखा न खुल गई हो। हमारे बिहार प्रान्त में अन्य राज्यों के मुकाबले में अभी बैंकों की शाखाओं की बहुत कमी है और मैं मंत्री जी का ध्यान इस ओर भी दिलाना चाहता हूँ कि इन शाखाओं के खोलने के साथ साथ लूट की भी एक बड़ी जबरदस्त बीमारी शुरु हो गई है और एक अजीब हालत सी बन गई है। हम आदिवासीयों को, हीरजनों को माजीनेल पीजेन्स को, किसानों को रुपया मुहैया

[श्री कमल नाथ भा:]

करते हैं गाय खरीदने के लिए, भैंस खरीदने के लिए, बैल खरीदने के लिए पम्पिंग सेट खरीदने के लिए, सेतों को लेंबल करने के लिए बैंक रुपया मुहैया कराते हैं। बैंक के एम्प्लाइज उसमें विजनम कराते हैं। अगर इस ए. डी. वी. या ग्रामीण विकास बैंक में से कोई एक हजार रुपया लेता है तो उस से ठाई सा रुपया काट लेते हैं। साढ़ सात सा रुपया उसको मिलता है। इतनी फ़ोरजरी वहां चल रही है।

एक आदिवासी भंरं पास आया। ट्राइबल था। उसने एक बैल लेने के लिए कर्ज मंगा। उस से बैंक वालों ने कहा कि बैल ही क्यों, गाड़ी भी ले लो। उसको गाड़ी और बैल के नाम पर रुपया देने के लिए निकाला गया। बैल का रुपया उसको दे दिया और गाड़ी का रुपया बैंक वालों की पाकिट में चला गया। जब मामला अफ़मर्गे तक पहुंचा तो उसे हश अप कर दिया गया।

रीजनल लेवल पर ग्रामीण विकास बैंक की शाखाओं में जो पॉस्टिंग होती है वह भी रुपया ले कर होती है। यह सब कहां जा कर रुकेगा? कहीं पर भी बैंक के साथ आपके पब्लिक रिप्रेंजेंटेटिव नहीं हैं। हमारे क्षेत्र में डवलपमेंट हो रहा है, हमारे क्षेत्र में ए. डी. वी. में क्लेम थी एम्प्लाइज में पांच-साठ हजार रुपया लिया जाता है, जब उसकी बहानी होती है। इसमें लोगों में हजारों रुपया ले कर बहानी होती। आप इसकी मी. वी. आर्ड. या किसी भी गंम्था में इंकवायरी कराएं।

अगर यह रोग बढ़ता गया तो आपका यह ठीक से नहीं चलेंगा। यह क्रेडिट का रोग है। अगर इसमें मिल्क में टुक दिया जाएगा तो नहीं चलेंगा। गरीब के लिए जो पैसा आता है, छोटे दुकानदार, रिक्षा चलाने वाले, गाड़ी चलाने वाले उसका हजारों रुपया ले जाते हैं। महाजन पहलें जितना सूद लेता था, उसमें बंसी सूद तो आज पहलें ही काट लिया जाता है और ऊपर में अलग लेते हैं।

किसी भी प्रोग्राम को ठीक ढंग में इम्प्लीमेंट करना भी आपकी जिम्मेदारी है।

अगर हमारा प्रोग्राम ठीक हो और उसका इम्प्लीमेंटेशन ठीक न हो तो रुपया खर्च होता जाता है लेकिन वह गरीब तक नहीं पहुंच पाता है और गरीबी बढ़ती जाती है। आप अपने काम को बल प्रशंसा और प्रतिष्ठा सुनने के आदी मत बनाइए। यही चाटूकारिता और तारीफ बड़े बड़े साम्राज्यों की नींव का हिल्ला देती है। आप को लोगों की भलाई के लिए, सच्चाई के लिए लड़ने के लिए तैयार रहना चाहिए। आपको गरीबों की बातें सुनने के लिए तैयार रहना चाहिए।

आपकी फाइनेंश्ल इन्स्टीच्यूशंस में आने-स्टी, इन्ट्रिस्टी, और एफोर्सियेंसी उनकी लाइफ होती है। इनको अगर जग लग गया तो ये नहीं चल पायेंगे। हम इन बैंकों को जब देखते हैं तो इनमें डिस्प्लीन का यह हाल हो गया है कि अगर कोई मनेजर डिस्प्लीन एन्फोर्स करना चाहें तो उसका सिर तोड़ दिया जाता है।

हम कस्टोमर को नक्षी समझते थे, अब मुल्लाह समझा जाता है। कस्टोमर जाता है या मैम्बर आफ पार्लियामेंट भी जाता है तो ह. टैक्स नोटिस। नॉबडी टैक्स नोटिस। दिम डज ए फॉक्ट एण्ड हाई फॉक्ट। फाइनेंश्ल इन्स्टीच्यूशंस में डिस्प्लीन, इन्ट्रिस्टी, आनेस्टी नहीं हांगी तो ये बल्म हो जाएगी। इनको आप रास्तों पर लाइए। अगर ये बल्म हो जाएगी तो सेंटों का फायदा हांगा। आज भी हां रहा है। आज अगर एक सेंट को 50 लाख रुपया चाहिए तो दो दिन में मिल जाएगा। अगर एक गरीब को दो हजार रुपया चाहिए तो उसे 50 दिन दौड़ना पड़ेगा। दीज आर द हाई फॉक्ट्स। कारण यह है कि पालिसी को ले कर जो एक्शन है वह कर्टीवकली हो रहा है।

मैंने शुरू में कहा था कि मैं बहुत बक्त नहीं लूंगा। नियमों से हटने के लिए मैं आप से माफी चाहता हूँ। हम लोग बड़ी बड़ी योजनाओं की बात कराते हैं। मैं तो तंग आ गया हूँ यह सब देखते देखते। कैसे डिवेलपमेंट हो सकता है, कैसे नेशनल प्रेस्टीज रेस्टोर हो सकता है इसकी एक मिसाल मैं देना चाहता हूँ। पांडे जी के दरवाजे मैंने बटखटाए हैं, कमलापति जी

के भी बटबटाए थे, तिवारी जी के भी बट-बटाए हैं, पाटिल साहब के भी बटबटाए हैं। यह इस वास्ते मने नहीं किया है कि मेरे निर्वाचन क्षेत्र की बात है। इसलिए किया है कि दुनिया में, सारे संसार में कोई ऐसा देश क्या हो सकता है जिस को अपने देश से अपने ही देश में जाने के लिए विदेश के रास्ते में हो कर जाना पड़ता है? इंडिया टू इंडिया हम को विदेश हो कर जाना पड़ता है, नेपाल हो कर जाना पड़ता है। हम एम पी लोग जब बीरपुर में कोसी बैरेंज को पार करते हैं तो हमारा नेशनल फ्लेग उतार लिया जाता है। नेपाल सरकार कहती है कि हमारे देश में हो कर जाना है तो अपने नेशनल फ्लेग को उड़ा कर नहीं जा सकते हो। हमारी पॉलिम फोर्स इंडिया टू इंडिया जाती है तो उसको डिमार्श कर दिया जाता है। नेपाल की पॉलिम उसके आर्मामेंट्स को अपनी कस्टडी में ले लेती है और चालीस किलोमीटर पार जा कर उनको हंड आवर करती है। क्या भारत इतना गरीब देश है कि 25 करोड़ भी बैरेंज बनाने पर खर्च नहीं कर सकता है, कोसी पर पुल नहीं बना सकता है? नदी इस तरह से चल रही है। उधर से रेलवे लाइन आती है। बक्सर से निर्मली में रुक जाती है। पूर्व में मरायगढ़ में रुक जाती है। उधर में लंदन रोड जा पश्चिम पूर्व में आती है तो फारबेसगंज में रुक जाती है रेलवे लाइन की दूरी ग्यारह मील रह जाती है रेलवे लाइन की दूरी ग्यारह मील रह जाती है। बीच में नदी पड़ती है। इंडिया टू इंडिया सोलह किलोमीटर का फासला तय करने के लिए हम को पांच सौ किलोमीटर चल कर आना पड़ता है बाई रोड और पांच सौ किलोमीटर बाई रेल। अगर एमरजेंसी आ गई और हम का फंड भंडा खोजनी पड़ जाए तो बिना नेपाल सरकार की आज्ञा के अपने आर्ज न कर वह नहीं जा सकती है। आर्ज से उसको डिमार्श किया जाएगा तभी वह निर्मली ले जाई जाएगी। क्या एक पुल नहीं बन सकता है। सब भारत की प्रतिष्ठा की बात करते हैं। डिबलपमेंट वाला एम्पैक्ट बाप छोड़ दें। लेकिन नेशनल रिस्पैक्ट की बात को तो आप देखें। डी एम का भंडा उतार कर जाना होता है, एम पी को उतार कर जाना होता है और

अगर नहीं उतारना चाहते हैं तो आपको नेपाल की, काठमंडू की परमिशन लेनी होती है। 25 करोड़ प्लान से या नान प्लान से आप खर्च नहीं कर सकते हैं। यहां राष्ट्रीयता के बहुत भाषण होते हैं वीनटी आफ दी नेशन इज डैली बीइंग ह्यूमिलेंटड। हम तीस चालीस बरस से देखते आ रहे हैं, भंडा उतरता है, फोर्स डिमार्श होती है लेकिन एक पुल नहीं बनता है। आपका सांचना होगा कि भारत की राष्ट्रीयता की रक्षा कैसे की जाए।

बिल है, बजट है, प्लान है। लेकिन ताज्जुब है कि जो सब में वीक सैक्शज है उनकी तरफ ध्यान नहीं दिया जाता है। महात्मा गांधी मेरे भी राष्ट्रपिता थे। पंडित जवाहर लाल नेहरू ने उन में पूछा कि बाप योजना कैसे होनी चाहिए। गांधी जी पहले तो जवाब देने से कतराए। बाद में जब उन पर दबाव पड़ा तो उन्होंने कहा कि लास्ट मैन को तुम्हारी योजना से क्या लाभ पहुंचेगा इसी से मैं तुम्हारी योजना का मूल्यांकन करूंगा।

What benefit the last man of the community derives from your planning, that would be the only measure-rod for me to know the success or failure of your planning.'

फाइनेंस मिनिस्टर साहब बहुत प्रगतिशील हैं। पुजारी जी अभी अभी राज्य मंत्री बन कर इस विभाग में आए हैं। सब लोग विशेषज्ञ हैं, मैं पूछना चाहता हूँ हमारी सोसाइटी में सब से लास्ट मैन एंग्रीकाल्वर लेबरर है जो गांव में काम करता है, जब उसकी बात होती है तो हम कहते हैं कि हमने मिनिमम वेंज के लिए राज्य सरकार को लिख दिया। मैं पूछना चाहता हूँ कि आपके सेन्ट्रल गवर्नमेंट के गजटेटेड एम्प्लॉयज हैं जिनको एक्सचेंजर से एक एक मुश्त में 100, 100 करोड़ रु. डी. ए. के रूप में मिल जाता है और दूसरी फोर्सिलिटीज मिल जाती है। लेकिन क्या भारत सरकार के खजाने में यह जो 30 करोड़ सौतिहर मजदूर हैं इनके लिए डाइरेक्टली कोई प्रोवीजन है? आप बता सकते हैं कि 30 वर्ष में उनके लिए क्या हुआ है? आप नहीं बताएंगे, लेकिन इतिहास इसका

[श्री कमल नाथ भा]

नॉटिस लंगा कि भारत में 30 करोड़ सेती में काम करने वालों के लिए कुछ नहीं किया गया। दूसरी सर्विसों को आप ऐसे-शिक्षण सर्विसों डिक्लॉय कर रहे हैं-- बिजली, रेलवे आदि को, लेकिन फूड इंडस्ट्री एंसेम्बल है कि नहीं? बिना बिजली के हजारों वर्ष तक संसार रहा है, बिना इंजीनियर, डाक्टर और प्रोफेसर के हजारों वर्ष तक यह संसार जीया है। लेकिन बिना फूड के एक महीने भी संसार नहीं जिया है जब में सृष्टि बनी है। यह वेस्टर्न सिविलाइजेशन का इम्पैक्ट है दिमाग पर, इंडस्ट्रियलाइजेशन का इम्पैक्ट है माइन्ड पर कि सेती में काम करने वाला मजदूरी करने वाला, आइमी थर्ड रेट सिटिजन मालूम पड़ता है। उसकी कोई इज्जत नहीं है, गांव के मजदूर की कोई इज्जत नहीं। अफसर की इज्जत है, लीडर की इज्जत है, इंजीनियर की इज्जत है, लेकिन संत में मजदूरी करने वाले की कोई इज्जत नहीं। किसान जो सृष्टि का चनाता है, जो रियलिटी है जिस्को गीता ने भी कहा है :

अन्नादि भवन्ति भक्षानि, परिजप्यान्  
अन्नं संभवः ।

यज्ञान् भवन्ति परिजन्त्यां, यज्ञं दत्त्वा  
समउदभवः ।।

अन्न से मांष्ट पैदा होती है। लेकिन फूड का प्रोड्यूसर कहीं पिक्चर में नहीं है। उस सर्वहारा के लिए आप क्या कर रहे हैं? फाइनेंस डिपार्टमेंट को अपने डायरेक्शन को उधर मोड़ना चाहिए नास्ट मैन की तरफ।

मान्यवर, कल मैंने एक अजीबो गरीब चीज देखी। हम जो जनता के प्रतिनिधि हैं, बहुत तकलीफ में यह बात आपकी नॉटिस में लाना चाहता हूँ, माननीय मंत्री जी चले गए, हम मंत्री लोग फर्स्ट क्लास और ए. सी. सैकेन्ड क्लास स्लीपर में चल सकते हैं, इसकी एंगेजमेंट है। अब ए. सी. सैकेन्ड क्लास स्लीपर का सरचार्ज 40 रु. हो गया। और कल मैंने टिकटों का एक अधिकारी कह रहा था कि मंत्री पार्लियामेंट को ए. सी. सैकेन्ड क्लास स्लीपर में चलने के लिए सरचार्ज देना

पड़ेगा। मुझे मालूम हुआ कि दूसरे वक्त भी सिटिंग हुई कमेट्री को जिसमें उन्होंने कहा आपको सरचार्ज लगेगा। हमें कोई अफसांस नहीं है। लेकिन इसके पीछे पॉइंट क्या है? इंडियन पार्लियामेन्टरी डेमोक्रेसी में ब्युरोक्रेसी क्या स्टैंड ले रही है यह पॉइन्ट है। और इस ब्युरोक्रेसी ने चाइना और एशिया में भी एक प्रॉबलम पैदा कर दी है और हमारे यहां भी कर दी है कि मंत्री पार्लियामेंट को कैसे ह्यूमिलेट किया जाए। हम हाइएस्ट इन्स्टीट्यूशन के मंत्री हैं।

It is not a question of Kamal Nath Jha or any Member personally. This august House is the highest body.

हम लोग इस हाइएस्ट बाडी के मंत्री होने पर भी फर्स्ट क्लास में चलेंगे और हमारे नौकर जो फर्स्ट क्लास आफिसर हैं, तो एयर-कंडीशन में चलेंगे। यह इस हाइएस्ट बाडी के मंत्री की हींसयत है।

हम कभी नहीं कहते हैं कि हमें ए सी सी की फॉर्मलिटी दीजिए। इसलिए हम यह मांग करते हैं कि इस सदन में हमारे इस सवाल पर विचार हो और सब को वाइडर में किया जाए। हम भी फर्स्ट क्लास में चलने वाले हैं, मिनिस्टर को भी फर्स्ट क्लास में चलना होगा और जितने क्लास-1 लोग हैं, उनको अपने मीनिंग में नीचे के डिब्बे में चलना होगा। इन लोगों का सैलून बन्द होना चाहिए। अगर देश का मंत्री फर्स्ट क्लास में चलेंगा तो देश का नौकर सैकिड क्लास में क्यों नहीं चलेगा? क्या मालिक के माथे पर चढ़कर चलेगा? इस ओर मैं वित्त मंत्री का ध्यान आकर्षित करना चाहता हूँ।

SHRI SATYASADHAN CHAKRABORTY: You will be appreciated but nothing will be done by them. Be sure about that.

श्री गिरधारी नाल डोगरा (जम्मू):  
जनाब डिप्टी स्पीकर साहब, मैं ज्यादा लम्बी बात नहीं करना चाहता। कुछ बातों की तरफ फाइनेंस मिनिस्टर का ध्यान दिलाना चाहता हूँ।

अपनी बात शुरू करने से पहले भा साहब ने जो बात कही, सासतौर से पूल वालों

बात बहुत अच्छी है। उन्होंने जो आँखिरी बात कही है, इसमें भी मैं उनके साथ सहमत हूँ।

यह एक बड़ी अजीब बात है कि जब मंत्री पार्लियामेंट ट्रैवल करते तो ए सी सी 2 टागर वाली बात में शायद चन्द लाइनें हैं, रेलवे वाले जिन पर एतराज कर रहे हैं। कुछ में तो हमारे पहले रेलवे मिनिस्टर साहब, जो आज इरिगेशन मिनिस्टर हैं, पांडे जी, उन्होंने तो आर्डर कर दिया था, मगर कुछ लाइनें हैं जो रेलवे डिपार्टमेंट ने मानी नहीं।

PROF. SATYASADHAN CHAKRABORTY: He said it in the Parliament but who cares?

SHRI G.L. DOGRA: But that should be complied with. The question is that in Rajdhani and certain other trains which are important trains, probably they do not allow MPs to travel without paying the surcharge. This is very insulting, rather it is humiliating. I join with him and I think every Member of the House will join with us that this attitude is derogatory to our position and this should not be tolerated by the Government. It is very important. A man is a Minister to-day and he ceases to be a Minister tomorrow. He has to travel in the class in which we travel. When he becomes a Minister, he flies or travels in a higher class. How is this justified? He should travel in the class allowed to an M.P. He and his staff can have more seats and the security man and the staff can travel with him, but the dignity of the Parliament must be maintained. I think this one aspect we must not forget Gandhiji said that everyone of us should travel in the II class, which is now II class. The bureaucrats must be made to Tilak said about the bureaucracy. He said, 'These are the people who are keeping the power in their hands and they are unwilling to part with it.' He also said that if he was placed in their position, he would probably have done the same thing. He said, 'Since we have undertaken to fight on behalf of the people, we must wrest the power from bureaucrats and place it at

the disposal of the people and utilise it in a manner that it helps the people.' That is because the bureaucracy, as he put it, everywhere wants to seize as much power as possible and it is unfortunate that a director coming here to attend a Committee meeting which consists of Members of both Houses of Parliament should talk in a way as if he is doing us some favour. This, I take it, is an insult to this highest forum, namely, both Houses of Parliament. Therefore, I join Mr. Jha on that score.

I wanted to bring to the notice of the Finance Minister certain points. But, I think these should be studied. I won't give my own personal opinion about them because it may become a major of controversy later. There are points which we are confronted with and we cannot afford to ignore the same any more.

Sir, it is a matter of fact that the whole world is passing through a crisis both financially and politically. It is necessary for stability that there should be peace in the world. Shrimati Indira Gandhi, our Prime Minister who is doing her utmost Ours is the only country due to her foresightedness, playing a major role in seeing that there is peace in the world. Things are very delicate. There is crisis here and sometimes elsewhere. There was a crisis in Europe and people thought that war might break out there. Now, that is being pushed on to Asia. We have to try our best to see that war does not break here because it will be disastrous to the whole world, and primarily for us.

Sir, we have a very sound foreign policy. We want to progress and we want to be friendly with our neighbours. We have seen that our Prime Minister has been going from place to place—she went to England a few days ago; recently she went to Saudi Arabia and other Arabian countries. She is doing her utmost. Probably her tours are successful. All her raesenk.ev uc se successful. All these are useful. We dustry as well as in agriculture. Increase in production through big landowners will not give peace to this country. It may lead to certain other things which are already



[Shri G. L. Dogra]

visible on the surface. If we want real peace and if we want stability, we have to involve the people of our country, the common man of the country, in the process of production.

Our people should be involved in the agricultural processes. We gave the slogan of land reforms. As Chaudhury Sunder Singh put it, land reforms, could not be done and probably these cannot be done now. The people who are living in the rural areas will have to be involved in the agricultural processes. What the landlords are doing now is that they are mechanising all agricultural operations which is leading to unemployment and frustration of the people. There is a dangerous type of struggle going on in the rural areas—it may be less in Punjab or it may be more in U.P. or in Bihar. As the population increases, the number of frustrated people also increases as they do not find opportunities for employment. We may take the solace that we are becoming self-sufficient in food but if people are not involved in production process and they have no purchasing power then there will be food riots. Therefore, in planning, what way we do and how we do all that matters. We have to utilise the vast man-power resources available in our country as otherwise we will be converting them into a frustrated chunk of people who go round and indulge into anti-social activities. So, Sir, we have got to look into it and instead of allowing the whole agricultural to get converted into mechanised one we must see how far mechanisation is useful. Somebody should study this aspect. We have also to study how we can best utilise the vast man-power available in our country. I do not say that there should not be mechanisation at all but we have to see how far we should go in for mechanisation.

Further, Sir, whether a person is a capitalist, landlord, technician or middle-class he will have to live as part of the economy. We have to think on those lines. Isms are not going to help, Sir unless we think we are one nation and every human being has a right to live and we

provide them with work, only then our economy is going to march forward.

Sir, we are putting a lot of national resources for increasing agricultural production but at the same time if we are not getting feed back that sector so far as resources are concerned, then we have to seriously study this aspect also. We cannot levy income tax on agriculture but we can have compulsory savings under residuary powers vested in the centre. This aspect should be studied as to how far compulsory savings can be tapped. I would also like to make it clear that whatever resources we are putting even for integrated development the same are going only to rich farmers. So far as small and marginal are concerned they are not getting full benefits. Even there is corruption in commercial banks in regard to implementation of our policies. Involvement of banks in corruption is a very serious thing and Finance Ministry will have to evolve some machinery to see that there is no corruption in banks in the matter of giving loans to the small farmers. At present there is no such machinery.

Then, Sir, in the rural areas most of the benefits are distributed through co-operative banks and cooperative banks are not under Central control. Now the Agricultural Apex Bank has come up which should have some check on cooperative banks. So far as commercial banks are concerned Reserve Bank of India has control over them but in respect of cooperative banks no other bank has any control. The Chief Executive of these banks are appointed and removed by the State Government. So I would like to suggest that either the Reserve Bank or Agricultural Apex Bank should have control over them so that their resources are not politically used. Political motivation should not be allowed to pay any part in their functioning.

Sir after a few days we are having Co-operative Congress and I was astonished to see that from a number of States only Government officials are coming to attend the Co-operative Congress, as representatives of the cooperators, not the cooperators themselves. This is very disappointing. On the other hand, we always claim

that we are developing, we are marching forward, and we have reduced the rate of inflation etc. But there is utter mismanagement in this important sector of our economy. When a Society is superseded, why are they not ordering re-election immediately? Is it not because State Governments concerned feel that their henchmen will not be elected to the Society if the elections are held immediately? This is something very dangerous, to which I wanted to draw the attention of the hon. Minister. This should be taken note of.

As far as the taxation policy is concerned, I wanted to submit that rationalisation of taxation is very necessary, if we want capital formation. We must see, that there is proper proportion between direct and indirect taxes. In fact, wrong taxation policy leads to black money and a parallel economy. If you have got to control it, you have to have some scientific study made not by the bureaucrats or the University professors, but by the political economists, who must study it with the help of computers. We must determine the point beyond which a particular tax becomes counter productive. We have got different rates of Sales tax in the various States, and in most of the States rates are very high and there has never been a proper examination, of income tax rates. Every year Planning Commission insists on additional resources, and on their part State Governments go on increasing the rate of Sales Tax and other taxes indiscriminately. These steps do not yield real resources. Why should Planning Commission insist on additional resources in terms of money when the purchasing power of money has gone down tremendously? In certain cases, the additional resources may become counter-productive. I know that in the First Plan, we spent seven and a half crores in our State Jammu and Kashmir, and whatever we could do to construct with that money at that time cannot be achieved by spending hundreds of crores now. There is, therefore, no doubt that the real value of money has gone down drastically, and, therefore, this requires a serious thinking. In order to have a proper capital formation, we

must curb the generation of black money. We have to study, as to what should be the proportion between the direct and the indirect taxes, and upto what limit a tax would remain productive, and beyond what point, this becomes non-productive. This is one point which should be got studied and the results followed in our taxation policy.

Now, I come to the consumer prices. These are not under our control. The consumer prices may not be rising, as fast as they were, but they are not being brought down also. It is a paradoxical situation. Our production has gone up. The rate of inflation has come down, but the consumer price index is rising. You will not be able to control the consumer prices unless you are able to control the food prices. This is the main factor. This is one thing which we have been ignoring. We go by the canons of western economy, whereas foodgrain is not being used by them as much as we use it in India or other eastern countries. However, we follow the western economy, their canons, their teachings and their theories. A farmer must get remunerative prices. We must fix a remunerative price once for all for everything and we must maintain that price. And if the price of input goes up, we must subsidise that. Nobody has studied whether it is an increase in prices which is leading to inflation, or inflation is leading to price rise. Our Finance Minister has pointed out very rightly that we are not out of the danger of inflation. After every crop we raise the price of foodgrains by about 25 to 30 rupees a quintal and as a result of it what do we find? The consumer prices go up and we have to give dearness allowances, we have to increase the wages in enormous manner. Nobody has studied this aspect whether in India it is the inflation which is leading to price rise or price rise is leading to inflation. Somebody must study it. Since the inflation has gone down some people think that our economy has become healthy. I am not one of those who hold this view. I say it should be studied and studied thoroughly by a

[Shri G. L. Dogra]

competent team. It is not a matter of feeling. I have suggested the question and not in answers thereto. Unless we make complete study, it will not lead us anywhere. Therefore, somebody must study these problems and we must benefit by such a study.

Now I come to credit squeeze. The financial institutions have squeezed the credit. It has yielded some result, but it has yielded adverse result also. So far as the productive ventures are concerned, so far as the small societies are concerned, so far as small scale industries are concerned, it has actually adversely affected them. This is not our intention to starve any productive institution or any productive unit anywhere whether it is in the private sector or in a public sector or in a small-scale industrial unit or a proprietary concern or a joint stock company. But actually they are starving for credit. I happened to work in one of the cooperative federations, industrial cooperative federation. I know, what credit squeeze means to them. I know that our poor artisans in the cooperative sector are starving for money. Therefore, this has got to be studied and result thereof has to be implemented in such a manner that at least our productive units in the small-scale sector or in the industry do not suffer from this financial constraint. What I said about the agriculture holds good for industry as well. We have to increase production in the industrial sector also. It is true that we have liberalised certain procedures in the industrial sector. Yesterday certain announcements were made by the Industries Minister in this regard. But all these steps will be good only if we can involve the common man into the production process, and if an integrated development concept is carried to the people in the rural areas and to the artisans. They should also be actually involved in the production process and encouraged by giving them credit facilities. We must not give money to the hoarders. At the same time we see that the public distribution system does not work in whole of India; in the far-flung areas in the hilly areas it is the private trader who is serving the people and is not serving at a very high

cost. Of course, we must be vigilant enough to control him but we must give him some facilities also to serve those areas. Otherwise in far-flung areas and the hilly areas, if you want to serve through the public distribution centres, it will become very costly. Therefore, you have to utilise them. The framers of our Constitution and our planning system have opted for the mixed economy and so far as our topography is concerned, without a mixed economy we cannot go forward. Probably Shastriji Ji, Prof. Chakraborty and some friends sitting here, may not like this idea but the reality of the situation is that without mixed economy we cannot proceed. Mixed economy is a necessity.

In that mixed economy, the credit policy of the State has to play an important part. If we have a proper credit policy, it is all right. We have to give facilities in such a manner that the common man, and the process of production—in agriculture, industry and handicrafts—are helped. This has to be ensured. These policies have to be laid down and watched.

This is the point I wanted to press. There were certain more points which I wanted to make. But since the Chair is hard pressed for time, I also do not want to take more time of the House. I have said whatever was uppermost in my mind. I hope my friends will take note of them. They cannot sleep over these problems. Otherwise we are sitting on a volcano. The common man has great hopes from our Prime Minister. She is the only ray of hope for the poor. If the common man gets disappointed and frustrated, every thing will be blown up and every one of us, whether he is a Leftist; Rightist or of any other opinion, will have to face an awkward situation.

I say what is outside this House; I don't say anything about people sitting here. It is not without any reason that there has been a failure of strike in Bombay; it is not without any reason that there has been a strike failure in Bangalore. It has happened, not because of our popularity. It is because people have lost hope in the leaders. They have faith only in one leader, viz. Mrs. Indira Gandhi. If their hopes are belied, it will be very bad. Our

country like a volcano can erupt and things may become worse. I do not know what will happen then.

श्री शिव कुमार सिंह ठाकुर (बंडवा): माननीय उपाध्यक्ष जी, मैं वित्त विधेयक का समर्थन करता हूँ, निवेदन करना चाहता हूँ कि हमारी प्रधान मंत्री जी ने जो बीम मंत्री आर्थिक कार्यक्रम दिया है और जो इस वर्ष का उत्पादकता वर्ष बनाने का जो नारा दिया है उसी के संदर्भ में हमारे वित्त मंत्री जी का प्रस्ताव लागू है। वं दास्तद में बहुत महत्वपूर्ण बन गए हैं। वं बहुत ही आर्थिकपूर्ण और तर्कमंगत प्रस्ताव है। मैं उनका समर्थन करता हूँ।

इस में कतई संदेह नहीं है कि बिना उत्पादन में वृद्धि के, बिना बचत का बढ़ाए, हमारा देश तरक्की नहीं कर सकता। परन्तु हम दाखत है कि न केवल हमारे देश में बल्कि साग अन्तर्राष्ट्रीय स्तर में मद्रास्फीति एक एभी चीज बन गया है जिसमें दाख भी दाख यह नहीं कह सकता कि उसके देश में मद्रास्फीति नहीं है, महगाई नहीं है। परन्तु हमें सूची है कि हमारी प्रधान मंत्री जी ने और वित्त मंत्री जी ने माहम के साथ इस संबंध में सरकार का एक दिशा दी है और कोमनों का रोकने के लिए साहसिक कदम उठाए हैं। मैं उनका प्रशंसा करता हूँ।

मैं केवल कर प्रस्तावों के सम्बन्ध में अपने विचार रखना चाहता हूँ। यह जो वित्त विधेयक में बीस हजार तक बचत पाने वालों के लिए मानदा बढ़ती में वृद्धि की गयी है तथा प्रायिडेंट फण्ड की जमा योजना के माध्यम में बचत करने वालों को दी जाने वाली कटौती में वृद्धि की गयी है इस में मध्यम और निम्न मध्यम वर्ग के लोगों का बहुत लाभ होगा।

इसी प्रकार में स्वनिर्णयताओं के लिए स्कान किराये सम्बन्धी कटौती और स्वतः निवास करने वालों के लिए कटौती की दर में वृद्धि करने में मध्यम वर्ग के लोगों को स्कान बनाने के लिए प्रोत्साहन मिलेगा। यही दूसरी ओर बचत में भी वृद्धि होगी। इस से हमारे देश में दावास की समस्या का समाधान भी एक अच्छे ढंग से निकल सकेगा।

विनियमों से प्राप्त होने वाली आय की सीमा पांच हजार से बढ़ा कर सात हजार रुपए कर दी गई है। इस से विनियमों के प्रति लोगों में आकर्षण बढ़ेगा और इस से बचत का प्रोत्साहन मिलेगा और साथ ही साथ इनवेस्टमेंट करने के लिए लोगों में उत्सुकता जागेगी। इसके लिए मैं वित्त मंत्री जी का बधाई देता हूँ।

धन कर में निर्दिष्ट कर मुक्त सम्पत्तियों की सीमा 15000 रुपए कर दी गई है। यह प्रशंसनीय है।

उत्पादकता वृद्धि के संदर्भ में व्यापारिक व औद्योगिक प्रतिष्ठानों का मिलने वाले विनियोग भत्ते की अवधि सीमा में पांच वर्ष की वृद्धि की गई है जिसमें आधुनिक यंत्र-संयंत्रों की स्थापना में बढ़िया किम्म की वस्तुएं अधिक मात्रा में और कम लागत में निर्मित किए जाने में सहायता मिलेगी। इसमें इंडस्ट्रियल टिवनेपमेंट में काफी मदद मिलेगी। इस रूप में यह कर प्रस्ताव प्रशंसनीय है।

निर्धारित प्रकार का मान उत्पादन करने वाली कम्पनियों में विनियोग पर मिलने वाले लाभों पर कर मुक्ति के आधार का विस्तार भी कम्पनियों में विनियोग की प्रवृत्ति को प्रोत्साहित करेगा।

इसी प्रकार धन कर अधिनियम में निजी व्यवसाय या उद्योग में काम आने वाले औजारों पर कर मुक्ति की सीमा में वृद्धि का भी मुक्त कठ में स्वागत किया जाना चाहिये।

परन्तु मैं कहना चाहता हूँ कि एक माँका हमारे वित्त मंत्री ने साँ दिया है। बहुत वर्ष से धरदाताओं की शिकायत रही है, चाहे वं मध्यम वर्ग के हों, उच्च वर्ग के हों, धमजोर वर्ग के हों, जो भी इनकमटैक्स देता है उसकी हमेशा शिकायत रही है कि करों का सरलीकरण होना आवश्यक है। साथ ही साथ उनका राशनलाइजेशन होना भी बहुत आवश्यक है। कई फार्मर्ज हैं जिन को भरना पड़ता है। दिना वकील की मदद के करदाता हिम्मत नहीं कर सकता है इनका भर कर देने की। वह रिटर्न सँद उनका भर कर फाइल नहीं कर सकता है। इससे ईशानदार आदमी जो

[श्री शिव कुमार सिंह ठाकुर]

सही रूप में टैक्स देना चाहता है उसको भी गलत ढंग से टैक्स बचाने के चक्कर में फंसना पड़ता है और विभाग को भी कम आमदनी हांती है। ये जो विसंगतियाँ हैं, कठिनाइयाँ हैं इनको दूर करने का एक सनहरा मोका इस साल वित्त मंत्री जी ने जो दिया है। मैं आशा करता हूँ कि अगले साल जब फाइनेंस दिन आयेंगा तब उस में इस सम्बन्ध में जरूर कदम उठाए जाएंगे।

हायरवेट टैक्सम भी काफी पंचोदा है। उनकी व्यवस्था करने में न्यायानुसार तक को काफी माया पच्ची करनी पड़ती है। एक बात के अलग अलग अर्थ निकाल लिए जाते हैं। स्पष्टता न होने के कारण करदाताओं को काफी कठिनाई का सामना करना पड़ता है। इसमें जहाँ एक ओर श्रमण को रवैन्स का काम होता है, श्रमण को कर प्राप्त करने में देरी हांती है वहाँ दूसरी ओर करदाताओं को भी काफी उत्सर्जन का सामना करना पड़ता है। कर चोरी को प्रोत्साहन मिलता है। प्रत्यक्ष करों की जो व्याख्या है, जो हमारे निष्पक्ष हैं वे भी स्पष्ट होना चाहिये, जो में जो असंगतियाँ हैं उनको दूर किया जाना चाहिये।

श्री. कानडोर में ले कर आज तक जितने भी इकोनॉमिस्ट हुए हैं सब ने मांग की है कि करों की जो उच्चतम दरें हैं उनको नीचे लाया जाना चाहिये। आदमी पैसा कमाता है और जब करों की ऊँची दरें हांती हैं तो मानव स्वभाव है उसमें कर चोरी की भावना जागती है। इसमें हमारा जो लक्ष्य अधिक से अधिक कर प्राप्त करने का हांता है, वह प्राप्त नहीं हांता है। श्री. कानडोर ने सिफारिश की थी कि उच्चतम करों की दर 45 प्रतिशत हांती चाहिये। और भी देश के इकोनॉमिस्टों ने इस ओर समय समय पर इशारा किया है। वित्त मंत्री ने कहा है कि किसी भी विकासशील अर्थ व्यवस्था में कराधान को मद्दा स्फीति की दर में नहीं जोड़ा जाना चाहिये। मैं इस से सहमत हूँ। करों

की चोरी के कारण काले धन का निर्माण हांता है। इस कारण से हमारे देश में पैरालेन इकोनॉमी बनती चली जा रही है, ब्लैक मनी सुरसा की तरह हमारे देश में बढ़ती जा रही है। इसको आप बैंक नहीं कर पायेंगे। ईमानदार व्यक्ति जो ईमानदारी से कर देना चाहता है जहाँ एक ओर उसको आप प्रोत्साहित नहीं करोगे और दूसरी ओर ब्लैक मनी को बैंक नहीं करोगे तो जो हमारी अर्थ व्यवस्था है उस में काफी गड़बड़ी हांती जाएगी।

एक ओर उच्च आय वाला जो व्यक्ति है, वह उच्चतम करों को नीचे लाने की मांग करता है, दूसरी ओर कम आय वाला वह जो अधिकतम कर मुक्त आय की सीमा है, उसको अधिक करों की हमेशा बात करता है लेकिन दूसरी ओर जो बीच का मध्यम वर्ग है वह पिसता रहता है। मध्यम वर्ग को हम जो राहत देना चाहते थे उसको नियो हमें मांगना पड़ेगा। उसको अपना स्टैटस रखने के नियो, मसाज में अपना मांदल स्टैटस बनाये रखने के नियो कई प्रकार के बरों करने पड़ते हैं। उन्ही को सबसे ज्यादा तकनीफ है, और अपनी स्थिति को बनाये रखने के लिए संघर्ष कर रहा है। उसकी ओर हमारा ध्यान जाना चाहिये। मसमें जगदा टारट में वंतेन-भांगी है, जो कर्मचारी है। क्वालिफाइड डाक्टर, वकील, इंजीनियर, चाटई अकाउन्टेन्ट की काम करने की क्षमता निर्दिष्ट नहीं है जिस प्रकार से वंतेनभांगियों की है। वंतेन भांगी तो 58 साल पर रिटायर हो जाता है लेकिन डाक्टर, इंजीनियर, चाटई अकाउन्टेन्ट तब तक काम करते चले जाते हैं जब तक उन में शारीरिक शक्ति रहती है। इस रूप में जो मसाज में मभी लोगों को हम देना चाहते हैं उसमें वंतेनभांगी संचित रह जाते हैं। इसीलिए उन्हें हमें कर प्रस्तावों में और मुक्त करना चाहिये।

पिछले वर्ष के जो हमारे कर प्रस्ताव थे उनमें अधिकतम कर मुक्त आय की सीमा 12,000 रु. से बढ़ाकर 15,000 रु. कर दी थी। परन्तु दूसरी ओर 15,000 रु. से अधिक आय वाले व्यक्ति के लिए कर की सीमान्त दर को 15 प्रतिशत से बढ़ाकर 30 प्रतिशत कर दिया। इसी प्रकार 15,000 से 20,000 रु. के बीच में टैक्सबिनि इन्कम को 18 प्रतिशत से बढ़ाकर 30 प्रतिशत कर दिया। 20,000 से 25,000 रु. तक की आय वालों के लिए कर की दर 25 प्रतिशत से बढ़ाकर 30 प्रतिशत कर दी। इस प्रकार 1,800 से 3,300 रु. के बीच में जो लोग तैतन पाते थे उन पर और ज्यादा कर भार पड़ गया। इस विमर्शित का मंत्री जी का समाधान करना चाहिए और अपने उत्तर में कुछ कमसन्म दें।

करो की वर्तमान दरें 50,000 रु. आय वाले व्यक्ति के लिए बाँधिए हैं, जब कि उगम ऊपर आमदनी वाले लोगों के लिए कर के रेट्स कम हैं। इसलिए उच्च आमदनी वालों के लिए जो कम स्लेब हैं उसी प्रकार कम आय वालों के लिए भी स्लेब हाना चाहिए।

प्रत्यक्ष कर में वंटन भागी की स्थिति अच्छी नहीं है। वंटन भागी जो कर्मचारी हैं, जब बह रिटायर होता है और यदि प्रेंवीडेंट फंड का मदम्य है तो उसकी जमा राशि का मुक्त मद्रास्फोर्ति के कारण फिर जाता है और दमवा हिस्सा भी उसको नहीं मिलता है। यदि वह पेंशन पाता है तो पूरी सर्बिस के बाद जो पेंशन मिलती है महंगाई के कारण बहुत थोड़ा सा अमाउन्ट आता है, जिसकी कल्पना वह जीवन भर करता रहता है, परन्तु जो उसको मिलना चाहिए वह नहीं मिलता है। यदि प्रेंचुटी मिलती है तो उसकी सीमा 30,000 रु. तक रही है। पिछले 20 साल में प्रेंचुटी के लिए दो बार परिवर्तन किए गए हैं। इसीलिए वंटन भागी कर्मचारियों के लिए प्रेंचुटी की सीमा को 30,000 रु. से बढ़ा कर और अधिक करनी चाहिए।

MR. DEPUTY-SPEAKER: You may take, only one or two minutes more. You may conclude.

श्री जिव कुमार सिंह ठाकुर : उपाध्यक्ष महोदय, 20 सूत्री कार्यक्रम के संदर्भ में एक अवसर वित्त मंत्री जी को मिला था। मैं चाहता हूँ ऐसे अवसर पर जब हम उत्पादकता वर्ष इसका मनाने जा रहे हैं और तेजी से देश की उन्नति करना चाहते हैं जो मैंने सुझाव दिये हैं वंटन भागी कर्मचारियों के सम्बन्ध में आशा है उन पर आप सहानुभूतिपूर्वक विचार करेंगे।

अप्रत्यक्ष करों के संबंध में जहां तक प्रस्ताव का संबंध है मैं धन्यवाद देना चाहता हूँ वित्त मंत्री जी को... कि रामायनिक खादों व दवाइयों को कर मुक्त रखा गया है।

18.00

साथ ही साथ वी.डी.ओ. मैट्रम पर उत्पादन शुल्क में जो वृद्धि की है वह मराहनीय है, क्योंकि वी.डी.ओ. वही करीद सकते हैं जिसे पास काफी पैसा है। इसमें जो आपने वृद्धि की है, उसको मैं ठीक मानता हूँ।

हमारे देश में इलेक्ट्रॉनिक उद्योग को संरक्षण देने की बहुत आवश्यकता थी। आपने आयात कर में जो वृद्धि की है, मैं समझता हूँ कि इससे देश के इलेक्ट्रॉनिक उद्योग को काफी राहत मिलेगी और आगे बढ़ने का मौका मिलेगा। हमारे देश के लोग जो इलेक्ट्रॉनिक्स की चीजें चाहते हैं, वह हमारे देश में ही मिलेगी, इसके लिए मैं आपका आभारी हूँ।

उत्पादन संबंधी अन्य प्रस्तावित शुल्क भी कूल मिलाकर उत्पादकता वर्ष के लक्ष्यों एवं बीम सूत्री कार्यक्रम के क्रियान्वयन की दिशा में सही कदम है।

प्रत्यक्ष-कर कानूनों के समान ही अप्रत्यक्ष कर-कानून भी काफी विस्तृत और पंचेदा है। इनमें सरलीकरण और सुधार की बड़ी आवश्यकता है। अप्रत्यक्ष करों की

[श्री विजय कुमार सिंह ठाकुर]

वसूली का अधिक कारगर बनाया जाना चाहिए।

आज हम देखते हैं, पिछले सेशन में भी प्रश्न पूछे गए और इस सत्र में भी प्रश्न पूछे गए तो बताया गया कि फिन्ली कलाकारों पर कराड़ों रुपये बकाया है। दूसरे जो टैक्स-पेयर हैं, उन पर भी कराड़ों रुपये बकाया है।

स्पेशल बियरर बांड्स संबंधी पाबिका पर बहस के दौरान ग्रीम कोर्ट के न्यायाधीश ने यह कहा था—कि यदि सरकार गिन्-चूने मामलों में ही आकर कानून के दंडात्मक प्रावधानों को कड़ाई में लागू करें तो कानून की समस्या बहुत हद तक मूलभूत जा सकती है।

आजकल जो जमीनों के ट्रान्स्फर होते हैं, उनकी बहुत कम कीमतों पर रजिस्ट्री होती है और उसमें आपस छपला होता है और काफी काला-धन इन्वेस्ट होता है। उससे एक आम आदमी, जो शहर में मकान बनाना चाहता है, या प्लॉट करीदना चाहता है, उसके लिए एक बहुत बड़ी समस्या लड़ी हो जाती है। कानून-धन के कारण एक मध्यम वर्ग के आदमी के लिए आने-बंद के लिए स्कूल बनाने या प्लॉट लेने या स्थायी सम्पत्ति बनाने के लिये कीमत देने की उसकी क्षमता में ह्रास होता जा रहा है।

इसलिए निवेदन है कि कुछ क्षेत्रों में रॉड कड़ाई के साथ कदम उठाए जाए, सर्वांगिक और ब्लैक मनी का रोकने के लिए कदम उठाए जाए, तब आने वाले वित्त वर्ष में जो प्रस्ताव होंगे, उसमें आप स्वयं ही सश्रम होंगे कि क्यों की दरें नीचे लाएँ।

विदेशों में जो हमारे हिन्दुस्तान के लोग हैं, उनके विदेशों में पड़े धन का भी हिन्दुस्तान में इन्वेस्ट करने के लिए कर प्रस्ताव का कुछ स्थान करना चाहिए ताकि उनका इन्वेस्टमेंट हमारे देश में हो जिसमें यह पैसा हमारे देश के उद्योगों में लग सके, दूसरी गोजेनाओं में लग सके जिसमें उनकी आय भी बढ़ सकेगी और हमारे देश का भी उसका फायदा मिल सकेगा।

हमारे वित्त मंत्री श्री पृजारी जी यहां बैठे हैं, मैं उनसे निवेदन करना चाहता हूँ कि एक ओर तो हम गरीब कर्माचारियों का उठाने की बात करते हैं, मैं उनका यह बताना चाहता हूँ कि पिछले दिनों एक को-ऑपरेटिव शहर फैक्टरी बनाई गई थी, और उसका शहर गरीबों के लिए जितने भी कर्माचारियों बैंक के मैनजर थे, सब की मीटिंग बुलाई थी, उनमें कहा गया था कि जो डिफॉल्ट है, जिनका को-ऑपरेटिव बैंक फाइनेंस नहीं करता, लैंड मास्टिंग बैंक फाइनेंस नहीं करता, उनकी मारपी गारन्टी हम लेते हैं, हम जो बैंक के डिफॉल्ट है, उसकी परमनन गारन्टी लेना चाहते हैं, मुझे दुःख होता है कि हमारे देश के कर्माचारियों बैंक के मैनजर ने एमें नियम बनाए हैं कि उनका फाइनेंस हो ही नहीं सकता। हमने कहा कि जो शहर को-ऑपरेटिव फैक्टरी का शहर गरीब रहा है, उसके हाथ में पैसा नहीं जा रहा है, बैंक वह 300 रुपये अपनी जेब में डिपॉजिट कर रहा है, बापका कंबन 700 रुपये फाइनेंस करना है, पूरी सिक्योरिटी हमारी है, को-ऑपरेटिव शहर फैक्टरी को सिक्योरिटी है, लेकिन वह 700 रुपये की रकम भी गरीब किसान के लिए फाइनेंस नहीं कर सकते। माननीय मंत्री जी इस बात का नोट करें और इस पर ध्यान दें ताकि हमारे जो को-ऑपरेटिव शहर फैक्टरी के शहर किसान करीदना चाहते हैं वह करीद सके।

बैंच टैक्स को जो दरें हैं, मैं आपके मध्यम से मंत्री जी से निवेदन करना चाहता हूँ कि उनका भी कुछ बढ़ाया जाना चाहिए। आज सम्पत्ति की कीमत बढ़ती जा रही है, एक मकान की कीमत आज से कुछ साल पहले 40 हजार थी आज वह एक लाख हो गई है। जिसकी सीमित स्थायी सम्पत्ति है, उसकी बैंच टैक्स की लिमिट तयवाई जाए। यदि मध्यम वर्ग का आदमी जो अपने पूरे जीवन की कमाई कर के मकान बनाता है, जब वह बूढ़ा हो जाएगा, पेंशन पाने लगेगा और आपने बैंच टैक्स उस पर लगाया तो एंसा न हों कि उसके बैंच टैक्स भरने के लिए अपना मकान बचना पड़े, यह भी आपको ध्यान रखना चाहिए।

मेरे पूर्ववर्ती सदस्यों ने क्रेडिट स्क्वीब की बात कही है। मैं भी कहना चाहता हूँ कि जहाँ तक हार्डर्ज या जमाखोरों का प्रश्न है, उनके भले ही आप क्रेडिट न दें, किन्तु गेहूँ के साथ कभी कभी धन भी पिस जाता है। हमारे यहाँ एक को-ऑपरेटिव मार्केटिंग फेडरेशन है, जिसमें किसान काटन ला कर पुल करते थे और 80 परसेंट उनका मिलता था। परन्तु इस पार्लिसी के कारण उनकी क्रेडिट लिमिट को विदड कर लिया गया है। वहाँ के किसान काई बहुत बड़े पूजोपति नहीं हैं, हार्डर्ज नहीं हैं। परन्तु उन्हें जो फायदा पहले मिलता था, वह नहीं मिल पा रहा है। मैं मंत्री महादय से निवेदन करना चाहता हूँ कि वह इस बारे में भी सोचें।

सिविल सप्लाइज मिनिस्टर यहाँ पर नहीं हैं। मैं उनसे निवेदन करना चाहता हूँ कि पहले को-ऑपरेटिव शूगर फेक्टरीज को लेबी सीमेंट दिया जाता था। परन्तु जो नई फेक्टरी बनाई गई है, उसमें उन्हें नहीं रखा गया है। मैं मानता हूँ कि यदि क्रिमी को-ऑपरेटिव कन्ज्यूमर्स स्टोर या को-ऑपरेटिव बैंक को बिलिडिंग बनानी हो, तो सरकार उसे भले ही सीमेंट न दे। लेकिन यदि को-ऑपरेटिव शूगर मिल को सीमेंट नहीं दिया जाएगा, जिसके मालिक जिले के पांच लक्ष हजार किसान हैं, तो उसका भार गरीब किसानों पर पड़ेगा। मैं निवेदन करना चाहता हूँ कि उन्हें

फेक्टरी बिलिडिंग बनाने के लिए सीमेंट दिया जाए।

मुझे विश्वास है कि हमारे लायक मिनिस्टर, श्री प्रणव मुकजी, श्री सिसोदिया और श्री पुजारी, बहुत कुशलता और योग्यता के साथ काम करते रहेंगे और इन कर-प्रस्तावों में जो विसंगतियाँ हैं, उन्हें दूर करेंगे और हमने जो लक्ष्य निर्धारित किए हैं, देश को उनकी ओर ले जाएंगे।

श्री कृष्ण बल सुस्तानपुरी (शिमला):  
उपाध्यक्ष महादय, जो फिनांस बिल माननीय श्री प्रणव मुकजी, श्री सिसोदिया और श्री पुजारी ने मदन में पेश किया है, मैं उसका समर्थन करने के लिए बड़ा हुआ हूँ। मैं समझता हूँ कि इन कर-प्रस्तावों से देश की अर्थ-व्यवस्था और आम जनता को बहुत फायदा होगा।

गांवों में रहने वाले गरीब नांग अगर बचत करेंगे, तो बचत खाते में उनका 5,000 रुपये दस साल में 15,000 रुपये हो जाएगा।

MR. DEPUTY-SPEAKER: You may continue tomorrow. The House stands adjourned to meet again tomorrow at 11 a.m. tomorrow.

18.08 hrs.

*The Lok Sabha then adjourned till Eleven of the Clock on Friday, the 23rd April 1982/Vaisakha 3, 1904 (Saka).*