

# LOK SABHA

## DEBATES

(Fourth Session)



*(Vol. XII contains Nos. 21-30)*

**LOK SABHA SECRETARIAT  
NEW DELHI**

## CONTENTS

*No. 28, Friday, March 31, 1978/Chaitra 10, 1900 (Saka)*

	COLUMNS
Oral Answers to Questions . . . . .	
*Starred Questions Nos. 532, 535, 536, 537, 540, 541, 544, 546 and 552 . . . . .	1—31
Written Answers to Questions :	
Starred Questions Nos. 531, 533, 534, 538, 539, 542, 543, 545, 547, 548, 550, 551 and 553 . . . . .	31—48
Unstarred Questions Nos. 5014 to 5038, 5040 to 5061, 5063 to 5065, 5068 to 5102, 5104 to 5169, 5171 to 5201, 5203 to 5205, 5207, 5210, 5212 and 5213 . . . . .	48—243
Papers Laid on the Table . . . . .	243—47
Assent to Bills . . . . .	247—51
Calling Attention to Matter of Urgent Public Importance—	
Reported situation arising out of accumulation of salt stocks in Vedaranyam Salt Complex (Tamil Nadu) . . . . .	252—59
Shri S. D. Somisundaram . . . . .	252, 254—55
Prof. Madhu Dandavate . . . . .	252—54 , 255—59
Public Accounts Committee—	
Sixty-ninth Report . . . . .	259
Pulwly Convention Committee—	
Second Report . . . . .	259
Petition <i>re</i> Grievances of workers of Kalta Iron Mine under Hindustan Steel Limited (Rourkela Steel Plant), Kalta (Orissa) . . . . .	259—60
Matters under Rule 377—	
(i) <i>Re</i> Sarkaria Commission Report . . . . .	260
(ii) Reported re-organisation of Telecom Factories . . . . .	260—62
(iii) Reported crisis faced by paddy cultivators in Kuttanad, Kerala . . . . .	262—63
(iv) Reported atrocities on Harijans in Karnataka, Andhra Pradesh and Maharashtra . . . . .	263—68
(v) Reported termination of agreement for supply of workers by Central Employment Exchange (Labour) Gerakhpur to Hindustan Steel, Ltd. . . . .	268

\*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.

(ii)

**Demands for Grants, 1978-79—**

**COLUMNS**

Ministry of Shipping and Transport . . . . .	269—333
Shri K. Lakkappa . . . . .	269—77
Shri Vinodbhai B. Sheth . . . . .	279—85
Shri Purna Sinha . . . . .	285—93
Shri C. N. Visvanathan . . . . .	293—96
Shri Sasankasekhar Sanyal . . . . .	296—98
Shri B. K. Nair . . . . .	298—306
Shri Bapusaheb Parulekar . . . . .	306—13
Shri Padmacharan Samantasinhera . . . . .	313—19
Dr. Henry Austin . . . . .	319—24
Shri Annasaheb Gotkhinde . . . . .	324—26
Shri Shambhu Nath Chaturvedi . . . . .	326—30

**Committee on Private Members' Bills and Resolutions—**

Fifteenth Report . . . . .	333
----------------------------	-----

**Resolution *re.* Continuance of English as additional Link language—**

Shri Saugata Roy . . . . .	333—39
Shri Kudanthai N. Ramalingam . . . . .	339—42
Prof. P. G. Mavalankar . . . . .	343—52
Shri Hukmdeo Narain Yadav . . . . .	352—58
Shri A. E. T. Barrow . . . . .	358—63
Shri M. Kalyanasundaram . . . . .	363—66
Shri Nathu Singh . . . . .	366—80
Shri K. P. Unnikrishnan . . . . .	380—87
Shri Yuvraj . . . . .	387—90

# LOK SABHA DEBATES

I

2

## LOK SABHA

*Friday, March 31, 1978/Chaitra 10,  
1900 (Saka)*

*The Lok Sabha met at Eleven of the  
Clock*

[MR. SPEAKER in the Chair]

### ORAL ANSWERS TO QUESTIONS

#### **Investment of IDBI by way of financial assistances**

\*532. SHRI CHITTA BASU: Will the Minister of FINANCE be pleased to state

(a) whether it is a fact that the investment of IDBI by way of financial assistances is comparatively low in the Eastern and North Eastern regions; and

(b) if so what steps the Government proposes to take to correct this imbalance?

THE MINISTER OF FINANCE (SHRI H. M. PATEL): (a) Yes, Sir.

(b) In interpreting IDBI's assistance to different regions due note has to be taken of the growth promoting factors in different regions such as the availability of physical resources, existence of managerial and entrepreneurial capabilities and generally a growth conducive environment. The Industrial Development Bank of India has always aimed at providing financial assistance to all projects, which are technically feasible, economically viable and generally in conformity with the national priorities.

126 LS-1.

In order to promote balanced industrial growth as between States as well as between areas in different States IDBI has introduced since 1970 schemes of concessional finance for units set up in backward areas. Other promotional measures taken are:

(i) acceptance of lower promoter's contribution, in the case of units coming in the Himalayan hill region which covers the entire North Eastern Region;

(ii) to identify project potentialities and help in the promotion of projects in backward areas. IDBI, in collaboration with other institutions, has conducted industrial potential surveys of the Eastern Region and North Eastern Region, and

(iii) in order to render technical consultancy assistance, IDBI has also set up the North Eastern Industrial and Technical Consultancy Organisation at Gauhati and the Bihar Industrial and Technical Consultancy Organisation at Patna.

SHRI CHITTA BASU: In his reply the Hon. Minister has mentioned that the IDBI has conducted an Industrial Potential Survey in the Eastern region and in the North Eastern region. May I know whether the Survey Report has been made available to the Government? If so has any action been taken on the Report? Has he got any figures in his possession to prove the contention that there has not been relatively less investment in the eastern region?

SHRI H. M. PATEL: The survey that I said was conducted by the IDBI. That report is not submitted to the Government. Government is not concerned with the matter. These are en-

tirely matters for the Industrial Development Bank of India itself to dispose of. The survey was carried out only in order to help and to assist them to see what potentialities are there in the eastern region and the north-eastern region. Sometime back the Industries Minister of West Bengal asked me about this question and in my reply I have told him that a result of all these efforts considerable speeding up had in fact taken place. I wrote to him saying that these efforts of the financial institutions have been successful in contributing to the increased flow of assistance to the eastern region. During the last 4 years, i.e. 1972-73 to 76-77, the assistance sanctioned by the All India financial institutions to the eastern region amounted to Rs. 348.25 crores compared with Rs. 158.41 crores in the preceding 4 years. West Bengal was the beneficiary of the assistance in the eastern region accounting for more than 50 per cent of the sanctions as well as disbursements in the eastern region during the last 4 years. This is understandable because West Bengal is more developed than the others.

**SHRI CHITTA BASU:** In the last meeting of the National Development Council it was urged by several Chief Ministers that the State Governments should be involved in the matter of policy formulation, priority determination and the policy reorientation of the public sector financial institutions. What is the Government's reaction to that vital question? It has been admitted by him that the IDBI prepared a survey report but Government has got no access to it, Government cannot act upon it. So my question is: What is the reaction of the Government to the suggestions made by the Chief Ministers in the NDC meeting?

**SHRI H. M. PATEL:** There seems to be a complete misunderstanding of the functions of the financial institutions. They give advances and loans to companies or organisations. They prepare their cases and these go to

them. You have to show that the projects for which you seek assistance are economically viable. There are potentialities for it; if you are prepared to make a certain amount of financial contribution, you have the necessary entrepreneurial resources at your hands—these are the things on the basis of which the financial institutions take a decision. Government's broad policy decisions are given to them.

In regard to these, discussions with the State Governments take place. As I said just now, my reply was—I quoted it from that reply—from the letter from the Industries Minister to me to explain what the policy is. There are plenty of occasions for the State Governments and the Central Government to discuss these matters. But, in so far as the institutions are concerned, they must proceed on strict financial considerations.

**SHRI PURAN SINHA:** May I know from the hon. Minister whether the physical resources, managerial and entrepreneurial capabilities and a high growth condition are available in north-eastern region? What is the scope of north-eastern industrial development and technical consultancy that has been established somewhere in North-Eastern region or at Gauhati? May I know whether these are available there—in order to emphasise my point, whether the physical resources, existence of managerial and entrepreneurial capabilities and generally the growth conducive to environment are available in north-eastern region? What is the scope of that consultancy organisation in Gauhati?

**SHRI H. M. PATEL:** Sir, a certain amount of such talent is available even in the north-eastern region but there is not such a quantum available. But, as many people are coming forward there are not many resources that are available. Therefore, the institution has gone out to them and established consultancy organisations in those regions and also it has esta-

blished the organisations so that they can guide them and help them. Beyond that they can do nothing.

**SHRI L. K. DOLEY:** Sir, the Finance Minister, while replying, in the first part of the question has rightly mentioned about the need of national priority in awarding such assistance to many such projects. May I know what are the criteria for giving such assistance?

**MR. SPEAKER:** He has already mentioned it.

**SHRI L. K. DOLEY:** Compared to the size of work, what is the percentage of assistance that is given if they go to those projects in the whole of north-eastern region?

**SHRI H. M. PATEL:** I have not understood his question. But, if he means...

**MR. SPEAKER:** He wants to know what are the criteria for that.

**SHRI H. M. PATEL:** I have already mentioned that the criteria are there. They are available and they are common to all. But, because in this far-eastern region, north-eastern region, there is a certain amount of dearth of such talent, the institutions have gone out to do something which they normally do not do.

**SHRI L. K. DOLEY:** What is the ratio?

**SHRI H. M. PATEL:** I have already said 'Yes' in the very first question whether it is a fact that the investment of IDBI by way of financial assistance is comparatively low in eastern and north-eastern region. If you want actual figures, I can give you that also.

For instance, in the north-eastern region, the total amount given was Rs. 5.26 crores between July 1976 to June 1977. In the same period, in the eastern region, that is, Bihar, Orissa, Sikkim. West Bengal etc. the amount given was Rs. 89.17 crores.

Now, in the other region, it is higher. But, it should not be forgotten that in addition to this, the IDBI is giving, for those regions which are completely neglected, a certain amount of assistance. A certain amount of investment takes place in public sector enterprises and, when you take that into account, then, the gap is not as wide as is thought.

**SHRI SAUGATA ROY:** Sir, in 1976 the Industrial Development Bank had initiated a soft window loan scheme for the very sick jute industry in West Bengal. It seems to me from the present Report that that scheme is now being watered down. Will the Minister be in a position to tell us the present position with regard to the soft window loan scheme for the jute industry which is so vital?

**SHRI H. M. PATEL:** There has been no modification of the so-called soft window loan scheme for the jute industry. The jute industry is in a somewhat better state today than it was when this scheme was instituted but so far as the facilities are concerned they still continue as it continued earlier.

#### Failure of projects and Equipment Corporation to Export Railway Coaches and wagons

\*535. **SHRI HARI VISHNU KAMATH:** Will the Minister of COMMERCE, CIVIL SUPPLIES AND CO-OPERATION be pleased to state:

(a) whether it is a fact that the Projects and Equipment Corporation (PEC) has failed to carry out substantial orders placed by certain foreign countries for railway coaches and wagons in spite of the fact that full advance payments had been made by those countries;

(b) if so, the names of such countries as well as the details of the transactions involved;

(c) the consequent loss to India's public exchequer; and

(d) the nature of disciplinary and remedial action taken in this matter?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND CIVIL SUPPLIES AND COOPERATION (SHRI ARIF BEG): (a) to (d). A statement is laid on the Table of the House.

#### Statement

There has been only one export order for supply of railway wagons and coaches where the buyer, namely, the Ministry of Transport and Communications, Government of Uganda had paid full value of the contract in advance. The contract entered into with the Project & Equipment Corporation, a subsidiary of State Trading Corporation, in September, 1976 was for supply of 250 wagons and 20 passenger coaches. Because of delay in opening of Letter of Credit as well as furnishing of guarantee by the buyers in accordance with the terms of the contract, the implementation of the contract was held up for some time. However, as result of discussions held in India in January 1978 between the parties the outstanding problems relating to this contract have mostly been solved and the implementation of the contract is expected to proceed uninterrupted. There has been no loss to India's public exchequer and no disciplinary or remedial action is called for in the matter.

SHRI HARI VISHNU KAMATH: Mr. Speaker, Sir, the statement shows that this Project and Equipment Corporation is a subsidiary of the State Trading Corporation and a contract was entered into in September, 1976—that is, during the bogus Emergency period—for supply of 250 wagons and 20 passenger coaches. Now, the Minister says that there has been only one export order for supply of railway wagons and coaches where the buyer had paid full value of the contract in advance. May I know whether there have been export orders for supply of other goods besides wagons and passenger coaches from other countries? Whether orders were placed by other

countries for supply of other goods and equipment besides railway wagons and coaches? If so, whether there was any default in regard to such contracts with other countries?

श्री अरिफ बेग : जो प्रश्न किया गया है वह बैंगल और कोचिंग से सम्बन्धित है। अगर माननीय सदस्य श्रय किन्हीं चीजों के बारे में नोटिस दे तो जबाब दिया जा सकता है।

श्री हरि विष्णु कामत : यह बड़े भ्रष्टाचार की बात है। इसके बावजूद कि मैंने इस प्रश्न के अन्तिम भाग में लिखा है कि उपचारगतक उपाय किए गए हैं, कोई कदम उठाए गए हैं, वह तैयार हो कर नहीं आया है। पूरक प्रश्न जो इस तरह का उठ सकता था उसके लिए इनकी तैयारी हानी चाहिए।

MR SPEAKER: It does not arise from this question. I have not been able to agree with you.

SHRI HARI VISHNU KAMATH: The statement also says:

"However, as a result of discussions held in India in January 1978 between the parties the outstanding problems relating to this contract have mostly been solved . . ."

In regard to opening of the letter of credit as well as furnishing of guarantee by the buyers—in accordance with the terms of the contract—how much delay was there and also, may I know, whether there was any time-lag between that part of the contract by the buyers and the final settlement referred to in this statement?

श्री अरिफ बेग : बायर्ज की तरफ से जो बिलम्ब हुआ है उसके बारे में मैं आपको बता देना हूँ।

Later after a total delay of approximately one year, in October 1977, the buyer paid the balance amount of 75 per cent and also in lieu of the bank guarantee.

**SHRI HARI VISHNU KAMATH:**  
What about guarantee?

**THE MINISTER OF COMMERCE AND CIVIL SUPPLIES AND COOPERATION (SHRI MOHAN DHARIA):** Sir, it is true that the agreement was reached in the year 1976. It was agreed by the country concerned to immediately pay the deposit. Unfortunately, the delay was not on the part of our institution, P.E.C. It was in April 1977, 12.5 per cent was paid in cash in lieu of L.C. They paid 12.5 per cent (*Interruptions*) It was in April 1977 and the remaining amount came to us in October 1977. So, if at all any delay has taken place, it is not because of our institution but because of the country itself. Immediately after they deposited the amount, we sat together. In the meantime, there was some escalation of price. Now, we told the country that the prices have been escalated because of that delay and accordingly when the delegation came over here, it was discussed, thrashed out. The country has accepted to have the escalation charges also. So, so far as this contract is concerned, there has been no delay whatsoever, on the part of our institution.

**SHRI HARI VISHNU KAMATH:**  
The Uganda Government .

**MR. SPEAKER:** No, He has answered that.

**SHRI HARI VISHNU KAMATH:**  
Follow up question.....

**MR. SPEAKER:** No follow-up question.

**SHRI HARI VISHNU KAMATH:** I will raise a Half-Hour discussion on that.

**श्री देव प्रताप सिंह :** याज्ञ रेलों में माल के डिब्बों और सवारी डिब्बों हलाने का यह है कि हमारी यात्राओं में बड़ी भीड़ जाड़ खूरी है। यद्य यह कहर क्रमिन् एकसंघ कमाने के लिए सीधे हुए हैं, और

जो सीधा हो चुका है वह तो पूरा करना ही होगा। लेकिन भविष्य में क्या मंती जो ध्यान रखेंगे कि यह जो भीड़भाड़, बांवर काउडिंग होती है इसको देखते हुए क्रॉर भविष्य में कोई सीधा न किया जाय, पहले हमारी जरूरत को पूरा किया जाय ?

**श्री आरिफ बेग :** जैसा कि माननीय सदस्य ने हमारी रेलों में भीड़ अधिक होने वाली बात कही है . . . .

**MR. SPEAKER:** What he says is that we are short of wagons. Why are you selling it outside?

**SHRI MOHAN DHARIA:** Here, so far as our capacity is concerned, it is much more than what is needed by Indian Railways. We give first priority to the needs of our Indian Railways and after fulfilling that priority there is adequate capacity for exports and naturally we are utilising that capacity for export.

**DR. VASANT KUMAR PANDIT:** Will the hon. Minister explain that apart from the delay in opening of letter of credit, was there any dispute over the size and specifications of these wagons? When the team had come here, did they discuss this about the wagons for which orders were placed for their supply? Now, arising out of that, is there any proposal before the Government that the PEC should be transferred to its parent body?

**SHRI MOHAN DHARIA:** There was no question of any dispute regarding the specification. It was according to the agreement reached and it is according to the desire of the country concerned that we have decided to give these items. There was no dispute. So far as the functioning of the PEC is concerned, they have been doing extremely well and the proposal for merging this body with the STC is under consideration.



**Trade Relations with Pakistan and Bangladesh**

\*536. SHRI SAUGATA ROY: Will the Minister of COMMERCE, CIVIL SUPPLIES AND COOPERATION be pleased to state:

(a) whether any talks on improving trade relations with Bangladesh and Pakistan are going on;

(b) whether any decisions or conclusions have been reached; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND CIVIL SUPPLIES AND CO-OPERATION (SHRI ARIF BEG): (a) to (c). A statement is laid on the Table on the House.

**Statement**

**Bangladesh—**

The Annual Trade Review Talks between India and Bangladesh were held from February 23—25, 1978. The Indian delegation was led by Commerce Secretary, Ministry of Commerce, and the Bangladesh delegation was led by the Secretary, Ministry of Commerce in Bangladesh. A general review of the trade between the two countries in 1976-77 was carried out. The Bangladesh side emphasised that efforts should be made by India to reduce the imbalance that existed under the bilateral trade. The Indian side also pointed out that there had been a declining trend in our exports to Bangladesh and that this needed to be reversed. It was mutually agreed that India if price and quality being found satisfactory, would consider the purchase of the following items in the quantities noted against them during 1978:—

1. Newsprint	10,000 tonnes
2. Naptha	20,000 tonnes
3. Furnace oil	40,000 tonnes
4. Molasses	15,000 tonnes
5. Chloroquin di-phosphate	20 tonnes

Bangladesh in turn, noted India's interest in continuing to export a wide variety of engineering goods, builders, hardwares and consumer items. Further, they also agreed in principle to consider purchase of 3 lakh tonnes of steam coal and 75,000 tonnes of Assam coal during 1978. Bangladesh offered some other items for export and the possibilities of importing them are being examined in consultation with the concerned Ministries. Both sides agreed to hold Trade Review Talks every six months.

**Pakistan—**

The last Trade Review Talks between India and Pakistan were held in NEW DELHI in April 1977, within the framework of the Trade Agreement of 1975, which expired in January 1978. We had suggested to Pakistan to extend that Trade Agreement by six months or until a fresh one was concluded, whichever was earlier. Following the visit of our Foreign Minister to Pakistan last month, there are indications that Pakistan will be willing to receive our delegation to review the trade and discuss a new Trade Agreement. Mutually convenient dates of the visit are being ascertained.

SHRI SAUGATA ROY: Sir, I have gone carefully through the statement laid on the Table of the House. The Janata Government has been very assiduously courting the present regimes of Bangladesh and Pakistan. But unfortunately, the results of the courtship are not evident in the fake figures that are given in the statement. With regard to Bangladesh, I would like to ask a specific question. With regard to Bangladesh our main problem is regarding jute because from Bangladesh raw jute is smuggled into India and this affects the domestic prices of raw jute. In the international market, Bangladesh is constantly trying to undercut India in jute and jute products. So the proposal for a Jute International was taken up with Bangla Desh, Nepal, and Thailand. I see from reports that Jute

international Talks have been a flop and they have not succeeded. I should like to know from the hon. Minister the present status of Jute International, and whether we have been able to come to any agreement with Bangla Desh regarding not undercutting jute in international market.

**THE MINISTER OF COMMERCE AND CIVIL SUPPLIES AND COOPERATION (SHRI MOHAN DHARIA):** It is our endeavour that the jute community of India, Bangla Desh and Thailand which are the main producers in the world of jute should succeed and we are having a dialogue. In the meantime some understanding has been reached and the House will be happy to know, it is because of those efforts the exports of jute from both Bangla Desh and India this year have gone up, as against last year.

**SHRI SAUGATA ROY:** With regard to both Pakistan and Bangla Desh, one of the major items of export could be coal but it is a tragic fact that large quantities of coal are still smuggled out of Delhi and other places to West Pakistan sector in the Lahour border. Have any talks been held with the Pakistani government to prevent smuggling of coal so that we can export coal to Pakistan through the normal trade channels.

**SHRI MOHAN DHARIA:** the policy of the government is very clear. We do not want any smuggl-

ing to go on from our country to any other country or within our country; we are very firm on this. At the same time if through bilateral discussions we could export coal and if it is beyond the needs of the country, we shall do so.

**SHRI VINODBAI B. SETH:** While the hon. Minister says that they do not want to allow smuggling of coal to Pakistan and Bangla Desh, may I draw his attention to the fact that a lot of animals, sheep and goats, are smuggled out of India from Jodia in Gujarat Border to Pakistan?

**SHRI MOHAN DHARIA:** I appreciate the information of the hon. Member; I shall look into it.

#### Foreign Exchange Earnings from Jute and Rice

\*537. **SHRI RAJ KRISHNA DAWN:** Will the Minister of COMMERCE, CIVIL SUPPLIES AND COOPERATION be pleased to state the net foreign exchange earned by exporting jute, jute products and rice compared to the total foreign exchange earned during the last three years?

**THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE, CIVIL SUPPLIES AND COOPERATION (SHRI ARIF BEG):** A statement is laid on the Table of the House.

#### Statement

The requisite information is as follows :

	(Value in Rs. Crores)		
	1974-75	1975-76	1976-77
Raw Jute . . . . .	17.52	10.10	1.23
Jute Products . . . . .	296.79	250.80	200.83
Basmati Rice . . . . .	21.50	13.04	6.12
<b>TOTAL</b> . . . . .	<b>335.81</b>	<b>274.03</b>	<b>208.18</b>
<b>Total Foreign exchange earned through exports</b>	<b>3328.83</b>	<b>4042.81</b>	<b>5143.35</b>

**SHRI RAJ KRISHNA DAWN:** The statement shows that the foreign exchange earnings from raw jute had been steadily declining, from Rs. 17.52 crores in 1974-75 to Rs. 10.10 crores in 1975-76 and to Rs. 1.23 crores in 1976-77; similarly the export of jute products had declined from Rs. 298.79 crores to Rs. 250.89 crores in the year 1975-76 and to Rs. 200.83 crores in the year 1976-77. Again from an export earning of Rs. 21.50 crores in 1974-75, the export of Basmati had declined to Rs. 13.04 crores in 1975-76 and Rs. 6.12 crores in 1976-77. I should like to know from the hon. Minister the cause of this decline.

**श्री आरिफ बेग :** जैसा माननीय सदस्य ने कहा है पिछले वर्षों की तुलना में जूट प्रोडक्ट्स और बासमती चावल की एक्सपोर्ट में कमी आई है, और उन्होंने उसके कारण जानने चाहे हैं। सर्वप्रथम मैं माननीय सदस्य को बताना चाहता हूँ कि दुनिया के बाजार में, वर्ल्ड मार्केट में जूट प्रोडक्ट्स के सामने सिन्थेटिक्स आ गए हैं और यह बिल्कुल सही है कि उसी के कारण हमारे एक्सपोर्ट में कमी आई है। उसी प्रकार जहाँ तक बासमती चावल का ताल्लुक है, बाहर के देशों में हम के बाजार में हमें जो प्राइस मिलती थी, वह डिकलाइन हुई है, और दूसरे देशों, खासकर अपने पड़ोसी पाकिस्तान, के साथ हमें काम्पै-टीशन करना पड़ता है। मैं यह भी सूचना देना चाहता हूँ कि बाहर के देशों का हमारी एक्सपोर्ट्स में अभाव्यही कमी आई है, लेकिन हमारे घर की मार्केट में इन बन्नुओं के इस्तेमाल में वृद्धि हुई है। गत वर्ष हम ने जितना एक्सपोर्ट किया था, उसकी तुलना में इस वर्ष हमने जूट प्रोडक्ट्स अधिक मात्रा में बाहर भेजी हैं। इस बात की धारा है कि धीरे धीरे मार्केट में हमारी स्थिति और मजबूत होगी।

**श्री राज कृष्ण दान :** मंत्री महोदय ने जो उत्तर दिया है, वह ठीक नहीं है।

पश्चिमी बंगाल में जूट की कमी की वजह से कारखाने बन्द हैं और मंत्री महोदय कहते हैं कि बाहर कस्टमर नहीं हैं।

**MR. SPEAKER:** Please come to your second question.

**SHRI RAJ KRISHNA DAWN:** Due to the failure of the Government to examine the statutory prices of jute and paddy fixed on the recommendation of the Agricultural Prices Commission and revise it upward in the light of high cost of inputs and rise in the wages of agricultural labourers due to sudden imposition of Agriculture and Labour Wages Act in West Bengal since the commission recommended the statutory prices for these articles, the jute and paddy growers are incurring financial loss. They are not getting remunerative prices for their produce. In view of the above fact, I would like to know from the hon. Minister as to what steps have been taken by the Government to save the farmers from the huge financial loss, and to increase the foreign exchange earning through the export of jute and rice. I would like to know from the hon. Minister whether the Government is ready to give remunerative prices to the farmers.

**THE MINISTER OF COMMERCE AND CIVIL SUPPLIES AND CO-OPERATION (SHRI MOHAN DHARIA):** As the House is well aware, it is for the first time that the Jute Corporation of India was asked to open several Centres in the jute producing areas and this year we have taken adequate care so that reasonable prices are available to the producers and that too in the villages concerned, where they produce. Regarding the export of Jute, this House will be happy to know that in the period, April to December 1976 the export of jute products were of the order of Rs. 130 crores and as against that, in the period, April to December 1977, they have gone upto Rs. 166 crores. It is because of the efforts made by the Government that the

exports are more and we are also taking care to produce additional jute crop and also to pay remunerative prices to the farmers.

**श्री श्रोत्र प्रकाश त्यागी :** क्या यह सत्य नहीं है कि हमारे जूट के सामान की तुलना में पाकिस्तान में बनने वाला जूट का सामान क्वालिटी में भी अच्छा होता है और कीमत में भी चीपर होता है, जिसके कारण भारतवर्ष को पाकिस्तान के साथ काम्पीटीशन में कठिनाई होती है? मैं यह जानना चाहता हूँ कि पाकिस्तान के जूट के माल के मुकाबले में अपना माल अच्छा और सस्ता बनाने के लिए सरकार ने क्या प्रयत्न किया है।

**श्री मोहन बारिया :** अब तो पाकिस्तान में कोई जूट नहीं जाता है। बंगलादेश से जाता है। (व्यवधान)।

**श्री श्रोत्र प्रकाश त्यागी :** मेरा मतलब बंगलादेश से ही है।

**श्री मोहन बारिया :** अगर हमारा माल अच्छा न होता तो पिछले साल के 130 करोड़ के मुकाबले इस साल 166 करोड़ कैसे जाता। हमने यह सब ध्यान में लिया है कि हमारा माल अच्छा कैसे हो, अलग-अलग फैशन कैसे लाएं और वहां अच्छी ब्लेंडिंग कैसे करें यह सब ध्यान में ले कर हम कार्यवाही कर रहे हैं।

**श्री दुबराज :** मैं वाणिज्य मंत्री से यह जानना चाहता हूँ कि क्या यह बात सही नहीं है कि जूट कारपोरेशन आफ इंडिया के मैनेजमेंट में अव्यवस्था उत्पन्न हो जाने के कारण और अछूताचार व्याप्त है उस के कारण भी निर्यात पर बुरा असर पड़ा है?

**श्री मोहन बारिया :** अव्यवस्था बहोदय, यह सच बात है से उठती नहीं मगर मैं यह कहना चाहता हूँ कि ऐसा कोई अव्यवस्था का मामला नहीं बनता है। सत्यतया

सदस्य अगर हमारी दृष्टि में ऐसा कोई मामला लाएं तो मिनिस्टर आफ इंडस्ट्रीज जो इस को देखते हैं उनको मैं जरूर कहूंगा कि वे इस में जांच करें।

**SHRI KRISHNA CHANDRA HALDER:** Mr. Speaker, Sir, the Minister has stated that since last year jute products are getting remunerative prices. But perhaps he knows that jute growers are demanding that the minimum price of jute should be fixed at Rs. 200 per maund. So, may I know whether the Government is ready to announce the minimum price as demanded by the jute growers? You know that many jute mills are closed and more than 40,000 workers are thrown out of job. So, in view of the reply given by the hon. Minister, may I know what steps the Government is going to take to reopen the jute mills so that the jute growers may get the price as they demanded earlier.

**SHRI MOHAN DHARIA:** Again, this is a question dealt with by the Minister of Industries. But I can assure the Member that the Government has already taken several steps to see that these closed jute mills resume their work, and also from the point of view of giving remunerative prices to the farmers, it is for the first time that we have decided to purchase jute at the farmers/producers' centres themselves.

**तत्करी तथा अन्य धार्मिक उपराध रोकना**

\* 540. डा० राजबी सिंह : क्या बिस्म मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या इस समय तत्करी और अन्य धार्मिक उपराध उस सीमा तक नहीं रोकें जा रहे हैं जिस सीमा तक वे आघातकाल के दौरान रोक गए थे; और

(ख) क्या सरकार इन व्यक्तियों के विरुद्ध कोई विशेष अभियान चलाएगी ?

बिस्व मंत्रालय में राज्य मंत्री (श्री सतीश धरपाल) : (क) श्री (ब) : यह कहना मही नहीं है कि वर्तमान में तस्करी तथा अन्य आर्थिक अपराधों की रोकथाम उस सीमा तक नहीं की जा रही जिस सीमा तक आपात स्थिति के दौरान की जा रही थी। तस्करी को रोकने तथा अन्य आर्थिक अपराधों की व्यापकता को समाप्त करने के लिए व्यावहारिक और अपेक्षाकृत अधिक कारगर उपाय किए जा रहे हैं।

अपराधियों के बिस्व प्रवर्तन-अभियान जारी है तथा प्रवर्तन-एजेंसियों की अधिकतम दक्षता को बनाए रखने के लिए हर संभव कोशिश की जा रही है।

इस बात का ध्यान रखा जा रहा है कि प्रवर्तन-उपाय, लोकतंत्रीय भावना तथा देश के कानूनों के अनुरूप ही लागू किए जायें।

तथापि, यदि कोई ऐसी स्थिति उत्पन्न हो जाय जिस में निपटने के लिए विशेष उपाय करने पड़े अथवा वर्तमान उपायों को और अधिक तेज करना पड़े, तो उसके लिए आवश्यक कार्यवाही की जायगी।

डा० राम सिंह : अध्यक्ष महोदय, मंत्री महोदय ने उत्तर तो संतोषप्रद दिया है लेकिन काफी गोलमटोल दिया है। मैं यह कहना चाहता हूँ कि अखबारों में इस प्रकार के समाचार बहुत छपे हैं कि एमजेंसी के बाद स्मग्लिंग बंद गई है। ट्रिब्यून ने ड्रग्स स्मग्लिंग की बात 24 अक्टूबर को कही है। हाइड-स्मग्लिंग की बात एकोनामिक टाइम्स ने 29-5-77 को कही है। काटन स्मग्लिंग की बात फार्नेशियल एक्सप्रेस में 21-9-77 को कही गई है। कोन स्मग्लिंग के बारे में अभी मीगत राय जी ने कहा है और गोल्ड स्मग्लिंग में जो पकड़ा गया है वह सन् 76 में 83 लाख का पकड़ा गया है और 77 में 1 करोड़ से भी ज्यादा का पकड़ा गया है। तो

इन फिगरस से हमें मालूम होता है कि स्मग्लिंग बंद रही है। मैं मंत्री महोदय से पूछना चाहता हूँ कि क्या वह कोई ऐसा प्राकड़ा उपस्थित कर सकते हैं जो हमें प्राथमिकत करे कि स्मग्लिंग कम हुई है ?

श्री सतीश धरपाल : आप प्राकड़ों के आधार पर स्मग्लिंग घनमान लगा सकते हैं—1974 में टोटल सीजर 60 करोड़ रुपये का था, 1975 में 45 करोड़ रुपये का 1976 में 36 करोड़ रुपये का और 1977 में यह घट कर 29.40 करोड़ रुपये का रह गया। एमजेंसी समाप्त होने के बाद 2 हजार से ऊपर स्मगलर्स को छोड़ा गया था। 1977 में जनता सरकार ने सिलेक्टिव बेसिज पर 186 डिडेक्शन ग्राडर्ज काफ़ीसा में जारी किये। इसलिजे जिनके खिलाफ हम प्रासी-क्यूशन कर सकते थे, हमने किया। हमने कुल 1876 गिरफ्तारियाँ की, जिनमें से 389 को प्रासीक्यूट किया और 321 व्यक्तियों को कोर्ट में सजा दिला पाये। इस तरह से आप देखेंगे कि स्मग्लिंग के खिलाफ हम जो भी प्रयत्न कर सकते हैं, वह कर रहे हैं। हम इस बात का प्रयत्न कर रहे हैं कि हमारी प्रीवेंटिव एजेंसीज मजबूत हो, वायरलैस-नैट-वर्क बना रहे है, रिवाइंस को बढ़ा रहे है, पंचायतों को पावर्स डेलीगेट कर रहे हैं। चारों तरफ जो भी स्मग्लिंग है उसको कन्टेन करने का प्रयास चल रहा है।

मैं माननीय सदस्य की इस बात से सहमत नहीं हूँ कि 1977 में एमजेंसी के बाद स्मग्लिंग में कोई बहुत बड़ी वृद्धि हुई है। इन समय स्मग्लिंग बहुत ज्यादा कन्टेड है और सदस्यों का भी सहयोग हम चाहेंगे कि हमारे देश में तस्करी न हो।

डा० रामजी सिंह : 1976 में दो हजार स्मगलर्स को एरेस्ट किया गया था, जिनमें 300-एक्सकाउंड कर रहे थे। मैं मंत्री महोदय से पूछना चाहूँ कि एमजेंसी के बाद

कितने स्मगलर्स अभी तक एरेस्ट किये गये और कितने एम्सकाण्ड कर रहे हैं ? क्या स्मॉगलिंग को रकने के लिये सरकार समरी-ट्रायल की व्यवस्था करेगी और जैसा हमारे प्रधान मंत्री जी ने 20 फरवरी, 1977 को कहा था—

“Ill gotten wealth to be attached.”

क्या ऐसे स्मगलर्स को सम्पत्ति को जब्त करने के लिये कदम उठायेंगे ?

श्री सतीश अग्रवाल : जनता सरकार के आने के बाद जो एकचुभ्रान डिटेन्शन आर्डर्स जारी किये गये थे—उनकी संख्या 186 थी, जिनमे से 160 गिरफ्तार किये गये, 1 रिलीज हो गया और 25 एम्सकाण्डर है।

माननीय सदस्य ने कन्फिस्केशन ऑफ प्रापर्टीज के बारे में पूछा—हमने 1213 केसेज में नॉटिसिज जारी किये, जिनमें 29.19 करोड़ की प्रापर्टी इन्वाल्ड थी। 294 केमेज में कन्फिस्केशन के आर्डर्स जारी किये गये, जिनमें 5.52 करोड़ की प्रापर्टी इन्वाल्ड थी और एपेलेट ट्रिब्यूनल के फैसले के बाद कन्फिस्केशन के ऑफाइनल आर्डर्स जारी किये गये उनमें 4.13 करोड़ की प्रापर्टी इन्वाल्ड है।

श्री कचकलाल हेमराज जैन : अध्यक्ष महोदय, यह एक बड़ा मूलभूत प्रश्न है। हमारे प्रधान मंत्री—श्री मोरारजी देसाई इस समय सदन में मौजूद हैं और विपक्ष के नेता श्री यशवन्तराव चव्हाण जी भी मौजूद हैं। मैंने वित्त मंत्रालय को एक पत्र लिखा था, जिसमें मैंने लिखा था कि एमर्जेन्सी हटने के बाद रतन खत्री नामक आदमी को, जो एमर्जेन्सी में स्मॉगलिंग में बन्द था, छोड़ देने की बजाह से आज पूरे भारतवर्ष में फिर से सट्टा चालू हो गया है। मेरे पत्र के जवाब में मंत्रालय कहता है—हमको समाप्त में नहीं आया आप कौन से सट्टे के बारे में लिख रहे

हैं, सट्टा कई तरह का होता है, काटन का सट्टा होता है, तेल का सट्टा होता है। जबकि मैंने साफ लिखा था कि मैं पिचर (मटके) के सट्टे के बारे में कह रहा हूँ। आज पूरे भारतवर्ष में 50 लाख का स्मॉगलिंग रतन खत्री कर रहा है, इस सट्टे के कारण आज गाँव-गाँव में पूरे देश में सरकार बदनाम हो रही है, गरीब किसान लुट रहा है, मैं जानना चाहता हूँ कि इसको रोकने के लिये सरकार ने आज तक क्या कार्यवाही की है ?

श्री सतीश अग्रवाल : जिम रतन खत्री के सम्बन्ध में माननीय सदस्य ने कहा है—उसका सम्बन्ध सट्टे से है, लेकिन तस्करी अलग चीज है और मटके का सट्टा अलग चीज है।

SHRI B. K. NAIR: Immediately after the coming into power of the Janata Party, hundreds of smugglers..

MR. SPEAKER: I am not able to hear you. Please come near the mike and speak. We are not able to hear you.

SHRI B K NAIR: Immediately after the coming into power of the Janata Party, hundreds of smugglers... came forward and made confessions to Jayaprakash Narain. They said in Bombay that thereafter, they would behave well. They also offered their services to check smuggling. I want to know whether the services of the erstwhile smugglers have been made use of; and if so; what is the result?

SHRI SATISH AGRAWAL: After the revocation of the emergency, more than 100 smugglers took a pledge before Lok Nayak Jayaprakash Narayan. It is not within the knowledge of the Government that any of them has revived their activities. There may be a case of one or two. We are keeping a close watch over their activities. So far as seeking their co-operation is concerned, Government does not seek that.

If they offer their services, the Government would utilize their services.

**SHRI SHYAMNANDAN MISHRA :** The hon. Minister said that during the period of the emergency 2,000 were under arrest and, later on, after the lapse of the emergency or after the termination of the emergency, only 176 remain. May I know the considerations on the basis of which the rest of them were released and whether any high-level committee was appointed to go into these cases and then some conclusion was arrived at about the release of those persons?

**SHRI SATISH AGRAWAL :** Prior to the revocation of the emergency, the total number of detention orders issued by the previous regime was not 2,000; it was 3,349. After the revocation of the emergency, more than 2,000 smugglers were released, not after the coming into force of the Janata Government, but by the previous Government, before or during the elections. We did not release them. So, there is no question of setting up any high-power committee.

#### **Export contract for Cotton Textile Yarn**

\*541. **DR. VASANT KUMAR PANDIT :** Will the Minister of COMMERCE, CIVIL SUPPLIES AND COOPERATION be pleased to state:

(a) whether by a judgement of Supreme Court, Government has been directed to honour all contracts for the export of cotton textile yarn as on or before 8th August, 1977;

(b) is it a fact that the Supreme Court has extended the date for completing shipment of such exports upto 2nd February, 1978;

(c) whether the earlier action taken by the Cotton Textile Export Promotion Council in refusing registration and export has been corrected in view of the decisions of the Supreme Court;

(d) is it a fact that the CTEPC has not acted, nor implemented the decision of the Supreme Court; and

(e) steps taken by Government to rectify the situation and remove the anomaly?

**THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND CIVIL SUPPLIES AND COOPERATION (SHRI ARIF BEG) :** (a) to (e). A statement is laid on the Table of the House.

#### **Statement**

(a) and (b). As a result of a writ petition filed by M/s. Udit Exports Vs. Union of India and others in the Supreme Court all contracts for export of cotton yarn which were entered into on or before 8th August, 1977 and which were supported by irrevocable Letters of Credit established on or before 30th September, 1977 were allowed to be honoured. The terminal shipment date in respect of such contracts was extended from 31st December, 1977 to 28th February, 1978 in implementation of a subsequent judgement of the Supreme Court.

(c) and (d). The Cotton Textiles Export Promotion Council implemented the policy as announced by Government through the issue of Public Notices from time to time. The Public Notices had been suitably amended in accordance with the decisions of the Supreme Court by the CTEPC and it has acted accordingly.

(e) Does not arise.

**DR. VASANT KUMAR PANDIT :** Is the hon. Minister of Commerce aware that the notification contained a lacuna for which the cotton yarn exporters had to go to the court and got the order annulled? In the first case, the order did not permit all those firms which were not registered with the CTEPC to export, even though it was not the actual practice to register with them. So, the Court annulled it and declared that whether they are

registered or not, they should be allowed to export. In the second case, for the extension of time also they had to rush to the Supreme Court. May I know from the hon. Minister whether while issuing such public notifications they seek legal opinion or not?

**THE MINISTER OF COMMERCE AND CIVIL SUPPLIES AND COOPERATION (SHRI MOHAN DHARIA):** Whenever any notification is to be issued, legal opinion is taken. But many times the legal opinions also differ. This is one of such matters. Anyway I do appreciate and I do agree that Government should be more cautious while issuing such notices.

**DR. VASANT KUMAR PANDIT:** With regard to the export or import of many items, there is always one clause about the opening of the Letter of Credit by a particular effective date. There are several transactions in the business world where the Letter of Credit is on the way or it is being scrutinised or approved by the banks, or despatched by the importer or exporter. These are cases of equity. I have got several cases where the Government is sitting tight on the ground that the Letter of Credit was not opened by a particular effective date. In the business world when the Letter of Credit is on the way, it is not disputed. Will the Government, therefore, review all such cases and on equity basis, not on legal basis, sanction all those lakhs of rupees worth of imports or exports, which could not materialise because of the literal interpretation of the word "opening of letter of credit"?

**SHRI MOHAN DHARIA:** The hon. Member himself is aware that the stand of the Government in all such matters is always equitable. Sometimes it so happens that Letters of Credit are not opened; but these are firm commitments. But if it is proved with documents that the commitments were firm, then, in that case, a review is made and a sympathetic

view is taken. But it all depends. Otherwise, many times it is likely that some parties may take undue advantage of it. So, it depends upon the circumstances of each case. But I can assure the hon. Member that the attitude of the Government shall be always equitable.

**SHRI S. R. DAMANI:** There are several complaints about the functioning of this TEXPROCIL. It is also charged that there is groupism in the Committee. Today we read in the papers that the Director-General has resigned on account of the troubles. It is a very important body, and it is looking after the export of textiles. Therefore, will be kindly enquire into the whole affair of the working of the TEXPROCIL.

**SHRI MOHAN DHARIA:** I have already received some complaints, and I have asked the Secretary of Commerce to immediately enquire into the working of the TEXPROCIL. I have discussed the matter with the Chairman of TEXPROCIL, and I have told him that it should function with a view to promoting and helping the exporters. If there is any groupism or anything of that kind or any harassment, we cannot allow it to happen. In that case, the powers given to TEXPROCIL, shall have to be withdrawn. I shall tell this also to the Chairman. The Commerce Secretary himself is now looking into the matter.

**SHRI YASHWANT BOROLE:** The answer which he has given is that the defect in the Notification is due to differences of opinion about interpretation, but it appears otherwise than that. Will he look into the judgment of the Supreme Court and kindly inform the House of the nature of the defects whether they are not due to legal interpretations, but they are due to omission, and deliberate omissions, in the Notification, which has caused this loss?

**SHRI MOHAN DHARIA:** I have gone through the judgment, and I can



assure the hon. Member that the interpretation regarding retrospective effect was the point of dispute. There have been some in favour saying that we can give retrospective effect, while the Supreme Court was not of that view. So, it was an honest difference of opinion.

**श्री उपसेन :** अध्यक्ष महोदय, माननीय मंत्री जी ने जो उत्तर दिया उससे हम लोगों को मालूम हुआ कि सुप्रीम कोर्ट ने जो आदेश दिया था उसका कसई लोगों ने गलत अर्थ लगाया और अपने-अपने स्वार्थ में उन्होंने गलत कार्यवाही की। जिन्होंने यह गलत कार्यवाही की, क्या उनके खिलाफ कोई कार्यवाही की गयी ?

**श्री भोलेन शारिया :** ऐसी बात नहीं है कि जानबूझ कर गलत कार्यवाही की। यह मामला सुप्रीम कोर्ट में गया था और सुप्रीम कोर्ट ने जो आदेश दिया उसके अनुसार पूरी कार्यवाही की गयी।

#### Talk with the Commerce and Industries Minister of Mauritius

\*544. SHRI M. RAM GOPAL REDDY. Will the Minister of COMMERCE, CIVIL SUPPLIES AND CO-OPERATION be pleased to state

(a) whether the Commerce and Industries Minister of Mauritius held talks in New Delhi during the 2nd week of January, 1978, and

(b) if so, the details thereof and conclusions drawn?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND CIVIL SUPPLIES AND COOPERATION (SHRI ARIF BEG): (a) and (b). Hon. Mr. D. Basant Rai, Minister of Commerce and Industry, Government of Mauritius visited New Delhi from 5th to 9th January 1978. During his stay in New Delhi, he called on the Minister for External Affairs, Minister for Commerce, Civil Supplies and Cooperation, Minister for Industry,

Education Minister and Minister for Information & Broadcasting. Some of these meetings were in the nature of courtesy calls only. A general review was made of Indo-Mauritian trade and other matters of mutual interest to Mauritius and India.

**SHRI M. RAM GOPAL REDDY:** I do not think he has said anything concrete, whether any trade agreement was considered or discussed with him, or simply the whole thing ended in courtesy calls and entertainment.

THE MINISTER OF COMMERCE AND CIVIL SUPPLIES AND CO-OPERATION (SHRI MOHAN DHARIA): The hon. House may be aware that there is already an agreement of economic, technical and cultural co-operation between the Government of India and the Government of Mauritius. That agreement is very much there. Whenever discussions take place, naturally one of the aspects of the discussion is how we can implement these agreements. Naturally, that discussion was very much there.

**SHRI M. RAM GOPAL REDDY:** Can he cite one instance as far as exports and imports are concerned?

**SHRI MOHAN DHARIA:** The hon. Minister of External Affairs who visited Mauritius, has already made a detailed statement on the floor of the House wherein he has narrated all these steps.

#### Coverage of Deficit in Orissa

\*546. SHRI SARAT KAR: Will the Minister of FINANCE be pleased to state

(a) whether it is a fact that the Finance Minister of Orissa has said that he expected to cover the deficit of Rs. 12 crores and a total deficit of Rs. 46.78 crores including the opening deficit of Rs. 34.78 crores; and

(b) whether the State Government of Orissa has sought special accommodation from the Government of India

to meet the remaining deficit of Rs. 34.78 crores, equivalent to the opening deficit of the year and if so, the reaction of Central Government thereto?

**THE MINISTER OF FINANCE (SHRI H. M. PATEL):** (a) and (b). The Finance Minister of Orissa, in his budget speech on 3rd March, 1978 stated that he expected to cover the deficit of Rs. 12 crores out of the total deficit of Rs. 46.78 crores shown in the budget for 1978-79. He has sought special Central assistance to cover the remaining deficit of Rs. 34.78 crores equivalent to the opening deficit of the year.

The ways and means of meeting the gaps in resources for the States' Annual Plan 1978-79, including the opening deficits, will be considered during the course of the year, in consultation with the States and the Planning Commission.

**SHRI SARAT KAR:** Orissa is one of the poor States economically. 75 per cent of its population live below poverty line and there is regional imbalance. May I request the Central Government to react favourably to the demands of the Orissa Government so that the State can improve.

**SHRI H. M. PATEL:** The Central Government is always considerate to the regions which are in financial difficulties.

श्री राज बिलास पासवान : जो राज्य प्राथिक दृष्टि में पिछड़े हुए हैं, कमजोर हैं क्या उन राज्यों को भारत के वित्त मंत्री विशेष सहायता देने की व्यवस्था करेंगे, याद नहीं तो क्यों नहीं ?

**SHRI H. M. PATEL:** The hon. Member must be aware that there is a finance commission which is appointed every five years to try and assess the difficulties of all States particularly the backward ones and see what additional assistance they should be given from the Central Government.

### Replacement of Sales Tax by Excise Duty

\*552. **SHRI ANNASAHAB GOTKHINDE:** Will the Minister of FINANCE be pleased to refer to the reply given to Unstarred Question No. 1521 on the 3rd March, 1978 regarding decision on abolition of sales tax and state:

(a) the names of the States with which the concerned discussions were held,

(b) whether the State Governments ruled by Janata Party are also reluctant to accept the proposal to replace sales tax by excise duty; and

(c) the reaction to the said proposal of the State Governments ruled by Janata Party, separately?

**THE MINISTER OF FINANCE (SHRI H. M. PATEL):** (a) to (c). The question of replacement of sales tax by excise duty has been discussed with the Chief Ministers/Finance Ministers of almost all the States including the States ruled by the Janata Party. The Chief Ministers/Finance Ministers of States have generally shown lack of enthusiasm for abolition of sales tax. This is a matter which cannot be settled immediately and calls for continuing efforts in this direction.

**SHRI ANNASAHAB GOTKHINDE:** Sir, I seek your protection. I think this is one of the modern methods of giving evasive replies. Please see Question (b) and (c). I asked: "whether the State Governments ruled by Janata Party are also reluctant to accept the proposal to replace sales tax by excise duty". There is no reply to that: And Then Question (c) "the reaction to the said proposal of the State Governments ruled by Janata Party, separately." He has not replied this. So, I cannot put my supplementaries.

**SHRI H. M. PATEL:** I have given this reply. I may repeat for his benefit. I said: "...has been discussed

with the Chief Ministers/Finance Ministers of almost all the States including the States ruled by the Janata Party...."

"The Chief Ministers/Finance Ministers of States have generally shown lack of enthusiasm for abolition of sales tax."

It answers everything.

**SHRI ANNASAHEB GOTKHIKHE:** I wanted to know specially about the States run by the Janata Party.

**MR. SPEAKER:** "Generally" includes "specially" also.

**SHRI ANNASAHEB GOTKHIKHE:** My question is specific. My submission is, whether he is prepared to answer my question. It is a promise of the Janata Party given to the whole country that they will replace sales tax by excise duty. I want to know whether they will fulfil this promise so far as the States ruled by the Janata Party are concerned.

**SHRI H. M. PATEL:** I am very glad to see that the hon. Member opposite is so anxious about a promise given by the Janata Party. I have already said that we do intend to do whatever we can to fulfil this promise in spite of the fact that there is a reluctance on the part of the Chief Minister....

**MR. SPEAKER:** It cannot be done only in respect of some States.

**SHRI H. M. PATEL:** I have said that this is a matter which cannot be settled immediately and calls for continuing efforts.

#### WRITTEN ANSWERS TO QUESTIONS

##### Aluminium for utensil trade

\*531. **SHRI RAJKESHAR SINGH:** Will the Minister of COMMERCE, CIVIL SUPPLIES AND COOPERATION be pleased to state:

(a) whether he has received a memorandum from the Northern Indian

Aluminium Manufacturers' Association regarding imposition of a ban on export of semi of aluminium and allocation of aluminium to the utensil trade direct;

(b) if so, Government's reaction thereto; and

(c) steps taken or proposed to ban the export of this item?

**THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND CIVIL SUPPLIES AND COOPERATION (SHRI ARIF BEG):** (a) Yes, Sir.

(b) and (c). There is no proposal to ban export of aluminium semi-manufactures as the volume of exports is small in relation to domestic consumption of aluminium. Considering that the shortage is a short-term feature and that arrangements are being made for import of required quantities of aluminium, there is at present no proposal to impose control on distribution of non-levy aluminium required for the utensil industry.

##### Import of valuable commodities

\*533. **DR. BHAGWAN DASS RATHOR:** Will the Minister of COMMERCE, CIVIL SUPPLIES AND COOPERATION be pleased to state:

(a) whether it is a fact that the Ministry has restricted the import of certain valuable commodities which were banned till recently; and

(b) if so, the details thereof?

**THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND CIVIL SUPPLIES AND COOPERATION (SHRI ARIF BEG):** (a) and (b). Imports of certain items which had been banned earlier were later allowed to be imported on restricted basis. A statement giving de-

tails of these items has been laid on the Table of the House.

**Statement**

List of banned items allowed on restricted basis subsequent to the announcement of Import Policy for 1977-78.

**Name of Items**

- (1) Para Nitro Phenol.
- (2) Bromine.
- (3) Pentaerythritol.
- (4) Para Nitro Chlorobenzene.
- (5) Camphor.
- (6) Outside micrometers (ordinary) of sizes over 300 mm and other special types of micrometers.
- (7) Vitamin E.

**Further increase in the prices of rubber**

\*534. SHRI K. A. RAJAN: Will the Minister of COMMERCE, CIVIL SUPPLIES AND COOPERATION be pleased to state:

(a) whether the rubber growers in Kerala have urged the Government to further increase the prices of rubber; and

(b) if so, the details and Government's reaction thereto?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND CIVIL SUPPLIES AND COOPERATION (SHRI ARIF BEG): (a) and (b). Representations have been received from rubber growers

for a further revision in the minimum prices notified by the Government. The growers have demanded a price of at least Rs. 800 per quintal for RMA-I grade of rubber.

Government raised the minimum price of RMA-I grade of rubber from Rs. 520 to Rs. 655 per quintal, with differentials for other grades with effect from 6-8-1977. The representations for further increase in minimum price are under consideration.

**Export to and import from East Germany and West Germany**

\*538. SHRI AGHAN SINGH THAKUR: Will the Minister of COMMERCE, CIVIL SUPPLIES AND COOPERATION be pleased to lay a statement showing:

(a) the quantity of goods exported to West and East Germany and the quantity of goods imported into India from there in 1977 as compared to that in 1976;

(b) the details of the commodities imported as well as exported; and

(c) future prospects of trade with East and West Germany separately?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND CIVIL SUPPLIES AND COOPERATION (SHRI ARIF BEG): (a) The figures of India's trade with FRG and GDR during the last three years, as available, are indicated below:

(Rs. Crores)

Year	Federal Republic of Germany			German Democratic Republic		
	Imports	Exports incl. Re-exports	Balance of Trade	Imports	Exports incl. Re-exports	Balance of Trade
April-September 1977	235.5	115.7	-119.8	15.7	20.0	+4.3
April-September 1976	154.9	113.6	-41.3	14.8	23.9	+9.1
1975-76	370.0	117.4	-252.6	36.6	25.9	+10.7
1976-77	307.0	229.8	-77.2	30.4	42.8	+12.4

(b) In the case of West Germany the major items of Indian exports are clothing, woollen carpets and druggets, cotton textiles, engineering goods, leather and leather manufactures tea, Gem & Jewellery etc., while the major items of imports are Electric Machinery, non-Electric Machinery, Iron and Steel, Chemical elements and compounds, fertilisers, transport equipment, scientific instruments and apparatus, dairy products, wheat, medical and pharmaceutical products etc.

In the case of GDR the bulk of our exports consisted of traditional items like oil cakes, hides and skins, crushed bones, coffee, tea, mica, tobacco cotton textiles and jute goods. However, recently several non-traditional items like engineering goods, shoe uppers etc., have been added to our list of exports. India's imports from GDR include items like Muriate of Potash, urea, cinematographic films, ships, printing machinery, capital goods, machine tools, chemicals and pharmaceuticals etc.

(c) Prospects of expansion of India's trade with West Germany appear to be bright firstly by diversification of trade and secondly by collaboration, through transfer of technology in selected fields and export of labour-intensive goods from India.

As regards East Germany it is expected that the trade between India and GDR would also continue to grow in future as it has been growing in the past. While GDR promises to be a good market for Indian manufactures such as machine tools, steel pipes, sanitary fittings and shoe-uppers, it is expected that it will continue to be an important source of our supply for fertilisers, cinematographic films, capital goods etc.

#### Seizure of smuggled goods from Western Coast

\*539. SHRI AHMED M PATEL: Will the Minister of FINANCE be pleased to state:

(a) whether it is a fact that smuggling on Western coast of the country

has again been brought to the notice of the Government;

(b) if so, whether any arrests have been made during the last one year; and

(c) the value and details of smuggled goods seized during the last one year in that area?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI SATISH AGARWAL): (a) to (c). Government is fully alive to the fact that the West Coast is susceptible to smuggling. Necessary measures have been taken to effectively combat smuggling on the West Coast. According to reports received by the Government, smuggling in this region is well contained. During the last one year (March 1977 to February, 1978) contraband goods such as gold, watches, diamonds, synthetic fabrics, etc., worth Rs. 22.35 crores\* were seized and 625\* persons were arrested for their involvement in smuggling (both these figures are provisional).

पर्यटकों के आकर्षण के स्थानों पर खाद्य पदार्थों में मिलावट रोकना

\*542. श्री इंदर चौधरी : क्या पर्यटन और नागर विमानन मंत्री यह बताते की कृपा करेंगे कि।

(क) क्या पर्यटकों की मुविद्या के लिए पर्यटकों के आकर्षण स्थानों पर शूद्ध तथा मिलावट रहित खाद्य पदार्थों की उपलब्धता मुनिश्चित करने हेतु भारतीय पर्यटन विकास निगम के विचागधीन कोई प्रस्ताव है, और

(ख) यदि हा, तो क्या इन स्थानों पर खाद्य पदार्थों में मिलावट रोकने के लिए पर्यटन विभाग द्वारा कोई व्यवस्था की गई है ?

पर्यटन और नागर विमानन मंत्री (श्री पुष्पोत्तम कौशिक) : (क) और (ख). खाद्य पदार्थों में मिलावट को रोकने का कार्य

न तो केन्द्रीय पर्यटन विभाग के अधिकार में है और न ही भारत पर्यटन विकास निगम के। इस काम की जिम्मेदारी स्वास्थ्य मंत्रालय तथा राज्य सरकारों की है। फिर भी भारत पर्यटन विकास निगम द्वारा पर्यटकों के भाक-बंध के विभिन्न स्थानों पर स्थित अपने होटलों, यात्री लाजों मॉटलों तथा खान-पान की अन्य यूनिटों में मिलावट रहित खाद्यपदार्थ मुहैया कराने के लिए हरसंभव प्रयत्न किये जाते हैं।

**Re-export of Indian Steel Tubes and Iron Ore based products to other countries**

\*543. SHRI C. K. CHANDRAPPA: Will the Minister of COMMERCE, CIVIL SUPPLIES AND COOPERATION be pleased to state:

(a) whether Government are aware of the fact that a number of foreign firms buy steel tubes and iron ore based products from India at lower rates and re-export them to others;

(b) if so, the details thereof, and

(c) has Government taken decision to this effect to curb such practices at India's cost?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND CIVIL SUPPLIES AND CO-OPERATION (SHRI ARIF BEG): (a) to (c) No information is available with Government regarding the prices at which foreign firms if any, have re-exported steel tubes and iron ore based products, imported from India.

**Payment of Income Tax by large Industrial Houses**

\*545. SHRI K. PRADHANI: Will the Minister of FINANCE be pleased to state:

(a) what are the names of the large industrial houses and companies

whose gross arrears of income-tax exceeded Rs. 10 lakhs;

(b) what is the number of the large industrial houses which have since paid Rs. 26.17 crores as arrears of income-tax and what are the details thereof;

(c) the amount still outstanding; and

(d) what steps Government have taken to recover the arrears and the results thereof?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI ZULFIKARULLAH): (a) to (c). Gross income-tax demand exceeding Rs. 10 lakhs in each case as on 31-3-1977 was outstanding against 63 tax-payers belonging to large industrial houses whose names are given in the statement laid on the Table of the House. Out of Rs. 26.17 crores outstanding from these tax-payers on 31-3-1977, Rs. 4.52 crores had been collected/reduced during the period 1-4-1977 to 30-9-1977 in the cases of 33 tax-payers, leaving a balance of Rs. 21.65 crores as on 30-9-1977.

(d) Depending on the facts and circumstances of each case, suitable steps are taken from time to time by the income-tax authorities concerned for recovery of tax arrears in accordance with the provisions of the Income-tax Act, 1961. These steps include:—

(i) levy of interest on delayed payment of tax;

(ii) imposition of penalty for non-payment of tax;

(iii) attachment of monies due to the defaulters; and

(iv) attachment and sale of movable/immovable properties.

## Statement

Sl. No.	Name of the Case	L.I.H. to which the case belongs
1	2	3
1	M/s Associated Cement Co. Ltd.	ACC
2	M/s Associated Marketing	R. K. Agarwala
3	M/s Auckland Jute Co. Ltd.	Bird Heilger
4	M/s Ashoka Marketing Ltd.	Sahu Jain
5	M/s Asiatic Oxygen and Acetylene Co. Ltd.	Bajoria Jalan
6	M/s Bengal Jute Mills Co. Ltd.	Bajoria Jalan
7	M/s Bally Jute Co. Ltd.	Birla
8	M/s Bengal Coal Co. Ltd.	Andrew Yule
9	M/s Birla Jute Mfg. Co. Ltd.	Birla
10	M/s Champaran Sugar Co. Ltd.	Bajoria Jalan
11	M/s Christian Mica Industries Ltd.	R. K. Agarwala
12	M/s Ghandpore Jute Co. Ltd.	Bajoria Jalan
13	Chitavalasah Jute Co. Ltd.	Bajoria Jalan
14	Hindustan Construction Co. Ltd.	Walchand
15	M/s Dalmia Dairy Industries (Dalmia Cement Ltd.)	J. Dalmia
16	M/s Davenport & Co. (P) Ltd.	Surajmul Nagarmul
17	M/s Fort Properties Ltd.	Kilachand
18	M/s Ganges Printing Ink Factory Ltd.	R. K. Agarwala
19	Shri G. D. Birla & B. M. Birla	Birla
20	M/s Howrah Trading Co. Ltd.	Bajoria Jalan
21	M/s Hashimara Industries Ltd.	Bajoria Jalan
22	M/s Hindustan Aluminium Corpn. Ltd.	Birla
23	M/s Indian Rubber Mfg. Ltd.	R. K. Agarwala
24	M/s India Jute Co. Ltd.	Bajoria Jalan
25	M/s Jaipur Metal & Elect. Ltd.	Kamani
26	M/s J. K. Synthetics Ltd.	J. K.
27	M/s Jiyajeerao Cotton Mills Ltd.	Birla
28	M/s J. K. Charitable Trust	J. K.
29	M/s Kamani Engg. Comp. (P) Ltd.	Kamani
30	M/s Karamchand Premchand (P) Ltd.	Sarabhai

1	2	3
31	M/s Kanpur Sugar Works Ltd. . . . .	Surajmul Nagarmul
32	M/s K. C. Thapar & Bros. Ltd. . . . .	Thapar
33	M/s Killick Nixon Ltd. . . . .	Kapadia
34	M/s The Moon Mills Pvt. Ltd. . . . .	Surajmul Nagarmul
35	Modi Industries (P) Ltd. . . . .	Modi
36	M/s Mahindra and Mahindra Ltd. . . . .	Mahindra and Mahindra
37	M/s Modipon Ltd. . . . .	Modi
38	M/s Modi Spg. & Wvg. Mills Cg. . . . .	Modi
39	M/s Mettur Chemical & Industries Corpn. Ltd. . . . .	Seshasayee
40	M/s Mukand Iron and Steel Works . . . . .	Bajaj
41	M/s North Bengal Sugar Mills Co. Ltd. . . . .	Bajoria Jalan
42	M/s New Bhopal Textile Mills . . . . .	J. P. Srivastava
43	M/s Narakarpara Jute Mills Co. Ltd. . . . .	Bajoria Jalan
44	M/s Nellmarla Jute Mills Co. Ltd. . . . .	Bajoria Jalan
45	M/s Orient Trading Corpn. Ltd.. . . . .	Bajoria Jalan
46	M/s Raja Baldeodas Birla Santatikosh	Birla
47	M/s Ramkumar Agarwala and Bros. . . . .	R. K. Agarwala
48	M/s Rantangarh Viniyoga Vikas (P) Ltd. . . . .	Bajoria Jalan
49	Radhakishan Mills Ltd. . . . .	Naidu V. R.
50	M/s Special Steels Ltd. . . . .	Shahpurji Pallonji
51	Sarabhai Sons (P) Ltd. . . . .	Sarabhai
52	Sarabhai Technical Development Syndicate Pvt. Ltd. <sup>1</sup> . . . . .	Sarabhai
53	Suhrid Geigy Ltd. . . . .	Sarabhai
54	Synbiotics Ltd. . . . .	Sarabhai
55	M/s Snow White Food Products Co. Ltd. . . . .	Jatia
56	M/s Surajmul Nagarmull . . . . .	Bajoria Jalan
57	Shree Digvijay Cement Mills Co. Ltd. . . . .	Bangur
58	M/s Siemens India Ltd. . . . .	Khatau
59	M/s Swadeshi Cotton Co. Ltd. . . . .	S. Jaipuria
60	M/s Turner Morrison & Co. Ltd. . . . .	T. Morrison
61	Trivancore Rayons Ltd. . . . .	Muthiah
62	Tata Iron and Steel Co. Ltd. . . . .	Tata
63	M/s Western Bengal Coal Fields Co. . . . .	Birla



मूंगफली के तेल के शोधन पर लगाई गई पाबन्दी

\*547. श्री धर्म सिंह भाई पटेल : क्या वाणिज्य तथा नागरिक प्रति और सहकारित मंत्री यह बताने की कृपा करेंगे कि :

(क) मूंगफली के तेल के शोधन पर पाबन्दी लगाने के क्या कारण हैं तथा ये पाबन्दियां कब लगाई गई थीं ;

(ख) क्या इन पाबन्दियों के कारण सम्बन्धित उद्योगों को घाटा हो रहा है तथा बढ़िया तेल खरीदने वाले व्यक्तियों को ऐसा तेल नहीं मिल पा रहा ; और यदि हां, तो सरकार का विचार उन पाबन्दियों को कब हटाने का है ;

(ग) क्या उन पाबन्दियों को हटाने के बारे में सरकार से मांग की गई है ; और

(घ) यदि हां, तो कब तथा किन क्षेत्रों की ओर से तथा इस मामले में क्या कार्यवाही की गई है या करने का विचार है ?

वाणिज्य तथा नागरिक प्रति और सहकारिता मंत्रालय में राज्य मंत्री (श्री कृष्ण कुमार गोयल) : (क) देश में उत्पादित निष्कासक मूंगफली के तेल के परिष्करण पर 1-8-77 को शुरू में छः महीने के लिए रोक लगाई गई थी। अब यह रोक 31-12-1978 तक जारी रखी जा रही है, ताकि (i) देश में उत्पादित निष्कासक खाद्य मूंगफली का तेल उपभोक्ता को सीधी खपत के लिए सीधे उपलब्ध कराया जा सके और (ii) अयातित खाद्य तेलों, जिन्हें उपभोग से पहले साफ करना होता है, को प्रचुर मात्रा में साफ करने के लिए पर्याप्त परिष्करण क्षमता उपलब्ध हो सके।

(ख) में (घ) व्यापार तथा परिष्करण उद्योगों के कुछ प्रतिनिधियों से रोक हटाने के लिए अनुरोध मिले हैं। 1978 के अन्त तक रोक जारी रखने के बारे में जनवरी, 1978

के शुरू में निर्णय करते समय सभी संगत तथ्यों पर विचार किया गया था।

बड़ी बीस कम्पनियों, फर्मों तथा व्यक्तियों पर बकाया आयकर

\*548. श्री राधवजी : क्या वित्त मंत्री निम्नलिखित जानकारी दर्शाने वाला एक विवरण सभा पटल पर रखने की कृपा करेंगे कि :

(क) पिछले कर निर्धारण के अनुसार देश में सर्वाधिक आय वाली प्रथम 20 कम्पनियों, 20 फर्मों और 20 व्यक्तियों के नाम क्या हैं और उनमें से प्रत्येक की आय क्या है ;

(ख) क्या 31 दिसम्बर, 1977 को उनमें से प्रत्येक पर आयकर की कोई राशि बकाया थी और यदि हां, तो उन पर कितनी राशि बकाया थी ; और

(ग) इनमें से कितनी बकाया राशि की वसूली न्यायालयों द्वारा रोक दी गई है ?

वित्त मंत्री (श्री एच० एम० पटेल) : (क) से (ग) सूचना एकत्रित की जा रही है और उपलब्ध होते ही सदन पटल पर रख दी जायगी।

#### Recruitment Rules for Recruitment of Indian Civil Accounts

\*550. DR. MURLI MANOHAR JOSHI: Will the Minister of FINANCE be pleased to state:

(a) whether it is a fact that in the departmentalised accounts offices the recruitment rules for recruitment to the Indian Civil Accounts (Group A) provide for temporary appointment to

posts in the senior time scale of Officers in Group 'A' from Group 'B' officers;

(b) whether it is a fact that several senior Group 'B' officers have been superseded and their juniors promoted on *ad hoc* basis to group 'A' posts in the senior time-scale;

(c) whether it is also a fact that none of the officers who have been promoted to group 'A' posts was ever considered fit for promotion to the Indian Audit and Accounts Service, so long they were working in the Indian Audit Department, by the Comptroller and Auditor General of India; and

(d) if so, how their efficiency for promotion to the ICAS came to be determined so soon after departmentalisation of accounts?

THE MINISTER OF FINANCE (SHRI H. M. PATEL): (a) Yes. The Indian Civil Accounts Service Group 'A' Recruitment Rules provide that Pay & Accounts Officers (Group B) may, in consultation with the Union Public Service Commission, be allowed to officiate in the senior time scale till such time as officers of the junior time scale are available for promotion on regular basis to senior time scale.

(b) Yes. As selection of Group 'B' officers for officiating promotion to senior time scale is made on the basis of merit with due regard to seniority, supersession of some officers is inevitable.

(c) Yes. None of these officers was promoted to the Indian Audit and Accounts Service.

(d) These officers have not been promoted to the Indian Civil Accounts Service. They have been provisionally promoted to officiate in the senior time scale till officers of the Indian Civil Accounts Service are available for regular promotion. These promotions became necessary as a large number of posts in the senior time

scale remained unfilled due to shortage of officers initially transferred from the Indian Audit & Accounts Service. It may be pointed out that these promotions are not comparable with regular promotions to the Indian Audit & Accounts Service or to promotions to the Indian Civil Accounts Service which will be made in due course according to Rules.

नियम पुस्तिकाओं और फार्मों का हिन्दी तथा दोनों भाषाओं में अनुवाद

\* 551. श्री नवाब सिंह चौहान : क्या पर्यटन और नागर विमानन मंत्री यह बताने की कृपा करेंगे कि :

(क) उनके मंत्रालय/विभाग में कुल कितनी नियम पुस्तिकाएँ तथा फार्म प्रयोग में लाये जाते हैं ;

(ख) उनमें से कितनी नियम पुस्तिकाओं और फार्मों का हिन्दी में अनुवाद किया जा चुका है और कितने को द्विभाषी रूप में प्रकाशित किया जा चुका है ;

(ग) शेष नियम पुस्तिकाओं तथा फार्मों का अभी तक हिन्दी में अनुवाद न करने और उन्हें द्विभाषी रूप में प्रकाशित न करने के क्या कारण हैं ; और

(घ) इनका द्विभाषी रूप में प्रकाशन कब तक किया जायेगा ?

पर्यटन और नागर विमानन मंत्री (श्री पुलकेश कौशिक) : (क) में (घ) पर्यटन और नागर विमानन मंत्रालय (मुख्य) का संबंध एक विभागीय मैनुअल, अर्थात् "एयरक्राफ्ट मैनुअल—इंडिया" तथा दो विभागीय फार्मों, फार्म विमानन-I एवं विमानन-II, में है। इन दोनों फार्मों का हिन्दी अनुवाद करा लिया गया है और उन्हें द्विभाषी रूप में छपवा भी लिया गया है। "एयरक्राफ्ट मैनुअल—इंडिया" एक सार्वधिक

(स्टेड्यूटरी) प्रकार का मैन्युअल है, घत: इसे अनुवाद के लिए राजभावा (विद्यार्थी) भायोग को भेजा गया था। उनसे प्राप्त सूचना के अनुसार मैन्युअल का अनुवाद कार्य पूरा कर लिया गया है परन्तु बाद में हुए संशोधनों के कारण इसे अद्यावधिक (अप-टू-डेट) रूप अभी प्रदान किया जाना है। यह कार्य हो रहा है।

#### Export of Silver

\*553. SHRI DHARMAVIR VASH-ISHT: Will the Minister of COMMERCE, CIVIL SUPPLIES AND COOPERATION be pleased to state:

(a) the quantity of silver exported from India since the lifting of ban of exports in February, 1974, together with the amount of foreign exchange earned therefrom;

(b) what factors are taken into account by the State Trading Corporation in fixing the silver price;

(c) whether the floor price fixed by the S.T.C. in the current year was realistic, if so, in what respects; and

(d) the steps taken to mine new silver?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND CIVIL SUPPLIES AND COOPERATION (SHRI ARIF BEG): (a) to (d). The quantity of silver exported as well as the foreign exchange earned therefrom, since the lifting of ban in February, 1974 has been as follows:

Year	Qty. (in M. Tons)	Value (Rs. Crores)
1974-75 . . . . .	641	98
1975-76 . . . . .	1760	190
1976-77 . . . . .	1650	214
1977-78 . . . . . (upto 22-3-78)	693	83.12

2. There is no floor price of silver. The day-to-day movements in the international market are kept under continuous watch and the sales are so timed and the levels so determined that the realisation of the price is the maximum possible.

3. As far as is known, there is no primary source of silver available in the country. A very little quantity of silver is produced as a by-product in the processing of Zinc.

#### Small Savings Scheme Programme

5014. SHRI PARMANAND GOV-INDJIWALA: Will the Minister of FINANCE be pleased to state:

(a) whether it is a fact that in order to make the small savings scheme programme more reasonable and effective the Finance Minister of Madhya Pradesh has placed certain suggestions before Central Small Savings Advisory Board on 3rd December, 1977;

(b) if so, what are the suggestions;

(c) whether the suggestions have been examined and considered; and

(d) if so, the decision thereon?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI ZULFIQUARULLAH): (a) Yes, Sir.

(b) The suggestions briefly are as follows:—

(i) All deposits whether made in the banks or in post offices should be regarded as National Savings. Certain categories of these deposits, to be specified, may be classified as "small savings" against which loans may be given to States by the Central Government to the extent of two-thirds as at present. The National Savings Organisation and the State Small Savings Departments should function purely as extension agencies, educating the people in savings and their targets should be

fixed to cover deposits of specified categories not only in post offices but in the banks as well.

(ii) In order to attract rural savings, Government could introduce a 'bearer security' or 'bearer bond' that can be purchased by anyone without undergoing the elaborate and time consuming procedure of Post Office Savings Bank account and other existing securities, and can be encashed by the purchaser or anyone to whom it may be passed on.

(iii) The rate of interest on institutional deposits in Post Office Savings Bank should be the same as that for individual deposits.

(iv) Institutional deposits should be permitted in National Savings Certificates (V Issue) and National Development Bonds.

(c) and (d). These and similar suggestions made by other members were considered by the National Savings Central Advisory Board in its meeting held on 3rd December 1977. The Board felt that suggestions at (i) and (ii) above may not be pursued.

As regards the suggestion at (iii) above, the Board decided that the matter should be examined by a Committee of officials, and action in this behalf is in progress.

As regards the suggestion at (iv) above, the Board agreed that this matter, *inter alia*, may be examined by an Expert Group it proposed to set up for making a comparative study of the small savings schemes of Government and those of the commercial banks.

**Absorption of surplus staff members of the Farakka Barrage Project, West Bengal**

5015. SHRI SUKHDEV PRASAD VERMA: Will the Minister of FINANCE be pleased to state:

(a) whether it is a fact that a large number of surplus staff members including clerks, auditors and assistants

were transferred from the Farakka Barrage Project, West Bengal, and were absorbed by the CDA (Factories), Calcutta a few years back;

(b) if so, the details thereof including the number of persons so transferred and absorbed by the office of CDA (Fys), Calcutta; and

(c) whether it is also a fact that their absorption has not yet been regularised and has not been brought at par with the existing counterparts in the said office nor has the decision been taken in the matter of fixation of pay and allowances, counting of seniority etc;

(d) if so, the reasons therefor; and

(e) the steps being proposed to be taken to resolve the issue without any further delay?

THE MINISTER OF FINANCE (SHRI H. M. PATEL): (a) and (b). 15 surplus staff of the Farakka Barrage Project consisting of clerks, Upper Division Clerks and a Junior Stenographer were absorbed by the CDA (Factories), Calcutta. The details are as under:

Upper Division Clerks (now Auditors)	.. 12
Lower Division Clerks	2
Junior Stenographer	.. 1
	<hr/>
	15
	<hr/>

(c) No, Sir, the absorption of all the staff has been regularised except that of 4 Upper Division Clerks, who have, however, been given the benefit of their past service for fixation of pay and allowances and carry forward of leave.

(d) The 4 Upper Division Clerks mentioned at (c) above do not possess the minimum education qualification for the post.

(e) A decision has since been taken to relax the educational qualification in the case of the 4 Upper Division Clerks.

**Collection of Revenue from North Bengal**

5016. SHRI PIUS TIRKEY: Will the Minister of FINANCE be pleased to state how much revenue is collected by Union Government from different sources from North Bengal comprising five districts e.g. Jalpaiguri, Cooch-Bihar, Darjeeling, West Dinajpur and Maldah?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI ZULFIQUARULLAH): Information is being collected and will be laid on the Table of the House.

**Universal adoption of Farm Levy proposed by Government of West Bengal**

5017. SHRI A. BALA PAJANOR: Will the Minister of FINANCE be pleased to state:

(a) whether the attention of the Minister has been drawn to the proposed farm levy by Government of West Bengal as seen from the Budget speech of the State Finance Minister;

(b) the salient features of the levy proposed; and

(c) the reaction of Government thereon and the possibilities of universal adoption of this method of raising resources by all States including the Centre?

THE MINISTER OF FINANCE (SHRI H. M. PATEL): (a) Yes, Sir.

(b) A Task Force has been set up by the State Government to formulate the details of the proposed farm holding tax and draw up appropriate legislative proposals.

(c) Agricultural taxation is a State subject and other States can be expected to consider the West Bengal measure only when its full details become available.

**Service conditions of Employees of Public Sector Undertakings**

5018. SHRI HALIMUDDIN AHMED: Will the Minister of FINANCE be pleased to state:

(a) whether Government have given instructions to all public sector undertakings, which are working as corporate bodies, not to negotiate with their respective employees for their service conditions;

(b) whether it is a fact that Supreme Court in the case of Hindustan Automobiles Ltd., a public undertaking decided that the service conditions of the employees in public sector undertakings should be fixed on the basis of industry-cum-region as the wages prevailing in the private sector undertakings; and

(c) if so, whether Government propose to adopt the policy as laid down by Supreme Court in case of all Public Undertakings Managements?

THE MINISTER OF FINANCE (SHRI H. M. PATEL): (a) No instruction of the type referred to has been issued. However, Government have decided that till a policy on incomes and wages is formulated on the basis of the recommendations of the Study Group on Wages, Incomes and Prices under the Chairmanship of Shri S. Bhoothalingam set up in October, 1977, no wage agreement should be finalised by any Public Sector Enterprise without getting the specific approval of Government.

(b) and (c). Presumably, the Hon'ble Member is referring to the verdict of the Supreme Court given in October, 1966, in respect of the workers in Hindustan Antibiotics Ltd., a Public Enterprise. The relevant extract from the judgement in question is given in the attached statement. Government keep in view the principles enunciated in the judgement as well as other relevant factors like the need to bring about rationalisation in the emoluments structure of the employees in the

different Public Enterprises while considering proposals from the Public Enterprises for the revision of wages of their employees. In most of these cases, formal wage settlements, spelling out the pay and allowances admissible, are entered into by the Managements with the workers.

#### Statement

By and large, therefore, the acceptance of the principle of region-cum-industry will be more conducive to industrial relations than that of the Governmental wage structure framed on an All India basis. Nor can we appreciate the argument that the principle of region-cum-industry will lead to discriminations. But, if the expression "labour force" is understood to mean the labour force employed in both the sectors, the alleged discrimination between different parts of the public sector will disappear, for, as far as possible, the labour to whichever sector it may belong in a particular region and in a particular industry, will be treated on equal basis.

On a consideration of the relevant material placed before us, we have come to the conclusion that the same principles evolved by the industrial adjudication in regard to private sector undertakings will govern those in the public sector undertakings having a distinct corporate existence.

#### Establishments maintained Abroad by Public Undertakings

5019. SHRI S. S. SOMANI: Will the Minister of FINANCE be pleased to state:

(a) the number of establishments maintained abroad by public undertakings and agencies on the pattern of Indian Missions; and

(b) the amount of foreign exchange spent by these undertakings on these establishments during the last three years?

THE MINISTER OF FINANCE. (SHRI H. M. PATEL): (a) According to information obtained out of 157 public enterprises, 23 have foreign offices.

(b) The information is given in the Statement laid on the Table of the House. [Placed in Library. See No. LT-1976/78].

#### Financial irregularity by United Commercial Bank, Calcutta

5020. DR. BIJOY MONDAL: Will the Minister of FINANCE be pleased to state:

(a) is the Government aware that Chairman of United Commercial Bank has allowed some loans to be granted on political considerations without adhering to the Banking norms;

(b) is it a fact that a loan of about Rs. 60 lakhs has been given to Himalaya Paper Board Industries Ltd. by the Calcutta branch of the Bank;

(c) is it also a fact some Ex-Ministers of Congress Government have interest in the said company;

(d) if yes, the name of Ministers concerned;

(e) whether the amount of loan has been recovered; and

(f) if not, the present position of the account?

THE MINISTER OF FINANCE (SHRI H. M. PATEL): (a) to (f). No advance has been granted by the United Commercial Bank to Himalaya Paper Board Industries Ltd. However, three concerns viz. (i) Himalaya Paper and Board Mills (P) Ltd., (ii) P. G. Paper Mills (P) Ltd., and (iii) Himalaya Paper (Machinery) (P) Ltd., in which Shri Parimal Ghosh an ex-Minister of the Congress Government is the promoter Director enjoy certain credit facilities at the Bank's Dum Dum (Calcutta) Branch. All the three concerns are constituted by Shri Ghosh and his family mem-

bers. It is reported by the Reserve Bank of India that mainly due to the slump in the Paper Industry and certain labour troubles towards March/April 1977 all the three concerns suffered a set back. The concerns being sick, the Bank has undertaken a nursing programme thereof and certain enhancements in the existing credit limits favouring P.G. Paper Mills Pvt. Ltd., are under consideration of the Bank. In accordance with the practices and usages customary among bankers and also in conformity with the provisions of the statutes governing the public sector banks, information relating to individual constituents of banks cannot be divulged.

**Advances sanctioned by United Commercial Bank to various concerns**

5021. SHRI HUKAM CHAND KACHWAI: Will the Minister of FINANCE be pleased to state:

(a) is the Government aware that during the period from November, '72 to March, '73 advances of more than Rs. 25 crores including Rs. 3.5 crores to Kinnison Jute Mills, Calcutta, Rs. 6 crores to National Cooperative housing society, Rs. 1 crore each to Soman Steel, Kanpur, Hanuman Engineering Works, Lucknow and Bilaspur Spinning and Weaving Mills, Burrabazar and Rs. 2 crores to vegetable products, Bhavnagar were sanctioned by the United Commercial Bank as per proposals sent to head office by the branches direct under a circular in force from November, '72 to March, '73;

(b) if so, is the Government aware that most of the advances have gone bad; and

(c) what is the position of the accounts of all the advances sanctioned in proposals directly received from the branches?

THE FINANCE MINISTER (SHRI H. M. PATEL): (a) to (c). The

total outstanding advances in India of the United Commercial Bank showed an increase of about Rs. 25 crores between the last week of November, 1972 and the end of March, 1973, which was in keeping with the normal trend including seasonal factors. United Commercial Bank has reported that although relevant instruction during that period was that all proposals exceeding Rs. 25 lakhs were to be sent directly by the branches to the Head Office, the advances concerned were sanctioned by the Head Office of the bank only after going through the normal procedure for scrutiny and after complying with the usual banking norms and there were no contravention of rules or guidelines. As regards the facilities given to the various companies mentioned in the question, Reserve Bank of India is looking into them.

**Discontinuance of benefits under Section 35(B) of Income Tax Act**

5022 SHRI DHARMA VIR VASISHT: Will the Minister of FINANCE be pleased to state:

(a) whether the Discontinuance of the Benefits under Section 35(B) of the Income Tax Act has been resented by the Engineering Exports Promotion Council; and

(b) if so, the Government position regarding the review of the matter?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI ZULFIQUARULLAH): (a) The Engineering Export Promotion Council has urged re-consideration of the proposal contained in clause 6 of the Finance Bill, 1978 for the discontinuance of the tax concession under section 35B of the Income-tax Act, 1961 relating to export markets development allowance.

(b) The representations received by the Government in this regard, including the representation made by the Engineering Export Promotion Council, are under consideration. The Government will take a decision in the matter before the Finance Bill, 1978 is taken up for consideration in the Lok Sabha.

**सरकार द्वारा ख़द्राक्ष व्यापार का अधिग्रहण**

5023. श्री माधवराव लिम्बिया :  
श्री हयाराम शास्त्र्य :

क्या वित्त मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि धार्मिक व्यक्तियों द्वारा मालाओं के रूप में प्रयोग किया जाने वाला ख़द्राक्ष व्यापार की दृष्टि से बहुत महत्वपूर्ण है ;

(ख) यदि हा, तो क्या यह भी सच है कि ख़द्राक्ष की तस्करी के कारण इसके मूल्य बहुत बढ़ गये है ;

(ग) यदि हा, तो क्या सरकार का विचार विशेषतया इण्डोनेशिया के साथ व्यापार, इस व्यापार का अधिग्रहण करने का है ; और

(घ) यदि नहीं, तो इसके क्या कारण हैं ?

वित्त मंत्रालय में राज्य मंत्री (श्री सतीश प्रबुवाल) : (क) और (ख) . सरकार को मिली रिपोर्टों में ऐसा कोई स त नहीं मिलता कि ख़द्राक्ष व्यापारिक दृष्टिकोण से महत्वपूर्ण है । पिछले एक वर्ष के दौरान ख़द्राक्ष की तस्करी का कोई मामला सरकार की जानकारी में नहीं आया है ।

(ग) और (घ) . ये प्रश्न नहीं उठते ।

उत्तर प्रदेश के शाहजहांपुर जिले में  
अफीम की कास्त

5024. श्री हयाराम शास्त्र्य : क्या वित्त मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या उत्तर प्रदेश के शाहजहांपुर जिले के चम्पतपुर और जेरा रहीम ग्रामों में लगभग 300 बीघे जमीन पर अफीम की कास्त पर आयकर अधिकारियों और किसानों के बीच हुए झगड़े के कारण रोक लगा दी गई थी ;

(ख) क्या उपर्युक्त ग्रामीणों ने अफीम की कास्त पुनः शुरू करने के लिए वर्ष 1977 में उन्हें तथा सम्बद्ध अधिकारियों को अनेक आवेदन-पत्र दिये थे ; परन्तु उन्हें अभी तक स्वीकृति नहीं दी गई है ; और

(ग) यदि हां, तो उन्हें मंजूरी न दिये जाने के क्या कारण हैं ?

वित्त मंत्रालय में राज्य मंत्री (श्री सतीश प्रबुवाल) : (क) में (ग) . जी, नहीं । उत्तर प्रदेश में शाहजहांपुर जिले के चम्पतपुर और जेरा रहीम गावों में अफीम की कास्त पर रोक नहीं लगाई गई है । चानू मौसम, अर्थात् 1977-78 में पूर्वोक्त दोनों गावों में लगभग 17 हैक्टेयर रकबे के लिये 72 पोशत कास्त-कारों को अफीम की कास्त करने के लाइसेंस जारी किये जा चुके हैं ।

**Registration of Exporters with the Reserve Bank of India**

5025 SHRI VIJAY KUMAR MALHOTRA: Will the Minister of FINANCE be pleased to refer to Unstarred Question No. 1498 on 3rd March, 1978, regarding registration of exporters with Reserve Bank of India and state

(a) how many of the 74992 exporters registered with the Reserve Bank on 1st January, 1978, were registered at different regional offices of the Reserve Bank and what was their number at each regional office



when the scheme of registration came into effect on 1st January, 1967;

(b) how many of the exporters holding code numbers with Reserve Bank of India were foreign firms and how many Indians when the scheme of code number allotment came into effect and what are these figures in respect of 1st January, 1970 and each of the year following till 1st January, 1977; and

(c) what is the criteria for cancellation of code numbers and how many code numbers have been cancelled in each of the last three years?

**THE MINISTER OF FINANCE (SHRI H. M. PATEL):** (a) The number of exporters registered with the Regional Offices of the Reserve Bank of India as on 1st January, 1967 and on 1st January, 1978 is as under:—

Regional Offices	1-1-1967	1-1-1978
Ahmedabad	668	2940
Bangalore	*	806
Bombay	4027	22004
Calcutta	1680	9611
Cochin	*	1336
Kanpur	607	5112
Madras	2532	11283
New Delhi	802	21820
	10316	74992

\*Exchange Control work of the Bangalore and Cochin regions was being looked after by the Madras Office of the Bank in 1967.

(b) The Reserve Bank of India does not maintain separate statistics of foreign firms and Indian firms to which code numbers have been allotted.

(c) The system of allotment of code numbers to exporters was introduced to facilitate speedy collection and processing of statistics of exports and not to licence exporters. There is accordingly no need for cancellation of code numbers.

#### Development of New Tourist Spots during current Financial Year

5026. **SHRI MOHINDER SINGH SAYIAN WALA:** Will the Minister of TOURISM AND CIVIL AVIATION be pleased to state:

(a) whether he has some plans during the current financial year to develop new tourist spots in the country especially with emphasis on cheap tourist hotels for foreign and local tourists; and

(b) if so, the names of the places and the money earmarked for the purpose?

**THE MINISTER OF TOURISM AND CIVIL AVIATION (SHRI PURUSHOTTAM KAUSHIK):** (a) and (b). The emphasis during the current financial year and the 1978-79 Plan period is on the development of facilities for budget tourists both domestic and international. In this connection it is proposed to construct Janata hotels at selected tourist centres. The Janata hotel scheme envisages the setting up of units of 150 to 1250 beds to be located at important tourist centres which will be determined after undertaking a survey. The Janata hotels will provide moderately priced, good, clean accommodation for middle income group domestic and foreign tourists. The project to construct a Janata hotel in New Delhi has been cleared by the Government.

It is also proposed to take up the improvement/expansion of existing dharamshalas, sarais and the development of tourist village complexes along major tourist routes and at

places of Buddhist and archaeological interest. An amount of Rs. 33.43 lakhs has been proposed in the Budget Estimate of 1978-79 for above-mentioned schemes, excluding the Janata hotel.

**Development of Industries Hampered by Heavy Excise**

5027. SHRI BHARAT SINGH CHOWHAN: Will the Minister of FINANCE be pleased to state:

(a) whether the Government propose to conduct study for the development of industries whose growth rate is strangled because of heavy excise;

(b) if so, the details thereof; and

(c) if not, reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI SATISH AGARWAL): (a) and (b). There is no specific proposal before the Government at present for conducting a study for the development of industries whose growth rate is claimed to have been affected due to excise duties. However, the Report of the Indirect Taxation Enquiry Committee covers the entire gamut of indirect taxes; and in this report, the Committee has, among other things, gone into the question whether and how far it would be advisable to assist any particular industry or particular sectors of an industry by grant of concessions in indirect taxes. This Report is presently being studied by the Government

(c) Does not arise.

**बम्बई, सूरत तथा अहमदाबाद के बीच नियमित विमान सेवा**

5028. श्री छोटूभाई गामित : क्या पर्यटन और नागर विमानन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या बम्बई, सूरत तथा अहमदाबाद के बीच नियमित विमान सेवा की कोई मांग

है और क्या सरकार इस सेवा को आरम्भ करना प्रावश्यक समझती है ;

(ख) यदि हाँ, तो इस बारे में और क्या है और सूरत के लिये शीघ्रातिशीघ्र विमान सेवा आरम्भ करने के लिये सरकार क्या ठोस कदम उठा रही है अथवा उठाने का विचार कर रही है ; और

(ग) यह सेवा कब तक उपलब्ध करा दी जायेगी ?

पर्यटन और नागर विमानन मंत्री (श्री पुष्पोत्तम कौशिक) : (क) सूरत को विमान सेवा से जोड़ने के बारे में इंडियन एयरलाइन्स को अक्टूबर, 1977 में एक प्रतिवेदन प्राप्त हुआ था। तथापि, विमान बेड़े की बहुत ही तंग स्थिति होने के कारण इंडियन एयरलाइन्स का सूरत के लिये विमान सेवा परिचालित करने का फिलहाल कोई प्रस्ताव नहीं है।

(ख) और (ग). प्रश्न नहीं उठते।

**Income-Tax Rebate**

5029. SHRI K. MALLANNA: Will the Minister of FINANCE be pleased to state:

(a) whether under the present Income Tax Act, the different avenues which are available to a person to claim full Income-tax rebate on the first Rs. 4,000 of his gross emoluments are: Life Insurance Premia, Employee's Provident Fund, General Provident Fund, Public Provident Fund, Post Office 10-year CTD and Unit-link insurance; and

(b) if so, will the Government consider that investments in seven year National Savings Certificates, five year National Savings Certificates, five year National Bond and Post Office five year Recurring Deposit Accounts should also be included in the exemption limit as most of the people have lost faith in life insurance because of its very poor yield at maturity?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI ZULFIQUARULLAH): (a) Yes, Sir. Long-term savings through specified modes, such as, life insurance policies, certain provident funds, public provident fund, 10-Year and 15-Year Cumulative Time Deposit Accounts, Unit-linked Insurance Plan, etc. qualify for deduction under section 80C of the Income-tax Act, 1961.

(b) The tax concession under section 80C is being liberalised in certain respects by clause 16 of the Finance Bill, 1978. Government do not propose to consider at present any further modification to the said provision, including the modification suggested by the Hon'ble Member.

#### Central Assistance to Orissa

5030. SHRI GIRIDHAR GOMAN-  
GO: Will the Minister of FINANCE be pleased to state:

(a) whether the Government of Orissa fully utilised the money released by the Government of India as a Central assistance to different departments from the Ministries at Centre in the year 1977-78;

(b) if so, whether that State asked Government of India to release rest of the money to be released by the Centre before end of 31st March-

(c) if not, the difficulties coming in the way to utilise the money by the different departments of that State in time; and

(d) the administrative and financial administrative set up proposed by that State for speedy execution of schemes and timely utilisation of funds?

THE MINISTER OF FINANCE (SHRI H. M. PATEL): (a) According to the statement of anticipated expenditure received from the Government of Orissa, the State Government expect to utilise fully the outlays approved for the Annual Plan

1977-78, except for a marginal shortfall in expenditure of Rs. 10 lakhs on Rengali Irrigation Project. Information regarding utilisation of outlays for Central and Centrally sponsored schemes is being collected from the various Ministries administering these schemes.

(b) Central assistance for State Plans is released in monthly instalments. Central assistance for Centrally sponsored schemes is released by the various Ministries in suitable periodical instalments. The Government of Orissa recently requested that the balance of Central assistance due to the State Government should be released.

(c) the position regarding utilisation of allocations for Central and Centrally sponsored schemes will be examined on receipt of details from the various administrative Ministries concerned.

(d) According to the State Government, they have appropriate administrative and financial set up for execution of schemes and utilisation of funds. The State Government have been urged to take effective and determined action for proper and timely utilisation of Plan allocations and fulfilment of physical targets.

#### बिमान सुरक्षा उपाय

5031. श्री हरगोविन्द वर्मा : क्या पर्यटन और नागर बिमानन मंत्री यह बताते की कृपा करेंगे कि :

(क) क्या यह सच है कि बिमान सुरक्षा उपायों के बारे में सरकार ने गम्भीरतापूर्वक विचार करने का निर्णय किया है ; और

(ख) यदि हां, तो तत्संबंधी रूपरेखा क्या है ?

पर्यटन और नागर बिमानन मंत्री (श्री पुरुषोत्तम कौशिक) : (क) प्रौर (ख) . घानक दर्घटनाओं की जाच करने के लिए

सामान्यतः किसी उच्च न्यायालय के न्यायाधीश की अध्यक्षता में एक जांच अदालत नियुक्त की जाती है और सुरक्षा उपायों के बारे में विभिन्न जांच अदालतों द्वारा की गयी सिफारिशों को, जहाँ भी संभव होता है, कार्यान्वित किया जाता है। 1971 से अब तक नियुक्त की गयी विभिन्न जांच अदालतों द्वारा सिफारिश किए गए सभी सुरक्षा उपायों को, ऐसे कुछेक को छोड़ कर जिनके कार्यान्वयन का काम अभी जारी है, कार्यान्वित किया जा चुका है।

**Indian Airlines Fokker Friendship Flights to Aizal, Mizoram**

5032. DR. R. ROTHUAMA: Will the Minister of TOURISM AND CIVIL AVIATION be pleased to state:

(a) whether Government propose early introduction of regular Indian Airlines Service by Fokker Friendship to Aizal, Mizoram, at least thrice a week in place of the present Private Jamair Service;

(b) if so, steps taken to construct pucca air field at LENGPUI about 15 km. West of Aizal; and

(c) whether the flights by Fokker Friendships from Calcutta to the North-Eastern States will be increased in view of the present heavy air traffics in those areas?

THE MINISTER OF TOURISM AND CIVIL AVIATION (SHRI PURUSHOTTAM KAUSHIK): (a) No, Sir. Not at present.

(b) The Survey of India have been requested to carry out a detailed survey of the site at Langpui to assess its suitability for possible construction of a new aerodrom.

(c) Yes, Sir. This is proposed to be achieved by releasing one F-27 aircraft consequent upon Indian Airlines having taken on lease one HS-748 aircraft from the Director General of Civil Aviation.

**Advancement of Loans for Harijans by Canara Bank in Madathukulam**

5033. SHRI K. A. RAJAN: Will the Minister of FINANCE be pleased to state:

(a) whether the Government are aware that there was a token fast undertaken by the members of Madathukulam Harijan Milk Supply society in front of Canara Bank, Madathukulam for denial of advancement of loans for Harijans to purchase milch animals in Tamil-Nadu;

(b) whether the Government are aware of the fact that the Manager of Madathukulam Canara Bank in Coimbatore is practising untouchability and talking ill of Harijans;

(c) if so, what are the steps proposed by the Government to prevent recurrence of such incidents; and

(d) whether the genuine demands of the Harijans of Madathukulam for advancement of loans to purchase milch animals from Canara Bank Madathukulam be considered at an early date?

THE MINISTER OF FINANCE (SHRI H. M. PATEL) (a): Yes, Sir.

(b) to (d): The Bank has reported that a Divisional Manager visited the Madathukulam branch and did not find the allegations levelled against the Branch Manager true. He has issued suitable instructions to the Branch to consider grant of dairy loans to the Harijan Co-operative Milk Supply Society on merits, in consultation with the Small Farmers Development Agency. Loan applications are being sanctioned without consideration of caste, religion and community.

**Economy in Administration of Ministry of Tourism and Civil Aviation**

5034. SRI BURGA CHAND: Will the Minister of TOURISM AND CIVIL AVIATION be pleased to state:

(a) what steps Government have taken in 1977 to effect economy in the administration of his Ministry;

(b) what is the saving in terms of money as a result thereof; and

(c) what further steps are being taken in 1978 in this regard?

**THE MINISTER OF TOURISM AND CIVIL AVIATION (SHRI PURUSHOT-TAM KAUSHIK):** (a) to (c). The required information is being collected and will be laid on the Table of the Lok Sabha as soon as it becomes available.

#### **Reason for not Exporting Silver to Foreign Countries**

5035. **SHRI YASHWANT BOROLE:** Will the Minister of **COMMERCE, CIVIL SUPPLIES AND COOPERATION** be pleased to state:

(a) whether it is a fact that in spite of large stocks of silver with the country it is not being exported for some reasons;

(b) if so, the nature of these reasons; and

(c) what is the estimated demand abroad and the quantum of exports at present?

**THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND CIVIL SUPPLIES AND COOPERATION (SHRI AFRIF BEG):** (a) No, Sir. Silver is permitted to be exported under annual ceilings.

(b) Does not arise.

(c) State Trading Corporation through whom the export of Silver is canalised has reported that the estimated demand abroad of Silver during 1977-78 is 14,500 M. Tonnes. State Trading Corporation has exported 633 M. Tonnes of Silver during current year upto 22nd March, 1978.

#### **Improvement in Inadequate Facilities at Dabolim (Goa) Airport**

5036. **SHRI AMRUT KASAR:** Will the Minister of **TOURISM AND CIVIL AVIATION** be pleased to state:

(a) whether it is a fact that the facilities at the **DABOLIM (Goa) Air-**

**port** are completely inadequate compared to the number of tourists visiting the territory;

(b) whether the essential facilities like the telephone, water and waiting lounges are not provided;

(c) whether it is a fact that the new **CARAVILLE** service introduced from Bombay to Goa is regularly irregular; and

(d) whether it is not a fact that it affects the inflow of the tourists to the Union Territory?

**THE MINISTER OF TOURISM AND CIVIL AVIATION (SHRI PURUSHOT-TAM KAUSHIK):** (a) and (b). The existing facilities are partly provided on the ground floor of the Naval Technical Block and partly in a purely temporary structure constructed in 1973. A new civil enclave for providing adequate facilities is in advanced stages of construction at a new location. On the commissioning of the new civil enclave the present difficulties are expected to be solved and all essential facilities will be provided. The first phase of the civil enclave is expected to be commissioned shortly.

(c) No, Sir.

(d) Does not arise.

#### **Deletion of Tobacco from Central Excise and Salt Act, 1944**

5037. **SHRI MANOHAR LAL:** Will the Minister of **FINANCE** be pleased to state the reasons for which Tobacco was also not deleted along with Tea and Coffee from the Second Schedule to the Central Excise and Salt Act, 1944, pertaining to restriction on possession of excisable goods as provided in Section 8 of the Act?

**THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI SATISH AGARWAL):** Copies of the Second Schedule to the Central Excises and Salt Act, 1944, prior to and after its amendment through the

Finance Act, 1956 (18 of 1956) are annexed. It will be seen therefrom that tea and coffee were never included in the list of commodities to which restrictions in terms of Section 8 of the Central Excises and Salt Act, 1944, could be applied. On the other hand, tobacco remained in this list both before and after the amendment. It may, however, be mentioned that in practice it has not been found necessary to invoke the provisions of Section 8 even in respect of Tobacco.

**Annexure**

(As in force prior to amendment in 1956)

**THE SECOND SCHEDULE**

(See Section 6 and 8)

**PART-A**

Excisable goods specified for the purposes of section 6—

1. Tobacco.

2. Coffee—When supplied by a curer to wholesale dealer, whether directly or through a broker or commission agent.

**PART—B**

Excisable goods specified for the purposes of section 8—

1. Tobacco

**Annexure II**

[As in force after amendment through the Finance Act, 1956 (18 of 1956)]

**THE SECOND SCHEDULE**

(See Section 8)

**TOBACCO**

विदेशों में भेजे गए सरकारी प्रतिनिधि मंडलों पर खर्च की गई धनराशि

5038. श्री मही लाल: क्या वित्त मंत्री यह बताने को कृपया करेंगे कि :

(क) वर्ष 1975-76 1976-77 और 1977-78 के दौरान, बतवार, विदेशों

को कितने भारतीय सरकारी प्रतिनिधि मंडल भेजे गए और वे कितनी रकम खर्च की भेजे गए ;

(ख) इन प्रतिनिधि मंडलों का विदेशों में भेजने का क्या प्रयोजन था और उग प्रयोजन की कक्षा तक पूर्ति हुई ; और

(ग) इनमें से प्रत्येक प्रतिनिधि मंडल पर कितनी धनराशि खर्च की गई ?

वित्त मंत्री (श्री एच० एम० पटेल) :

(क) से (ग). नीचे बताई गई अवधियों के संबंध में इसी प्रकार की सूचना अतारांकित प्रश्न संख्या 3615 और 661 में मांगी गई थी जिनका उत्तर लोक सभा में क्रमशः 15 जुलाई, 1977 और 24 फरवरी, 1978 को दिया गया था :—

अतारांकित प्रश्न संख्या	अवधि जिसके लिए सूचना मांगी गई
3615	1974-75, 1975-76 और
661	1976-77, 31 दिसम्बर, 1977 को समाप्त होने वाले तीन वर्षों के लिए ।

उपर्युक्त सूचना एकत्रित की जा रही है और यथासंभव शीघ्र सभा पटल पर रख दी जाएगी। तदनुसार, इस प्रश्न में, 1975-76, 1976-77 और 1 अप्रैल, 1977 से 31 दिसम्बर, 1977 तक की अवधि के लिए मांगी गई सूचना उपर्युक्त अतारांकित प्रश्न संख्या 3615 और 661 के उत्तर में दी जाने वाली सूचना में उपलब्ध कर दी जाएगी। 1 जनवरी, 1978 से 31 मार्च, 1978 तक की अवधि के संबंध में सूचना श्रम से एकत्रित की जा रही है और यथासंभव शीघ्र सभापटल पर रख दी जाएगी।

**Loss incurred due to Export of Sugar**

5040 SHRI P. RAJAGOPAL NAIDU: Will the Minister of COMMERCE, CIVIL SUPPLIES AND COOPERATION be pleased to state:

(a) whether the Government are incurring losses due to export of sugar; and

(b) if so, the loss incurred during 1977-78?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND CIVIL SUPPLIES AND COOPERATION (SHRI ARIF BEG): (a) Yes, Sir.

(b) During 1977-78, a total of 0.69 lakh tonnes of Sugar valued at Rs. 16.33 crores is likely to be exported. The loss on exports is estimated at about Rs. 2 crores.

**Air India's Flight from Moscow with the Prime Minister on Board made a Technical Halt at Tehran**

5041. SHRI MOHD. SHAFI QURESHI: Will the Minister of TOURISM AND CIVIL AVIATION be pleased to state:

(a) whether it is a fact that the Air India Flight made a technical halt at Tehran while flying back from Moscow with the Prime Minister;

(b) if so, how many persons were deplaned at Tehran; and

(c) how many belong to the Prime Minister's party?

THE MINISTER OF TOURISM AND CIVIL AVIATION (SHRI PURUSHOTAM KAUSHIK): (a) Yes Sir

(b) One.

(c) One.

पाकिस्तान और मध्य पूर्व के देशों को वस्तुओं का निर्यात करने के लिए भ्रमृतसर में विमान सुविधायें

5042. श्री मोहन प्रकाश त्यागी : क्या वाणिज्य तथा नागरिक पूर्ति और सहकारिता मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि पाकिस्तान और मध्य पूर्व के देशों को निर्यात की जाने वाली वस्तुएं सीधे भेजने के लिये भ्रमृतसर में आवश्यक विमान सुविधाओं की व्यवस्था करने के लिये पंजाब सरकार ने केन्द्रीय सरकार से अनुरोध किया है ; और

(ख) यदि हाँ, तो इस बारे में केन्द्रीय सरकार की क्या प्रतिक्रिया है ?

वाणिज्य तथा नागरिक पूर्ति और सहकारिता मंत्रालय में राज्य मंत्री (श्री अरिफ बेग): (क) और (ख) जी हाँ। पंजाब सरकार ने वाणिज्य मंत्रालय को एक सर्वेक्षण रिपोर्ट भेजी है जिसमें भ्रमृतसर हवाई अड्डे पर एक एकीकृत एयर कार्गो कम्पनिस की स्थापना की सिफारिश की गई है, जिसका उद्देश्य भ्रमृतसर से विदेशी बाजारों को सीधे हवाई निर्यातों के विकास के लिये सीमा शुल्क निकासी तथा अन्य विभिन्न सुविधाएँ प्रदान करना है। सर्वेक्षण रिपोर्ट पर विभिन्न सरकारी प्राधिकरणों के साथ परामर्श करके विचार किया जा रहा है।

**Recovery of Income-Tax arrears**

5043. SHRI S. R. DAMANI: Will the Minister of FINANCE be pleased to state:

(a) the amount of income-tax arrears outstanding upto 31st December, 1977;

(b) how many cases are more than five years old, the amount involved and reasons for non-recovery; and

(c) whether an estimate has been made of the amount likely to be written off as unrecoverable and the details thereof?

**THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI ZULFIQUARULLAH):** (a) According to presently available information, the gross and net arrears of income-tax (including corporation tax) as on 31st December, 1977 were as under:—

Gross arrears	Rs. 1004.01 crores
Net arrears	Rs. 720.62 crores

(b) Information regarding the number of cases which are more than five years old as on 31st December, 1977 and the amount involved therein is not readily available. However, information relating to 10 years and older and 2-to-9 years old arrears which were outstanding as on 31st December, 1977 [excepting the arrears in respect of Delhi (Central charge)] is available and is as under:—

(Amount in crores of rupees)

	Gross	Net
10 years and older arrears . . . . .	86.78	78.11
2 to 9 years old arrears . . . . .	129.49	344.34

Some of the major factors on account of which tax arrears remain outstanding are as follows:—

- (i) Amounts not fallen due.
- (ii) Amounts for which stay/installments have been allowed.
- (iii) Amounts pending settlement of double income-tax relief.
- (iv) Amounts due from companies under liquidation.
- (v) Amounts due from persons who have left India or are otherwise not traceable.

(vi) Amounts disputed in appeals.

(c) No, Sir. However, the amounts written off as irrecoverable during the last three years are as under:—

(Amount in crores of rupees)

Financial year	Amount written off
1974-75 . . . . .	4.72
1975-76 . . . . .	5.32
1976-77 . . . . .	9.79

**IA placed orders for Equipments without Quotations**

**5044. SHRI NARENDRA SINGH:** Will the Minister of TOURISM AND CIVIL AVIATION be pleased to state:

(a) whether it is a fact that Indian Airlines recently called for tenders for supply of ground equipments for Airbus aircraft and received cost of tender form @ Rs. 15.00 from various interested and qualified firms;

(b) whether Indian Airlines have not supplied tender forms even upto the closing date of the tender;

(c) is it also a fact that the Indian Airlines have placed orders for the same equipments worth about Rs. 5 lakhs even without getting quotations with a firm of Bombay;

(d) whether some equipments supplied earlier by the same firm did not meet the minimum technical specifications laid down by the International authorities;

(e) if so, the reaction of the Government therein; and

(f) steps that are proposed to be taken to ensure for adopting proper procedure while giving contracts?

**THE MINISTER OF TOURISM AND CIVIL AVIATION (SHRI PURUSHOTTAM KAUSIK):** (a) and (b) After the requirements of



Pallet Dolleys for the Airbus aircraft were determined in December, 1977, Indian Air lines intended to advertise in the Press for their procurement. However, in view of the urgency of requirements and based on Past experience, it was later decided to cancel the tender notice released to the newspapers. The newspapers concerned were accordingly advised not to publish the advertisement. However, despite an acknowledgement dated 23rd December, 1977, the Times of India, Published the advertisement through an oversight in its Bombay Edition only on 25th December, 1977. Request for a tender form, accompanied by Postal Order for Rs. 15/- was received on 28th December, 1977, from one party. The Postal Order was returned to them on 3rd February, 1978.

(c) and (d). This order was placed at the earlier rates, after ensuring that the market rates of similar equipment had gone up and the equipment supplied earlier by the party met the corporation's technical specifications and was giving satisfactory service.

(e) and (f). Do not arise.

**ग्रामीण क्षेत्रों में बैंकों की शाखायें**

5045. श्री सुरेश्वर झा सुमन : क्या वित्त मंत्री यह बताने की कृपा करेंगे कि :

(क) देश के ग्रामीण क्षेत्रों में इस समय विभिन्न बैंकों की कितनी शाखायें हैं ;

(ख) बिहार राज्य में उनकी संख्या कितनी है ; और

(ग) वर्ष 1978-79 में बिहार में ऐसी कितनी शाखायें खोलने का विचार है ?

वित्त मंत्री (श्री एच० एम० पटेल) :

(क) और (ख) : दिसम्बर, 1977 के अन्त की स्थिति के अनुसार वाणिज्यिक बैंकों की ग्रामीण स्थानों (10,000 से कम

शाखायें वाली स्थानों) में स्थित शाखाओं की कुल संख्या 11092 थी। उसी तारीख को बिहार के ऐसे ग्रामीण स्थानों में वाणिज्यिक बैंकों की 626 शाखायें थी।

(ग) भारतीय रिजर्व बैंक ने वाणिज्यिक बैंकों में कहा है कि वे 1978 के लिये अपना शाखा-विस्तार योजनायें बना लें। उन्हें सलाह दी गई है कि वे ऐसे जिलों के बैंक गठन ग्रामीण स्थानों को चुने जहाँ प्रति-बैंक-कार्यालय जनसंख्या का अंशतः, अधिकतम भारतीय अंशतः से अधिक हो। ये योजनायें अभी तक उपलब्ध नहीं हो पाई हैं। परन्तु रिजर्व बैंक ने सूचित किया है कि दिसम्बर, 1977 के अन्त की स्थिति के अनुसार बैंकों के पास बिहार के ग्रामीण स्थानों में शाखा खोलने के 98 लाइसेंस मौजूद थे।

**Scheduled Castes/Tribes Employees in the Public Undertakings under the Ministry of Commerce**

5046. SHRI SHIV NARAIN SARSONIA: Will the Minister of COMMERCE AND CIVIL SUPPLIES AND COOPERATION be pleased to state:

(a) the class-wise (I, II, III & IV) total number of persons in each of the following undertakings functioning under his Ministry:

1. Cashew Corporation of India Ltd.
2. Central Cottage Industries Corporation of India Ltd.
3. Export Credit & Guarantee Corporation Ltd.
4. Handicrafts & Handlooms Export Corporation Ltd.
5. Mica Trading Corporation Ltd.
6. Minerals & Metals Trading Corporation Ltd.
7. Projects & Equipment Corporation Ltd.
8. State Chemicals & Pharmaceuticals Corporation of India.

9. State Trading Corporation of India Ltd.

10. Tea Trading Corporation of India Ltd.

(b) the number of Scheduled Castes and Scheduled Tribes in each class and each undertaking separately;

(c) whether Government of India's order relating to cessation of vacancies are followed in the matter of recruitment and promotion in these undertakings; and

(d) if not, the reasons thereof?

**THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND CIVIL SUPPLIES AND COOPERATION (SHRI ARIF BEG):** (a) to (d). The information is being collected and will be laid on the Table of the House.

#### **Proposal to export High-Ash Coal**

5047. **SHRIMATI PARVATHI KRISHNAN:** Will the Minister of COMMERCE AND CIVIL SUPPLIES AND COOPERATION be pleased to state:

(a) whether Government have a proposal under consideration to export high-ash coal; and

(b) if so, the quantum of such coal proposed to be exported, at what rate and to which countries?

**THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND CIVIL SUPPLIES AND COOPERATION (SHRI ARIF BEG):** (a) Coal with ash content ranging between 14 to 20 per cent, which can be termed as high ash coal, is already being exported by India.

(b) **MMTC**, (through which export of coal is canalised, except Nepal, to which the exports are made by Coal India Limited) proposes to export a quantity of about 1.5 million tonnes of coal during 1978-79 as under:—

(i) About 5 lakh tonnes to neighbouring countries.

(ii) About 7-8 lakh tonnes to West European Countries.

(iii) About 2-3 lakh tonnes to Far Eastern Countries.

It would not be in the commercial interest to disclose the prices, at which coal is proposed to be exported.

#### **Loan Payable by Pakistan according to Partition Agreement**

5048. **SHRI R. K. MHALGI-  
SHRI DAYA RAM SHAKYA:**

Will the Minister of FINANCE be pleased to state:

(a) the total amount of loan Pakistan owes to India under financial agreements entered into with that country at the time of partition and the total interest which accrued to India in respect of this loan upto date; and

(b) what steps have been taken during last one year to recover this loan?

**THE MINISTER OF FINANCE (SHRI H. M. PATEL):** (a) Pakistan's partition debt to India is of the order of Rs. 300 crores; the precise amount has not so far been agreed upon despite efforts made on various occasions. Under the partition arrangements concluded in December 1947, this debt was repayable by Pakistan in Indian rupees in 50 annual equated instalments of principal and interest (at 2-7/8 per annum) commencing from the 15th August, 1952. In the absence of any payment by Pakistan towards repayment of principal or interest, the accumulated interest, even at the normal rate (2-7/8 per cent), now exceeds the amount of debt due from Pakistan.

(b) No fresh efforts have been made during the last one year towards settlement of this issue.

### Dearness Allowance to Central Government Pensioners

5049. SHRI SURAJ BHAN Will the Minister of FINANCE be pleased to state

(a) whether any increase in the Dearness Allowance of the Central Government Pensioners has become due as a result of increase in the average of cost of living index,

(b) if so, what action is proposed to be taken; and

(c) if not, when will it become due?

THE MINISTER OF FINANCE (SHRI H. M. PATEL): (a) No, Sir

(b) Does not arise

(c) The next instalment of relief will become due when the twelve monthly average of the All India Working Class Consumer Price Index (1960-100) reaches 328

### Hall Mark for Export of Gold/Gold Ornaments

5050 SHRI R. KOLANTHAIVELU Will the Minister of COMMERCE AND CIVIL SUPPLIES AND COOPERATION be pleased to state

(a) whether Government are contemplating to introduce Hall Mark for export of Gold/Gold ornaments

(b) if so, whether quality control measures are also being introduced;

(c) whether Export Inspection Council and Export Inspection Agency are recognised for the purpose; and

(d) if there will be only Hall Mark of Gold/Gold Ornaments, is the work going to be entrusted to Export Inspection Council and Export Inspection Agency?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND CIVIL SUPPLIES AND COOPERATION (SHRI ARIF BEG): (a) to (d)

No final decision in the matter has been taken by the Government as yet

### Remittance by Indians living in Socialist Countries

5051 SHRI AHMED HUSSAIN: Will the Minister of FINANCE be pleased to state

(a) whether Indians living in the Socialist countries like East Germany are not permitted to send money home to dependents or open accounts in their own names (non-resident transfer), which facility is available to the people of the Socialist countries living in India;

(b) if not, why not;

(c) action taken/proposed to be taken to make this facility available to Indians in the aforesaid countries; and

(d) the reason why the people of the same countries are being allowed to operate accounts while their Governments do not make available the same facilities to Indians abroad?

THE MINISTER OF FINANCE (SHRI H. M. PATEL): (a) to (d) All foreign nationals including nationals of Socialist countries employed in India enjoy facilities to remit part of their income out of India. Indian nationals employed in the Soviet Union are permitted to remit part of their income to India. Cases of Indian nationals seeking similar remittance facilities in other East European Socialist countries other than the German Democratic Republic have not come to the notice of Government. The GDR authorities do not normally extend remittance facilities to Indian nationals employed in that country. Government have taken up with the GDR authorities the question of the extension of remittance facilities to these Indian nationals on a reciprocal basis and the response of the GDR authorities is awaited.

**Ban on export of Cuminsseeds**

5052. SHRI MOTIBHAI R. CHOU-DHARY: Will the Minister of COMMERCE, CIVIL SUPPLIES AND CO-OPERATION be pleased to state:

(a) the total production of J-era (cumin) in the country during the past five years and also the quantity exported during the same period, year-wise;

(b) the production thereof estimated for the current year (1977-78) and the quantity proposed to be exported;

(c) whether the export thereof has been banned recently and the years in which the export was banned earlier;

(d) whether, because of hike in price, cumin has been sown on a large scale and a bumper production is expected and if so, whether the export thereof will also be increased in the same scale, and

(e) whether ban on export will be withdrawn immediately after the crop has started arriving in mandis so that farmer, who purchased cuminsseeds at Rs 800/- per 20 kg are not put to loss?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND CIVIL SUPPLIES AND COOPERATION (SHRI ARIF BEG): (a) and (c) Government have recently banned the export of cuminsseeds. The total annual production of Cuminsseeds in the country is estimated to be about 50,000 tonnes. Quantity exported of cuminsseeds during the last five years has been as under:—

Year	Quantity (M.T.)
1972-73	2179.43
1973-74	3366.34
1974-75	1404.44
1975-76	2492.77
1976-77	1334.95

(b) (d) and (e) No accurate estimates of current year's cuminsseeds production is available yet. The prices of cuminsseeds are still prevailing very high although they have shown a down-

ward trend recently. National Agricultural Cooperative Marketing Federation of India Ltd. and National Cooperative Consumer Federation Ltd. have been instructed to make purchases of cuminsseeds this year and to see that the prices at the mandis do not fall below levels which are unremunerative to the growers.

**Number and Nature of Advances made by the Bank of Baroda and their Recovery position**

5053. SHRI SURENDRA BIKRAM: Will the Minister of FINANCE be pleased to state:

(a) how many proposals Bank of Baroda has approved during last 3 years at the instance of its General Manager/Chairman and Managing Director without proper scrutiny through the zone/area the details of such proposals and reasons for doing so;

(b) in how many cases Bank of Baroda has failed to recover finances allocated by them during Emergency i.e. during 1975-77; the parties, amounts financed and recovery position, and

(c) is it a fact that during emergency, Chairman and Managing Director approved proposals at the instance of high-ups under pressure without proper scrutiny; if so, the number and nature of advances and their recovery position?

THE MINISTER OF FINANCE (SHRI H. M. PATEL): (a) According to the Bank of Baroda, proposals for advances are not initiated at the instance of its Chairman and Managing Director or the General Manager. Applications for credit limits received by the bank are scrutinized and sanctioned or rejected at different levels like the Branch, Regional Office, the Central Office and by the Board. The authorities below the Board sanction the proposals within the powers delegated to them by the Board.

(b) In accordance with the practices and usages customary among bankers,

and also in conformity with the provisions of the statutes governing the public sector banks information relating to individual constituents of the bank cannot be divulged. It will, therefore, not be possible for the Bank of Baroda to disclose details relating to parties in whose cases advances have been recalled by it or legal steps initiated for the recovery of bank dues. The credit facilities are usually sanctioned by a bank to a borrower subject to a repayment schedule according to the borrower's cash generation, and the extreme step of recalling an advance is taken only when the overall position of conduct of the account would warrant such an action. The balance-sheets of the Bank of Baroda as on December 31, 1975 and December 31, 1976 do not indicate that these carried any debts considered bad or doubtful which had not been provided for.

(c) The Bank of Baroda has reported that no proposals for advances have been sanctioned by the Chairman and Managing Director under extraneous circumstances and without usual scrutiny and appraisal at the appropriate levels in terms of the procedures and practices in vogue in the Bank.

#### **Alleged sale of £43,000 at unofficial Exchange rate**

5054. SHRI C. K. CHANDRAPPA:  
Will the Minister of FINANCE be pleased to state:

(a) has Government investigation action resulted in finding the real culprit regarding the alleged sale of £43,000 at unofficial exchange rate by M. R. Jit Paul of Messrs Amin Chand Pyarelal group to Mr. H. K. Jain, Chairman M/s. Stretchlon P. Limited, Bombay;

(b) if it is so, the details thereof; and

(c) if not, how long this investigation will take to come to a conclusion?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI SATISH AGARWAL): (a) and (b). The Directorate of Enforcement has undertaken certain investigations into the alleged sale of £43,000 at unofficial exchange rate by Shri Jit Paul of M/s Amin Chand Pyarelal group to Shri H. K. Jain, Chairman of M/s. Stretchlon Pvt. Ltd., Bombay a show cause notice has been issued to M/s. Stretchlon Pvt. Ltd., Bombay for violation of sections 4(1) and 4(2) of Foreign Exchange Regulation Act, 1947 for illegal acquisition of foreign exchange at rates other than those authorised by the Reserve Bank of India. The adjudication proceedings in the case are in progress.

(c) Further investigations are in progress. They are expected to be completed soon.

#### **Incentives introduced during the current year to improve Economy and Production**

5055. SHRI PRASANNBHAI MEHTA:  
Will the Minister of FINANCE be pleased to state:

(a) whether it is a fact that Reserve Bank of India Chief has stated that the Indian economy required was a system of rewards, incentives and ownership of wealth which commended a sufficient degree of acceptability by different groups;

(b) if so, whether the Ministry is working out economic schemes while keeping these in view;

(c) if so, the details of the same; and

(d) what new incentives have been introduced during the current year to improve our economy and production?

THE MINISTER OF FINANCE (SHRI H. M. PATEL): (a) Yes, Sir. In his inaugural remarks to the 60th session of the Indian Economic Association at Madras on December 28, 1977, the Governor of the Reserve Bank, reflecting on the problem of

income distribution in our economy, made the following observation:

"What is required ultimately is a system of rewards, incentives and ownership of wealth, which commands a sufficient degree of acceptability on the part of different groups that constitute our society; and it is here that economic management and social or political management or transformation get inevitably intertwined."

(b) and (c). The government has noted the observation made by the Governor of the Reserve Bank. The problem of income distribution is a multi-dimensional one and calls for sustained efforts on various fronts. Fortunately, there is sufficient consensus in the country among the various sections of the community for achieving economic growth with distributive justice within the framework of planning. Since the bulk of the population lives in the rural areas and is poor, a positive way of reducing existing inequalities is to improve their economic condition, while continuing with fiscal and other policies to reach the goal of an egalitarian society. As has been spelled out in the draft Five Year Plan 1978-83, the strategy of Planning would be oriented towards achieving the following objectives:

- (i) Removal of unemployment and significant under-employment;
  - (ii) An appreciable increase in the standard of living of the poorest sections of the population; and
  - (iii) To meet the basic minimum needs of the people.
- (d) Among the various measures taken by the Government in the current year those which have a direct bearing on the improvement of the economy and production are; the step-up in the annual plan outlay by 27 per cent and larger allocation of plan outlays to agriculture, rural infrastructure, power and irrigation; increase in procurement prices of wheat, paddy and groundnut; advance announcement of enhanced support price for gram

reduction in fertilizer prices; restoration of minimum bonus to industrial workers; extension of investment allowance to all industries except a few specified as low priority ones and restructuring of interest rates.

#### **Grant of exemption from Excise duty and Customs duty on Ad hoc basis**

5056. SHRI JYOTIRMOY BOSU: Will the Minister of FINANCE be pleased to state the names and addresses of all manufacturers and importers who were granted exemption from excise duty and customs duty as the case may be on ad-hoc basis, and not as a matter of general exemption together with the name of the commodity, tariff value and the amount of duty waived by way of exemption during the last five years?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI SATISH AGRAWAL): During the last five years more than 3,000 ad-hoc exemption orders under Section 25(2) of the Customs Act, 1962, and Rule 8(2) of the Central Excise Rules, 1944, were issued. The work of collecting the names and addresses of all the manufacturers and importers who get the benefit of these exemptions, the names of the commodity, tariff value and the amount of duty involved in each of the cases during the last five years will involve a very large effort and time. The relevant files are spread over a number of places, some of them being with agencies like Shah Commission. If the Honourable Member gives an indication of any specific case or cases in respect of which he desires a detailed information, the relevant details will be collected and furnished.

#### **Food grains Pilfered from Godowns of S.T.C.**

5057. SHRI M. RAM GOPAL REDDY: Will the Minister of COMMERCE AND CIVIL SUPPLIES AND CO-OPERATION be pleased to state:

- (a) whether it is a fact that huge quantity of foodgrains is being pilfer-

ed from the godowns of the S.T.C.; and

(b) if so, the quantity of foodgrains pilfered during 1977, its value and remedial measures taken?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND CIVIL SUPPLIES AND COOPERATION (SHRI ARIF BEG) (a) STC is not storing any food grains in its own godowns

(b) Does not arise

**अफीम खेती**

5058. डा० महादीपक सिंह शास्त्री : क्या बिल नवा यह बनाने की कृपा करेंगे कि .

(क) वर्ष 1976-77 में अफीम की खेती में अजिन राजस्व की राशि क्या है , और

(ख) उत्तर प्रदेश में अफीम की खेती के विकास के लिये सरकार द्वारा क्या कार्यवाही की जा रही है ?

बिल मन्त्रालय में राज्य मंत्री (श्री सतीश अग्रवाल) : (क) कच्ची अफीम की देश में ही विक्री में आर माय ही निर्यात से, वर्ष 1976-77 क दीगन केन्द्रीय सरकार को प्राप्त होने वाली राजस्व की रकम 40.79 कराड रुपये थी।

(ख) देश में अफीम के उत्पादन में वृद्धि करने के लिए सरकार न अनेक कदम उठाये है जैसे कि. --

(1) उत्तर प्रदेश, मध्य प्रदेश और राजस्थान के अफीम उगाने वाले इलाकों में अफीम की काश्त के अनुसंधान करने में वृद्धि की गई है।

(2) अफीम उगाने वाले इलाकों में अफीम की काश्त के अनुसंधान करने में वृद्धि की गई है।

आधार पर तय की जाती है। अफीम की प्रती हेक्टेयर उच्चतर उपज देने वाले काश्तकार का भुगतान उच्चतर दर पर किया जाता है।

(3) प्रत्येक अफीम प्रभाग में, अफीम की उच्चतम उपज देने वाले काश्तकार का नकद पुरस्कार दिये जाते हैं ,

(4) कीटनाशकों और उर्वरकों के इस्तेमाल के सम्बन्ध में काश्तकारों को शिक्षित करने के लिए प्रदर्शनों की व्यवस्था की जाती है। उनके पोस्त के खेतों में इस्तेमाल के लिए रासायनिक उर्वरक और कीटनाशक अधिधिया प्राप्त करने में काश्तकारों की सहायता भी की जाती है।

(5) सरकार ने अफीम की खेती पर बहुत सी दीर्घकालिक अनुसंधान योजनाओं का प्रारम्भ की है। अफीम की उपज और क्वालिटी में सुधार लाने की दृष्टि में पास्त की खेती के विभिन्न पहलुओं पर प्रयोग करने के लिए पास्त उगाने वाले कुछ क्षेत्रों में प्रयोगात्मक फार्मों की स्थापना भी की गई है और इन प्रयोगों से प्राप्त परिणाम, पास्त काश्तकारों के मार्गदर्शन के लिए उनमें प्रचारित किये जाते हैं।

#### Excise duty on Free Sugar

5059 SHRI JAGDISH PRASAD MATHUR Will the Minister of FINANCE be pleased to state

(a) whether Government have studied the effects of recent cut in excise duty on sugar; and

(b) whether sugar manufacturers have further demanded more cut in excise duty on free sugar?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI SATISH AGARWAL): (a) Yes, Sir.

(b) Yes Sir, but considering the trend of wholesale prices of free sale sugar no reduction in basic excise duty is considered necessary at present.

**Proposal to abolish Mandatory Convertibility Clause of Loan Agreements with Companies**

5060. SHRI MUKHTIAR SINGH MALIK:  
SHRI G. M. BANATWALLA:  
SHRI SHYAM SUNDAR GUPTA:

Will the Minister of FINANCE be pleased to state:

(a) whether Government propose to abolish the mandatory convertibility clause and the right to change management which the term lending institutions have had in their loan agreements with the private sector companies; and

(b) if so, what is the object of the contemplated change?

THE MINISTER OF FINANCE (SHRI H. M. PATEL): (a) and (b). The policy inserting a mandatory convertibility clause in the loan agreements between the term lending institutions and their assisted concerns in the private sector is reviewed by the Government from time to time.

The right to change management in assisted concerns is usually acquired by public financial institutions through appropriate covenant entered into between the institutions and borrowers on commercial considerations and there is no proposal to stop such arrangements.

**Re-employment of Officials in Government Offices or Public Undertakings**

5061. SHRI MANORANJAN BHAKTA: Will the Minister of FINANCE be pleased to state:

(a) whether a large number of retired Government servants are employed in Public Undertakings thereby depriving chances of employment to the fresh entrants;

(b) whether Government are considering to put a ban on the re-employment of Government servants

in Government Offices or undertakings in future; and

(c) if so, details thereof?

THE MINISTER OF FINANCE (SHRI H. M. PATEL): (a) and (b). It would not be correct to say that a large number of retired Government servants are employed in public enterprises. Employment of superannuated persons is to be resorted to only in exceptional circumstances. Appointment to senior posts in public enterprises carrying a pay scale of Rs. 2500-3000 and above of persons who have attained the age of 58 years, irrespective of their background, can be made only with the approval of Government. Some of the public enterprises have felt the need for appointing senior retired officers of Government as Advisers and Consultants for limited periods in order to take advantage of their vast experience for business purposes. These appointments are not expected to affect the career prospects of others. There is no proposal to put a total ban on such re-employment.

(c) Does not arise.

**Price of Potato**

5063. SHRI D. D. DESAI: Will the Minister of COMMERCE AND CIVIL SUPPLIES AND COOPERATION be pleased to state:

(a) whether potato prices have sunk to uneconomic levels this season;

(b) if so, whether National Agricultural Cooperative Marketing Federation has made purchases only after prices slumped to uneconomic levels; and

(c) whether potato farmers have been ruined in the process?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE, AND CIVIL SUPPLIES AND COOPERATION (SHRI KRISHNA KUMAR GOYAL): (a) No, Sir.

(b) and (c) Does not arise.



### Change in REP Import Policy

5064 SHRI HINDAN SINGH  
Will the Minister of COMMERCE  
CIVIL SUPPLIES AND COOPERATION  
be pleased to state

(a) what were the recommendations in detail of his Ministry which led to the issue of Public Notice on 27th September, 1977 for change in REP import policy, and

(b) if so, why only one recommendation was implemented and the reasons for ignoring others?

THE MINISTER OF STATE IN THE  
MINISTRY OF COMMERCE AND  
CIVIL SUPPLIES AND COOPERATION  
(SHRI ARIF BEG) (a) and (b) The Public Notice in question, was issued based on inter-departmental discussions held at the request of the Ministry of Petroleum Chemicals and Fertilizers to harmonise the Registered Exports' policy more appropriately with indigenous production

उर्बरको पर लगे करो को समाप्त करने  
की योजना

5065 श्री राजेन्द्र कुमार शर्मा : क्या  
बिहार मंत्री यह बताने की प्रयास करेंगे कि

(क) क्या सरकार कृषि विभागधीन ऐसी  
कार्ड योजना है जिसके अन्तर्गत उर्वरक का  
से कर एक उत्पादन शुल्क विलुप्त समाप्त  
करके किसानों का राहत देने की व्यवस्था  
की जाएगी,

(ख) यदि हा ना तो वर्ष 1977-78 और  
1978-79 में कितने उर्वरक का कर और  
उत्पादन शुल्क में मुक्त किया जाएगा, और

(ग) देश में कुल कितना प्रतिशत किसान  
इसमें लाभान्वित होंगे ?

बिहार मंत्रालय में राज्य मंत्री (श्री सतीश  
अग्रवाल) (ग) का उत्तर : उत्तराखण्ड  
उत्पादन शुल्क अर्थात् उत्पादन शुल्क का पूर्ण

हटाने की कार्य योजना फिलहाल विचारधीन  
नहीं है। लेकिन सिंगल मुपु फार्मेट  
और ट्रिपल मुपु फार्मेट उर्वरक का उत्पादन  
शुल्क पहले ही मूल्यानुसार 15 प्रतिशत से  
घटा कर मूल्यानुसार 7½ प्रतिशत कर दिया  
गया है। इसके अतिरिक्त,

(i) शक्ति की मदद के बिना तैयार  
किए गए उर्वरकों,

(ii) शुल्क प्रदत्त उर्वरकों से शक्ति की  
मदद से तैयार किए गए मिश्रित उर्वरकों,

(iii) कृषि विभागिक प्रयोजनों के  
लिए प्रयुक्त उर्वरक, और

(iv) कृषि सबधी फिट किए हुए  
विरल तत्व अथवा अणुपोष अथवा मृदा  
स्थायित्वकारी के रूप में ज्ञात उर्वरक का  
भी उन पर लगे हुए समस्त उत्पादन-  
शुल्क से छूट प्राप्त है।

(ख) और (ग). प्रश्न नहीं उठते।

उत्पादन के बारे में आयात नीति

5068. श्री फूल चन्द वर्मा : क्या  
वाणिज्य तथा नागरिक प्रति और सहकारिता  
मंत्री यह बताने की प्रयास करेंगे कि

(क) उत्पादन के बारे में आयात न नीति  
क्या है,

(ख) इसका आयात कौन-कौन से  
संगठन कर रहे हैं, और

(ग) इसका कितनी मात्रा तक आयात  
किया जाता है ?

वाणिज्य तथा नागरिक प्रति और  
सहकारिता मंत्रालय में राज्य मंत्री (श्री  
आरिफ बेग) : (क) आयात नीति  
के अनुसार उत्पादन के आयात का अनुमति  
नहीं है।

(ख) बाबू विनोद चर्प के मीगल यथान्त अग्रे 1977 के अग्र तनीनों की समेशन का काई भी प्रारंभ नाइयेग जरूरी नहीं थिया गया है ।

(ग) उगाकन (ख) का देखते हुए कुछ भी नहीं ।

**Re-Structuring of Public Undertakings**

5069. SHRI BALASAHEB VIKHE PATIL: Will the Minister of FINANCE be pleased to state:

(a) whether the government are considering the need of re-structuring the entire Public Undertakings to enhance production; and

(b) if so, what are the major changes which the Government propose to make in this regard?

THE MINISTER OF FINANCE (SHRI H. M. PATEL): (a) The Government are not considering any general restructuring of the public enterprises. However, it is the constant endeavour of Government to make such changes in organisation and working procedures where necessary so as to improve efficiency and effectiveness of these enterprises.

(b) Does not arise.

**मंत्रालयों और कार्यालयों द्वारा विदेशी कारों का प्रयोग**

5070. श्री लालजी भाई : क्या वित्त मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि कुछ मंत्रालय अथवा मंत्रालयों के संबद्ध कार्यालयों में कुछ अधिकारी अभी भी विदेशी कारों का प्रयोग स्टाफ कारों के रूप में कर रहे हैं ; और

(ख) यदि हाँ, तो उन कार्यालयों अथवा अधिकारियों के नाम बताइए जिनके लिए आयातित कारों का प्रयोग होता है ?

**वित्त मंत्री (श्री एच० एम० पटेल) :**

मंत्रालयों/विभागों से मुक्त एंव वित्त की जा रही है और जैसे ही यह उपलब्ध हो जायगा, मन्त्रालय पर रख दी जायगा ।

**Writing off debt standing against 3rd World Countries**

5071 SHRI VINODHBHAI B. SHETH: Will the Minister of FINANCE be pleased to state:

(a) whether the reported decision of writing off debt by Britain and other countries standing against Third World countries is correct;

(b) whether India will be benefited by this decision;

(c) if so, to what extent; and

(d) whether India will approve of writing off such debt?

THE MINISTER OF FINANCE (SHRI H. M. PATEL): (a) A Special Session of the Trade and Development Board of UNCTAD held at the Ministerial level in Geneva from 6th to 11th March, 1978 considered the problems of external indebtedness of developing countries. The Session resolved *inter alia* that developed donor countries will seek to adopt measures for adjusting the terms of their past bilateral official development assistance to poorer developing countries in order to bring them in line with the softer terms which are currently prevailing for such assistance, or would adopt other equivalent measures, as a means of improving the net flows of official development assistance to these countries. Upon undertaking such measures, each developed donor country will determine the distribution and the net flows involved within the context of its own aid policy.

(b) and (c). The above decision implies that adjustment could be carried out in a flexible manner and in a number of ways, including writing off of past debts. The extent of which India will benefit from this decision

will depend upon the form of implementation of the above decision by various developed donor countries.

(d) India will, of course, welcome adjustment of its past official debts in order to bring them in line with the present terms of such assistance from various bilateral sources.

#### **Development of Kutoshwar in North Bihar**

5072. SHRI RAM SEWAK HAZARI: Will the Minister of TOURISM AND CIVIL AVIATION be pleased to state:

(a) whether Kutoshwar is an ancient and religious place in North Bihar;

(b) whether the above place is in backward area and tourists find it difficult to visit this spot; and

(c) if so, whether Government propose to develop this place as a tourism spot and build an Inspection House there?

THE MINISTER OF TOURISM AND CIVIL AVIATION (SHRI PURSHOTTAM KAUSHIK): (a) and (b). Yes, Sir.

(c) Kutoshwar is visited by people from neighbouring area to offer prayers and perform religious ceremony on the occasion of Shivratri. Thus being primarily a centre of local importance, any development to be undertaken at this place would be the responsibility of the State Government. There is, therefore, no proposal in the Central sector to develop Kutoshwar.

#### **Implementation of Reservation orders for SC/ST in STC**

5073. SHRI SHIV SAMPATI RAM: Will the Minister of COMMERCE, CIVIL SUPPLIES AND COOPERATION be pleased to state:

(a) whether reservation orders for Scheduled Castes/Scheduled Tribes in recruitment in STC are implemented; if so, from which date;

(b) what is the total strength of employees category-wise in STC;

(c) what is the proportionate cadre-wise representation of SC/ST among them;

(d) whether there is any back-log/shortfall against recruitment quota; and

(e) if so, what steps have been taken by the Administration to wipe out the same?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND CIVIL SUPPLIES AND COOPERATION (SHRI ARIF BEG): (a) Yes, Sir. Rosters are being maintained with effect from January 1970.

(b) and (c). A statement is laid on the Table of the House, [Placed in Library. See No. LT-1977/78].

(d). Yes, Sir.

(e) A statement is laid on the Table of the House. Placed in Library. See No. LT-1977/78].

#### **Criteria for removal of Excise on Sweets and Confectionaries**

5074. SHRI NATWARLAL B. PARMAR: Will the Minister of FINANCE be pleased to state:

(a) the criteria adopted in removing excise on sweets and confectionaries in 1977-78; and

(b) whether there are any products similar to sweets and confectionaries for qualifying for the exemption of excise?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI SATISH AGARWAL): (a) The duty of 10 per cent *ad valorem* leviable under Item 1-A of the Central Excise Tariff on boiled sweets, toffees, candies etc. was removed as part of the 1977 Budget; this was done keeping in view, amongst other things, the

production trends and dutiability on raw materials used in the manufacture of the sweets and confectionaries. However, the goods attract a levy of 5 per cent *ad valorem* under Item 58 CET.

(b) No Sir; items such as Cocoa powder, Drinking chocolates, Chocolates etc. continue to be assessed to duty under Item 1-A of the Central Excise Tariff.

**Memorandum from All India Paper and Allied Manufacturers Association regarding reduction in Customs and other Duties**

5075. SHRI R. N. RAKESH: Will the Minister of FINANCE be pleased to state:

(a) whether the All India Paper & Allied Manufacturers Association, Bombay had submitted to him a Memorandum on 24th February, 1978 *inter alia* suggesting;

(i) reduction in the existing customs and any other duties on the imported wax so as to bring its price at a reasonable level *vis-a-vis* indigenous price of available wax; and

(ii) fixing the pool price of both the imported and indigenous wax;

(b) whether it is a fact that the present high cost of duty is seriously affecting the packaging units, using wax as an essential raw-material for preserving food, Pharmaceuticals and other allied industries thus resulting in their inability to utilise even half of the installed capacity; and

(c) if so, the relief which he proposes to grant to this industry by way of reduction in Customs and other duties?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI SATISH AGARWAL) (a) The All India Paper & Allied Manufacturers' Association had submitted a representation dated 23rd February, 1978 containing these suggestions.

(b) The paper based packaging industry is facing recession in demand and is not able to utilise the full capacity. The shortage of indigenous paraffin wax and high price of imported wax are factors contributing to its cost.

(c) The matter is under consideration of the Government.

**Export of Essential Commodities**

5076. SHRI SAMAR GUHA: Will the Minister of COMMERCE, CIVIL SUPPLIES AND COOPERATION be pleased to refer to the reply given to Unstarred Question No. 4274 on 16th December 1977 regarding export of Essential Commodities used as food and state the steps taken by the Government in regard to export of Commodities for the year 1977-78 and policy adopted for the purpose for the year 1978-79?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND CIVIL SUPPLIES AND COOPERATION (SHRI ARIF BEG): (a) Essential commodities of mass consumption have been allowed to be exported during 1977-78 only to the extent that there has been a clear surplus. Commodities having no supply constraint have been allowed to be exported freely. During 1977-78, illustratively, the exports of, fresh vegetables, potato, onions, turmeric, cummin seeds, Niger seed and oil, Kardi seed and Oil, HPS groundnut, roasted and blanched peanuts, pulses, Instant, dehydrated & Pre-cooked pulses, Pomfret and dried Bombay Duck have been either banned or restricted.

Similarly, in view of increased availability and fall in domestic prices, exports of gur and sugar have also been allowed.

The present policy approach to the exports of essential commodities used as food will be maintained in 1978-79.

### Working of Regional Rural Banks

5077 SHRI R. V. SWAMINATHAN: Will the Minister of FINANCE be pleased to refer to the reply given to Starred Question No. 802 on 5th August, 1977 regarding loans advanced to Scheduled Castes and Scheduled Tribes through rural banks and state:

(a) whether Government have received the report of the Committee which was to go into the working of Regional Rural Banks;

(b) if so, the salient features of the report;

(c) whether Government have accepted the recommendations,

(d) if not received by what time the same is likely to be received; and

(e) steps being taken to implement them?

THE MINISTER OF FINANCE (SHRI H. M. PATEL): (a) No, Sir

(b) to (e) The Dantwala Committee set up to review the working of the Regional Rural Banks submitted its Report of the Reserve Bank on 23-2-1978. Government have not yet received the Report of the Committee or the views of the Reserve Bank thereon. Decisions regarding implementation of the recommendations contained in the Report will be taken in the light of the advice/views of the Reserve Bank after the same are received by Government

बिभिन्न एकाधिकार धरानों का पूंजी निवेश तथा कर की बकाया राशि

507. श्री विनायक प्रसाद यादव : क्या वित्त मंत्री यह बताने की कृपा करेंगे कि :

(क) 1950 और 1977 में अलग-अलग टाटा, डालमिया, इस्पानिया, गोडका

कनीडिया और बिडला एकाधिकार धरानों का कुल पूंजी निवेश क्या है ;

(ख) उन प्रत्येक एकाधिकार धराने पर जनवरी, 1978 तक भ्रायकर, केन्द्रीय बिक्री कर उत्पादन शुल्क, सीमा शुल्क और अन्य करों की तथा व्यक्तितगत करों की कितनी राशि बकाया है, और इसको बमूल करने के लिए सरकार द्वारा क्या कार्यवाही की गई है ; और

(ग) क्या उनके विरुद्ध आर्थिक अध-राष्ट्री और मोक मीग बमूनी अधिनियम के अन्तर्गत मामले दायर किये गये हैं और यदि हा, तो कब और इन मामलों में क्या गति हुई है ?

वित्त मंत्रालय में राज्य मंत्री (श्री लतोश अग्रवाल) : (क) एकाधिकारी तथा निबंधनकारी व्यापार-प्रथा अधिनियम, 1969 की धारा 26 के अन्तर्गत, उपक्रम के रूप में पंजीकृत ऐसे सभी उपक्रमों का बड़े औद्योगिक धराने सम्झा जाता है जिनके स्वयं के पास अथवा जिनके पास परम्पर सम्बद्ध उपक्रमों के साथ मिलकर 20 करोड़ रुपए अथवा उससे अधिक की परिसम्पत्तिया हैं और इस प्रकार उक्त अधिनियम की धारा 20(क) की परिधि के अन्तर्गत आ जाते हैं। 30-9-1977 की स्थिति के अनुसार, टाटा, बिडला और गोयनका के धरानों से, इस प्रकार के कुल 105 उपक्रम हैं। (यहां यह मान लिया गया है कि गोयनका का अधि-प्राय डकन बदर्न एण्ड क० लि० में सम्बद्ध गोयनका में है)। कुल परिसम्पत्तियों का मूल्य उपर्युक्त तीन धरानों द्वारा 1972 और 1975 में निवेश की गई पूंजी को दर्शाते हुए), जिसके बारे में कम्पनी कार्य विभाग के पास

सूचना तत्काल उपलब्ध है, एकत्र कर ली गई है और नीचे दी गई है —

शुप का नाम	उपक्रमों की संख्या	कुल परिसम्पत्तियां, करोड़ रुपये में	
		1972	1975
1. टाटा	31	634 84	909 68
2. बिडला	69	572 17	858 81
3 गोयनका (इकन)	5	18 01	31 01

जहां तक तीन घरानों अर्थात् डालमिया, इस्पानिया और कनोडिया का सम्बन्ध है ऐसा प्रतीत होता है कि इन तीन समूहों का कोई भी उपक्रम एकाधिकारी तथा निबंधनकारी व्यापार प्रथा अधिनियम के अन्तर्गत अब तक पंजीकृत नहीं हुआ है।

(ख) और (ग) किसी राज्य के भीतर होने वाली समान की बिक्रियों तथा खरीद-दारियों पर कर लगाना, सविधान की सातवीं अनुसूची की दूसरी सूची की प्रविष्टि संख्या 54 के अन्तर्गत राज्य सरकारों के कराधान का विषय है। केन्द्रीय बिक्री कर अधिनियम, 1956 के अन्तर्गत अन्तर्राष्ट्रीय व्यापार पर लगाये जाने वाले केन्द्रीय बिक्री कर का प्रशासन भी कानून राज्य सरकारों को सौंप दिया गया है। राज्य सरकारें केन्द्रीय बिक्री कर वसूल करती हैं और वसूल की गई रकम को अपने पास रख लेती हैं। इसलिए केन्द्रीय बिक्री कर के सम्बन्ध में अपेक्षित सूचना केन्द्रीय सरकार के पास उपलब्ध नहीं है।

टाटा, बिडला, तथा गोयनका के घरानों के 105 उपक्रमों की शेर बकाया धायकर, केन्द्रीय उत्पादन शुल्क तथा सीमाशुल्क की

रकम तथा इस सम्बन्ध में की गयी कार्यवाही के बारे में सूचना एकत्र की जा रही है तथा सदन पटल पर रख द जायगी।

**Raids by Enforcement Authorities in Alleppey District, Kerala**

5079 SHRI VAYALAR RAVI  
SHRI V M SUDHEERAN  
SHRI N SREEKANTAN  
NAIR

Will the Minister of FINANCE be pleased to state

(a) whether the enforcement Authorities made any raids in Alleppey District, Kerala in 1977,

(b) if so, the places raided and items seized, and

(c) the action taken thereon?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI SATISH AGARWAL) (a) to (c) The Directorate of Enforcement conducted three searches under Section 37 of the Foreign Exchange Regulation Act, 1973 in Alleppey District of Kerala, during the year 1977

Details of the searches conducted, items seized and further action taken thereon are furnished below:

Premises searched and date: of search	Items seized	Action taken by the Dte. of Enforcement
1. Mount Pleasant, Tourist Home Room No 3, Chengannur Date 22-4-77	Three bank pass books	Enquiries in this case have shown no contravention of Foreign Exchange Regulation Act.
2. Ananthriathu House, Near Pullad Junction, Pullad, Date 22-4-1977	Two bank pass books	Show Cause Notice has been issued to the concerned party on 1-3-1978 and the case is under adjudication.
3. Ananthavady, Malakkara, Chengannur Date 7-6-1977	Indian currency Rs 11,50,000, U S 28, French Fr. 120 and 13 papers	Indian currency of Rs 11.5 lakhs seized were handed over to Income-tax Authorities as the same were not found to have been involved in any violation of the Foreign Exchange Regulation Act. The Foreign Exchange involved has been released for surrender to an authorised dealer in foreign exchange. A certificate has since been produced from the authorised dealer evidencing the surrender of the foreign exchange.

#### Air Service between Amarkantak and Capital of Country

5080. SHRI SHYAMLAL DHURVE: Will the Minister of TOURISM AND CIVIL AVIATION be pleased to state:

(a) whether Government are considering a scheme to introduce air service between Amarkantak, a cultural and beautiful spot in Madhya Pradesh and the capital of the country; and

(b) if so, the time by which the scheme is likely to be implemented?

THE MINISTER OF TOURISM AND CIVIL AVIATION (SHRI PURUSHOTTAM KAUSHIK): (a) No, Sir. Not at present.

(b) Does not arise.

#### Proposal to change the norms for Distribution of Imported Raw Cashewnuts

5081. SHRI M. N. GOVINDAN NAIR: Will the Minister of COMMERCE AND CIVIL SUPPLIES AND CO-OPERATION be pleased to state:

(a) whether the Union Government has proposed to change the

norms for the distribution of imported raw Cashewnuts;

(b) whether Government's attention has been drawn to the possible repercussions of a change in norms;

(c) whether this Government has been appealed by the Kerala State Government not to take unilateral decision in this regard; and

(d) what are the details thereof and Government's reaction thereto?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND CIVIL SUPPLIES AND COOPERATION (SHRI ARIF BEG): (a) to (d). A number of representations have been received from Tamilnadu, Karnataka, Maharashtra and Goa for changing the norms of distribution of imported raw cashewnuts, so as to enable the large number of cashew processing factories set up after 31st August, 1970, to get allotment of imported raw cashewnuts. These representations are being examined. The Central Government has also received a representation from the Government of Kerala and also from M.Ps. of Kerala to maintain *status quo*.

There is no immediate proposal of making any changes in the distribution policy of imported raw cashewnuts. However, the quantum of raw cashewnuts likely to be available through imports in future, would be considerably reduced because the producing countries have increased their domestic processing capacities. The Government are of the view that the long range solution to the problem lies in increasing indigenous production of raw cashewnuts, for which detailed programmes are under formulation and implementation.

**Report of Indian Institute of Public Administration regarding alleged Malpractices in import of Edible Oil**

5082. SHRI KISHORE LAL. Will the Minister of COMMERCE, CIVIL SUPPLIES AND COOPERATION be pleased to state:

(a) whether Government have already received the report from Indian Institute of Public Administration regarding alleged malpractices in the import of edible oil;

(b) when this was received;

(c) what action has been taken so far in the matter; and

(d) whether the Ministry is prepared to place the Report on the Table of the House?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND CIVIL SUPPLIES AND COOPERATION (SHRI ARIF BEG) (a) Yes, Sir.

(b) The Report was submitted by the Institute on December 12, 1977.

(c) On the basis of the Report, measures have been initiated for:

(i) the formulation of a perspective edible oil plan;

(ii) establishment of a Vegetable Oilseeds and Oils Corporation; and

(iii) formation of a buffer-stock of edible oil so that there is no dislocation in supply due to strikes etc.

Other recommendations are under consideration.

(d) Major recommendations contained in the Report of the Institute have already been placed on the Table of the House.

**Approval of the Centre in Launching the 'Antodaya' Project of Rajasthan State Government**

5083. SHRI CHATURBHUJ: Will the Minister of FINANCE be pleased to state:

(a) whether the Rajasthan State Government had sought consultation and approval of the Centre before launching the 'antodaya' project aimed at upliftment of the poor in the rural areas;

(b) whether the State Government had furnished information in regard to the philosophy, aim, objective and possible benefits to accrue therefrom and if so, the details thereof;

(c) whether the Central Government had offered financial assistance towards the implementation of the 'antodaya' project; and

(d) whether any evaluation had so far been done about the results produced under this project; the details thereof?

THE MINISTER OF FINANCE (SHRI H. M. PATEL): (a) No, Sir

(b) The State Government have forwarded the details of the scheme to the Central Government. According to the scheme, five poorest families in each of the villages of Rajasthan are to be identified and given economic assistance through allotment of surplus land, subsidies for purchase of bullock carts, camel carts, bulls, cows, buffaloes, poultry and pigs, credit for purchase of agricultural inputs and financial and other assistance for setting up village and cottage industries. The programme is to be gradually extended to cover more and more families.



(c) The scheme is included in the State Plan for 1978-79. Central assistance for financing the State Plan as a whole is given to the State Government in the shape of block loans and block grants.

(d) The scheme was launched on the 2nd October, 1977 and according to the State Government it is too early to make an evaluation of the results.

#### Opening of a Local Head Office of S. B. I. in Orissa

5084 SHRI GANANATH PRAHDAN: Will the Minister of FINANCE be pleased to state:

(a) whether Government has received some representations for the opening of a local Head Office of the State Bank of India in Orissa;

(b) whether Government is considering to open more rural branches of the State Bank of India to cater to the needs of a large number of agriculturists small scale entrepreneurs in the State;

(c) what is the existing number of such Branches; and

(d) when is the State Bank of India local Head Office likely to be opened?

THE MINISTER OF FINANCE (SHRI H. M. PATEL): (a) and (b) Yes, Sir.

(c) State Bank of India has reported that, as at the end of December, 1977, it had 111 offices in rural areas of Orissa out of a total of their 183 offices in that State.

(d) A review of the bank's organisational structure, including location of the Bank's local Head Office has been taken up. The review is not yet complete.

#### Aid given by India to other Countries

5085. SHRI R. VENKATARAMAN: Will the Minister of FINANCE be pleased to state:

(a) the names of countries to which Government of India have given aid during 1977-78;

(b) the amount given to each country, and.

(c) the purposes for which aid was given?

THE MINISTER OF FINANCE (SHRI H. M. PATEL): (a) to (c) Government have committed/extended assistance to various countries during 1977-78 as under:—

Loans	Amount	Purpose
1 Vietnam . . .	Rs 125 Millions	Supply of 70,000 tonnes of wheat flour
2 Sri Lanka . . .	Rs 100 "	For supply of Indian goods
3 Vietnam . . .	Rs 100 "	" " "
4 Mauritius . . .	Rs 100 "	" " "
5 Afghanistan . . .	Rs 62.5 "	Supply of 50,000 tonnes of wheat
6. Bhutan . . .	Rs 28.6 "	For Chukha Hydel Project.
7. Bangladesh . . .	Rs 12.8 "	" Supply of equipment and commodities.
<b>Grants</b>		
1. Nepal . . .	Rs. 90.9 "	" For projects in Nepal.
2. Bangladesh . . .	Rs. 1.7 "	" For purchase of commodities.
3. Bhutan . . .	Rs. 246.6 "	" For projects in Bhutan.

1	2	3
<i>Other Assistance</i>		
1. Under Colombo Plan	Rs. 8.0	Million
2. Under the Special Commonwealth African Assistance Plan (SCAAP)	Rs. 8.0 Rs. 2.4	," ,"
3. Under Indian Technical and Economic Co-operation Programme	Rs. 57.5	,"
4. Under Technical Assistance to Bangladesh	Rs. 1.3	,"
} Purpose as stated below.		

Aid to various countries is extended on the basis of the requests received from and the priority requirements of these countries and in the light of relations with these countries. Technical Assistance under the Colombo Plan is extended to countries in the Asian and Pacific region and under SCAAP to Commonwealth countries in Africa. The countries in receipt of Colombo Plan and SCAAP assistance are listed below:

Colombo Plan	SCAAP
1. Afghanistan	1. Botswana
2. Bangladesh	2. Ghana
3. Bhutan	3. Kenya
4. Burma	4. Lesotho
5. Fiji	5. Malawi
6. Indonesia	6. Mauritius
7. Iran	7. Nigeria
8. Korea (South)	8. Sierra Leone
9. Malaysia	9. Swaziland
10. Nepal	10. Tanzania
11. Phillippines	11. Uganda
12. Sri Lanka	12. Zambia
13. Singapore	
14. Thailand	

Assistance under the ITEC Programme has been extended to:

Afghanistan, Angola, Algeria, Barbados, Botswana, Brazil, Burma, Cyprus, Ethiopia, Arab Republic of Egypt, Fiji, Ghana, Guinea, Guyana, Indonesia, Laos, Liberia, Lesotho, Malaysia, Mauritius, Mauritania, Malta, Maldives, Mozambique, PDRY, Seychelles, Sri Lanka, Somalia, Sudan, Syria, Tanzania and Zanzibar, Tonga, SRVN Upper Volta, YAR, Zimbabwe, Zaire.

कुल्लू के लिए रियायती वापसी विमान यात्रा टिकट

5086. श्री मृत्युंजय प्रसाद वर्मा : क्या पर्यटन और नागर विमानन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या उनका ध्यान 8 मार्च, 1978 के "हिन्दुस्तान टाइम्स" में "व्हाट कीप्स कुल्लू लवर्स आफ" शीर्षक से छपी खबर की ओर दिलाया गया है ; और यदि हां, तो रियायती वापसी विमान यात्रा टिकटें कब से बन्द कर दी गई हैं और वापसी यात्रा के लिए कितना रियायती किराया था और इस समय किराया कितना है और गत चार वर्षों में और इस समय सरकारी आवास के लिए जो किराये की दरें रहीं, उनका तुलनात्मक विवरण क्या है ;

(ख) कुल्लू किम मौसम मे अधिक मे अधिक पर्यटक जाते हैं और वह मौसम कितनी अवधि तक चलता है, और

(ग) बढ़ा के लिए अधिक पर्यटकों को आकर्षित करने के लिए सरकार क्या कार्यवाही कर रही है अथवा कनेगी ?

**पर्यटन और नागर विमानन मंत्री (श्री पुरुषोत्तम कौशिक) :** (क) जी, हा । भुन्तर (कुल्लू) के लिए विमान सेवाओं को मुख्यतः धावन-पथ की परिमोमाओं के कारण 1975 मे बन्द कर दिया गया था । कुल्लू के लिए कोई रियायती वापसी विमान किराए नहीं थे । दिल्ली/कुल्लू तथा चंडीगढ़/कुल्लू, के बीच सामान्य किराए, जिनमे फरवरी 1974 मे कोई परिवर्तन नहीं किया गया, निम्न प्रकार थे —

दिल्ली-कुल्लू	165 रुपए
चंडीगढ़-कुल्लू	70 रुपए

भारत पर्यटन विकास निगम कुल्लू तथा मनाली मे यात्री लाँजो का परिचालन कर रहा है । हिमाचल प्रदेश पर्यटन विकास निगम मनाली मे लाग कुटीरो, विश्राम कैम्पो

एक पर्यटक लाँज तथा एक युवा होस्टल का और कुल्लू मे एक पर्यटक बगले का परिचालन करता है । पिछले चार वर्षों के प्रभारो को दशानि वाला एक तुलनात्मक विवरण सलग्न है (अनुबध I) ।

(ख) कुल्लू की यावा करने के लिए पर्यटक मौसम मध्य अप्रैल से मध्य जून तक तथा मितम्बर और अक्तूबर होता है ।

(ग) और अधिक पर्यटकों को आकर्षित करने के लिए, संबंधित प्राधिकरणों द्वारा गहन विक्रय अभिवृद्धि तथा मार्केटिंग के प्रयत्न किये जा रहे हैं । भारत पर्यटन विकास निगम ने कुल्लू तथा मनाली मे अपने यात्री लाँजो का विस्तार करने के लिए पंचवर्षीय योजना (1978-83) मे 40 लाख रुपए की व्यवस्था की है तथा इस काय को निधिया उपलब्ध होने की अवस्था मे प्रारम्भ किया जाएगा । हिमाचल प्रदेश पर्यटन विकास निगम अपने आवास स्थान मे वृद्धि करने तथा ट्रेनिंग और स्कीइंग की सुविधाओं का विकास करने की योजना बना रहा है । केन्द्रीय पर्यटन विभाग की वशिष्ट नामक गर्म पानी के चश्मो का विकास करने की योजना है ।

#### विवरण

कुल्लू और मनाली मे मरकारो आवास के किराये का दशानि वाला विवरण

1 कुल्लू और मनाली मे भारत पर्यटन विकास निगम के यात्री लाँजो के किराये

वर्ष*	यूरापियन योजना £		अमरीकी याजना \$	
	सिगल रूम	डबल रूम	सिगल रूम	डबल रूम
	रुपये	रुपये	रुपये	रुपये
1973-74	—	—	40 00	70 00
1974-75				
1975-76	30.00	45 00	65.00	115 00
1976-77				
1977-78 मीजन (अप्रैल-अक्तूबर)	40 00	60 00	80 00	140 00
आफ मीजन (नवम्बर-मार्च)	25.00	40 00	65 00	120 00

\* वर्ष अक्तूबर से मितम्बर तक

£ केवल कमरे का किराया

\$ तीन समय के पूरे भोजन सहित कमरे का किराया सम्मिलित है ।

11. हिमाचल प्रदेश पर्यटन विकास निगम के आवागमन के िराये ।

मनाली	1974-75	1975-76	1976-77	1977-78
	रुपये	रुपये	रुपये	रुपये
1. लॉज कुटीर	80.00	100.00	125.00	150.00
2. पर्यटक बंगला	18.00	30.00	30.00	40.00
3. विश्राम कैम्प	20.00	50.00	75.00	80.00
4. पर्यटक लॉज	5.00	5.00	5.00	8.00
5. यूवा होस्टल	2.00	2.00	2.00	3.00
<b>कुल</b>				
1. पर्यटक बंगला कुल	18.00	30.00	35.00	35.00

**Transfer of Chemical Assistants in the Central Revenue Control Laboratories**

5087. SHRI R. L. KUREEL: Will the Minister of FINANCE be pleased to state:

(a) whether Grade-1 Chemical Assistants in Central Revenue Control Laboratories are transferred normally after completion of three years of posting at particular place;

(b) if so, how many officers are there who have been working for more than three years; and

(c) the reasons for their not transferring even after serving for 4-5 years?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI SATISH AGARWAL) (a): No. Sir

(b): There are 21 Chemical Assistants Grade-I who have put in more than three years service in the various Central Revenue Control Laboratories.

(c): There are no specific orders prescribing the tenure of posting of

these officers at one station. Transfer of these officers are made on compassionate or administrative grounds or on promotion. There are a few officers who are in the zone for consideration for promotion as Chemical Examiner and their transfer will be linked up with their promotion.

**Liberalisation of the Policy for import of Cloves**

5088. SHRI R. L. P. VERMA: Will the Minister of COMMERCE AND CIVIL SUPPLIES AND COOPERATION be pleased to state:

(a) whether policy for import of cloves has been liberalised in 1977-78 and procedure for grant of import licences made cumbersome and advantageous to foreign suppliers as the importers have been asked to obtain confirmed contracts with foreign suppliers before applying for import licence; and

(b) why contracts with Indian agents of foreign suppliers are not allowed under the procedure to save the importers from considerable botheration and expense?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND CIVIL SUPPLIES AND CO-OPERATION (SHRI ARIF BEG): (a) Import of cloves is now allowed under Open General Licence, i.e. without any insistence on prior, firm contracts, as it was earlier.

(b) Does not arise.

#### Impact of Gold Control Order on high prices of Gold

5089 SHRI DALPAT SINGH PARASTE: Will the MINISTER OF FINANCE be pleased to state the effect of the Gold Control Order, as amended recently on the high prices of gold in the market?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI SATISH AGARWAL) The concessions given to certified goldsmiths recently through the issue of notifications/orders dated 14.2.1978 are primarily aimed at the improvement of their means of livelihood. They may have no direct impact on the prices of gold in the market.

#### बिहार के प्राविवासी क्षेत्रों में प्राचीण बैंकों की स्थापना

5090. श्री दुबराज : क्या वित्त मंत्री यह बताने की कृपा करेंगे कि बिहार के प्राविवासी क्षेत्रों में प्राचीण बैंकों की स्थापना की जायेगी; और यदि हाँ, तो छोटा नागपुर और संथाल परगना जिलों में वे कहाँ-कहाँ पर स्थापित किए जायेंगे ?

वित्त मंत्री (श्री एच० एम० पटेल) : देश में कार्यरत 48 क्षेत्रीय प्राचीण बैंकों में से 7 बैंक बिहार में हैं, जिनमें से एक जिला संथाल परगना को व्याप्त करता है। बिहार सहित देश में और क्षेत्रीय बैंकों की स्थापना के प्रश्न पर दांतबाला समिति की

सिफारिशों को ध्यान में रख कर सरकार विचार करेगी, जिसे क्षेत्रीय प्राचीण बैंकों के कार्य की समीक्षा करने के लिए गठित किया गया है।

#### Relaxation for Entrance Examination and Departmental Promotion to SC/ST in Income Tax Department

5091. SHRI SOMJIBHAI DAMOR: Will the Minister of FINANCE be pleased to state:

(a) whether relaxation of 10 per cent marks for the entrance examination and departmental promotion is allowed to SC/ST in the Income Tax Department and if so, how many SC/ST candidates have derived the benefit so far during the last three years for recruitment and promotion in non-gazetted and gazetted cadres and what is contemplated to be done further to make up the shortfall;

(b) whether there is a heavy shortfall of ST in gazetted cadre in Income Tax, Customs and Central Excise departments and if so, what action Government contemplates to take;

(c) is it a fact that one ST candidate from Bombay office who has passed departmental examination for promotion to Income tax officer's post has not been promoted and if so, what was the fun in allowing him to appear for the examination; and

(d) is it a fact that one General candidate at Bombay office of Income Tax Department has been given ad hoc promotion as an officer from the category which is not eligible for promotion, thus ignoring the rights of other SC/ST candidates senior to him?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI ZULFIQUARULLAH): (a) to (d). The required information is being collected and will be laid on the Table of the House as soon as possible.

**Reduction of duties on various items**

5092. SHRI G. Y. KRISHNAN: Will the Minister of FINANCE be pleased to state:

(a) whether it is a fact that Government has announced withdrawal of excise duty on cotton fabrics printed by roller machines without the aid of power and steam; and

(b) if so, the details regarding reduction of duties on other items particularly on hand-operated, on roller printing machine and the relief given to the dyed power-processed fabrics?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI SATISH AGARWAL): (a) Yes, Sir.

(b) There are a number of notifications exempting central excise duty in respect of goods produced without the aid of power. In so far as textiles are concerned spun yarns are excisable only when produced with the aid of power. In respect of fabrics also duties are normally chargeable when fabrics are produced on powerlooms or when they are processed with the aid of power.

While no excise duty is leviable on cotton fabrics printed on hand operated roller printing machines, a duty of 12 per cent ad valorem is chargeable on fine and superfine powerloom cotton fabrics when printed on roller printing machines operated with the aid of power.

No relief is available to dyed power processed cotton fabrics.

**Value of Rupee**

5093. SHRI G. M. BANATWALLA: Will the Minister of FINANCE be pleased to state the yearwise real value of Rupee from 1947 to 1977?

THE MINISTER OF FINANCE (SHRI H. M. PATEL): A statement showing the value of Rupee as mea-

sured by the All-India Industrial Workers' Consumer Price Index (base 1949-100) is attached.

**Statement****Value of Rupee**

(In paise)			
Year	Value of Rupee	Year	Value Rupee
1949	100.00	1964	65.79
1950	99.00	1965	60.24
1951	95.24	1966	54.35
1952	97.09	1967	47.85
1953	94.34	1968	46.51
1954	99.00	1969	46.95
1955	104.17	1970	44.64
1956	95.24	1971	43.48
1957	90.09	1972	40.82
1958	86.21	1973	34.84
1959	82.64	1974	27.10
1960	80.65	1975	25.64
1961	79.37	1976	27.78
1962	76.92	1977	25.64
1963	74.63		

**Restoration of Commuted Pension**

5094. SHRI YADVENDRA DUTT: Will the Minister of FINANCE be pleased to state:

(a) is it a fact that the question of restoration of commuted pension is under review in the Ministry of Finance as a result of the recommendations made by the Committee on Petitions of the Lok Sabha; and

(b) when will this question be decided as this affects all cases of commuted pension?

THE MINISTER OF FINANCE (SHRI H. M. PATEL): (a) No, Sir.

(b) Does not arise.

### Generation of Black Money in District Dhanbad

5095. SHRI AMAR ROY PRADHAN: Will the Minister of FINANCE be pleased to state:

(a) whether it is a fact that in Dhanbad Coalfield there are many trade union leaders having luxurious life with cars, buildings and other properties but not paying any income tax;

(b) whether it is a fact that this exemption from tax has encouraged generation of black money in the District; and

(c) whether Government proposes to have a thorough probe into the affair?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI ZULFIQUARULLAH): (a) to (s).

1 Sugar : . . . . .	Basic excise duty @ 20% <i>ad valorem</i> plus 5% of the basic duty as special excise and @ 7.5% <i>ad valorem</i> as additional excise duty
2 Carbon dioxide . . . . .	Rs. 1.20 per kg as basic excise duty plus 5% of basic duty as special excise duty
3 Citric/Phosphoric Acid . . . . .	} 5% <i>ad valorem</i>
4 Sodium Benzoate . . . . .	
5 Flavours, . . . . .	
(b) Rates of duty on aerated waters are as under :	
1 Aerated waters which are only charged with carbon dioxide gas under pressure and which contain no other added ingredients	25% <i>ad valorem</i> rate of duty plus 5% Special excise duty
2 All others . . . . .	55% <i>ad valorem</i> plus 5% Special duty.

The first clearance of 50 lakhs bottles, by or on behalf of the manufacturer, of aerated waters but not containing extract of Cola (Kola) are subject to a concessional rate of basic duty of 25 per cent *ad valorem* only, plus 5 per cent of the basic duty as special excise duty.

Again, the first clearances of aerated waters for home consumption up to an aggregate value not exceeding Rs. 5 lakhs and cleared on or after the

Survey is being conducted to detect new assesseses.

According to available information the cases of three trade union leaders of Dhanbad District are under enquiry.

### Excise on Ingredients of Aerated Waters

5096 SHRI GOVINDA MUNDA: Will the Minister of FINANCE be pleased to state:

(a) what is the excise on the various ingredients of aerated waters; and

(b) whether it is a fact that the finished product is also heavily excised?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI SATISH AGARWAL): (a) Rates of excise duty on ingredients of aerated waters are given hereunder:—

1st of April in any financial year by or on behalf of a manufacturer, are also exempted from the whole of duty of excise leviable thereon if clearances during the preceding financial year, had not exceeded Rs. 15 lakhs. (For the year 1978-79 this exemption is available only if clearance in the preceding financial year i.e. up to 28-2-78 had not exceeded Rs. 13.75 lakhs).

It will thus be seen that the finished product is not heavily excised.

**केन्द्रीय उत्पादन शुल्क का इकट्ठा किया जाना**

5097 श्री एस० एम० दास : क्या बिल मंत्री यह बताने की कृपा करेंगे कि

(क) वर्ष 1975 1976 और 1977 में महाराष्ट्र गुजरात उत्तर प्रदेश पश्चिम बंगाल और बिहार राज्या में राज्यवार, किन्तु-किन्तु केन्द्राय उत्पादन शुल्क एकत्र किया गया ,

(ख) इन पांच राज्या में से प्रत्येक में कितने केन्द्रीय उत्पादन शुल्क कलक्टरों हैं और उनमें से प्रत्येक में कलक्टरों

राज्य

महाराष्ट्र  
गुजरात  
उत्तर प्रदेश  
पश्चिम बंगाल  
बिहार

डिप्टी कलक्टरों, असिस्टेंट कलक्टरों, मुपरिण्टण्डेंटों और इन्स्पेक्टरों की संख्या क्या है ,

(ग) क्या सरकार यह अनुभव करती है कि बिहार जैसे पिछड़े राज्य में कम से कम तीन कलक्टरों होने चाहिए जिससे वहां प्रशासन में कुशलता प्राप्त हो सके और केन्द्रीय उत्पादन शुल्क अधिक इकट्ठा किया जा सके , और

(घ) इस बारे में सरकार की क्या नीति है ?

बिल मन्त्रालय में राज्य मंत्री (श्री सतीश अग्रवाल) : (क)

वसूल हुआ राजस्व  
(लाघव रुपया में)

	1975	1976	1977
महाराष्ट्र	91314	103409	108730
गुजरात	39014	42191	6316
उत्तर प्रदेश	35540	38445	39836
पश्चिम बंगाल	37703	42058	43013
बिहार	21369	23501	22592

(ख) सूचना अनुबंध में दी गई है

(ग) और (घ) सरकार का नीति यह दर्शना है कि प्रत्येक सम-होनाय का अधिकार-क्षेत्र सम-होनाय का अधिकार-क्षेत्र है। नये गमाहत्तालय नहीं बना जाते हैं जब तक कि राज्य के परिमाण में उनका गीर्वाण स्थापित होता है। जब कभी यह राजा जाता है कि कोई गमाहत्तालय सुपरिवाहनीय हो गया है तो यह दर्शने के लिए समीक्षा की जाती है कि क्या इसके विभाजन की आवश्यकता है अधिकार-क्षेत्र का पुन व्यवस्थित करने की आवश्यकता है, जिसमें उसकी व्यवहार्यता, राजस्व की

सम्भाव्यता गमाहत्तालय में स्थित उत्पादन शुल्क लगाने योग्य वस्तुओं का उत्पादन करने वाले एक-काकी संगठनों के गीर्वाणों का ध्यान में रखा जाता है। राज्य का पिछड़ापन अपने-आप गमाहत्तालयों की संख्या बढ़ाने का कार्य अनिच्छित नहीं है।

उपर्युक्त कारणों से बिहार में एक से अधिक गमाहत्तालय बनाना अभी तक आवश्यक नहीं समझा गया है।



## विद्यमान

	समाहर्ता	उपसमाहर्ता	सहायक समाहर्ता	अधीक्षक	निरीक्षक
1	2	3	3	4	5
<b>महाराष्ट्र</b>					
(i) बम्बई	1	7	35	260	1205
(ii) पूना	1	2	19	149	699
(iii) नागपुर	1	1	5	36	156
<b>गुजरात</b>					
(i) अहमदाबाद	1	2	19	125	651
(ii) वडोदा	1	3	14	166	830
<b>उत्तर प्रदेश</b>					
(i) इलाहाबाद	1	1	19	142	658
(ii) कानपुर	1	3	18	128	593
<b>पश्चिम बंगाल</b>					
(i) कलकत्ता	1	5	21	182	854
(ii) पश्चिम बंगाल, कलकत्ता	1	3	19	192	907
<b>बिहार</b>					
पटना	1	2	22	137	613

**Merger of I.A.C. and Air India into single unit**

5098 PROF P G. MAVALANKAR: Will the Minister of TOURISM AND CIVIL AVIATION be pleased to state:

(a) whether Government propose to merge the Indian Airlines Corporation and Air India into single unit and if so, when and how;

(b) if not, why not,

(c) the names, qualifications, experience etc of the members of the present two Boards of Directors of

these two units and whether there are some common Directors; and

(d) if so, reasons therefor?

THE MINISTER OF TOURISM AND CIVIL AVIATION (SHRI PURUSHOTTAM KAUSHIK): (a) No, Sir.

(b) The present arrangement is working satisfactorily.

(c) The requisite statement is attached

The two Boards have a common Chairman and 5 common Directors.

(d) Common Directors have been appointed for achieving better management of the two airlines.

## STATEMENT

Name of the member of the Board of  
Director

## AIR-INDIA

1. ACM P. C. Lal . . . . .	Chairman	Ex-Chief of Air Staff and also Ex-Chairman and Managing Director, I.
2. Shri K. G. Appusamy . . . . .	Director (Official)	Managing Director of Air-India
3. Shri C. B. Jain . . . . .	„	Director General of Tourism
4. Dr. (Miss) Kaumudi . . . . .	„	Joint Secretary, Ministry of Tourism and Civil Aviation.
5. Shri M. C. Sarin . . . . .	„	Managing Director, Indian Airlines
6. Shri N. H. Dastur . . . . .	„	Deputy Managing Director, Air-India
7. Shri Narottam Sahgal . . . . .	Director Non-official)	I.C.S. former-Secretary, Ministry of Tourism and Civil Aviation (Retd.)
8. Km. Thangam E. Philip . . . . .	Do.	M. Sc. in institutional Management from Kansas State University, USA; Fellow of Hotel Catering and Institutional Management Association UK; Presently Principal Institute of Hotel Management, Catering Technology and Applied Nutrition, Bombay.
9. Shri J. M. Chudasama . . . . .	Do.	A progressive industrialist, Bombay;

## INDIAN AIRLINES

1. ACM P. C. Lal . . . . .		See S. No. 1 above.
2. Shri M. C. Sarin . . . . .		See S. No. 5 above.
3. Shri C. B. Jain . . . . .		See S. No. 3 above.
4. Dr. (Miss) Kaumudi . . . . .		See S. No. 4 above.
5. Shri K. G. Appusamy . . . . .		See S. No. 2 above.
6. Shri G. D. Mathur . . . . .	Director (official)	Dy. Managing Director, Indian Airlines.
7. Km. Thangam E. Philip . . . . .		See S. No. 8 above.
8. Shri M. S. Appa Rao . . . . .	Director (non-official)	M.A. (Economics and Politics), also holds degree of Bachelor of laws. Has been a director in Jayanti Shipping Co. Ltd. and Orient Longman Ltd
9. Shri Mamendra Prasad Barooah . . . . .	Director (Non-official)	Graduate of the Harvard Business School, Presently Director of Barooahs and Associates Pvt. Ltd. who own some important Tea Gardens.

**Suits filed against Authorities of Export Inspection Council**

5099 SHRI V M SUDHEERAN Will the Minister of COMMERCE AND CIVIL SUPPLIES AND CO-OPERATION be pleased to state

(a) whether it is a fact that many suits have been filed against the authorities of the Export Inspection Council by the employees

(b) if so total number of court cases pending and reasons for such large number of cases filed against the Council and

(c) the steps taken to avoid the increase in the court cases on service matters?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE CIVIL SUPPLIES AND COOPERATION (SHRI ARIF BEG) (a) to (c) 9 petition filed by the employees of the Export Inspection Council/Export Inspection Agencies regarding service matters are pending for decision in various courts

All efforts are made by the Export Inspection Council/Agencies to ensure that service rules are adhered to and no injustice is done to the employees numbering over 2000. Nothing prevents however an employee from moving a court of law in his discretion and right to seek remedy in service matters.

**Combined Computerised Reservation System for both AI & IA**

5100 SHRIMATI P CHAVAN Will the Minister of TOURISM AND CIVIL AVIATION be pleased to state

(a) whether proposal to have a combined computerised reservation system for both Air India and Indian Airlines is pending before the Government for many years,

(b) whether a foreign Airline was retained as consultants,

(c) whether any decisions have been taken and if so details thereof, and

(d) if not reasons for delay?

THE MINISTER OF TOURISM AND CIVIL AVIATION (SHRI PURUSHOTTAM KAUSHIK) (a) (c) and (d) At present Air-India is participating in the British Airways Computer System for providing computerised reservations facilities to Air-India stations in UK Europe and USA. This computerised reservations facility is proposed to be extended to Indian stations of Air India. Subsequently the reservations system for all stations of Air India including those in UK Europe and USA will be transferred to the Computer system to be installed in India for serving the need of both Air India and Indian Airlines serving links from British Airways.

(b) No foreign airline has been retained as consultants by Air India.

**Ban on Export of Turmeric**

5101 SHRI ANANT DAVE Will the Minister of COMMERCE CIVIL SUPPLIES AND COOPERATION be pleased to state

(a) whether it is true that the export of turmeric was banned on 4th January 1978,

(b) whether in the meeting of Cochin Export Promotion Council 2000 tons of turmeric for export was allowed by an Officer of the Ministry when export was banned,

(c) it is true that the farmers of Tamil Nadu Andhra and Maharashtra are facing worst situation due to ban when production is double than last year and

(d) what actions Government desires to take in this regard?

**THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND CIVIL SUPPLIES AND CO-OPERATION (SHRI ARIF BEG):** (a) to (d). Government have banned the export of turmeric with effect from 4-1-1978. One variety of turmeric viz. "Alleppey Finger turmeric" is grown mainly for export purpose and not for consumption in the internal market. It was, therefore, decided at Commerce Minister's level to allow export of this variety within a ceiling of 2,000 tonnes, during the current year 1978. Officer of the Ministry simply informed the trade about the said decision taken by the Commerce Minister at Cochin. The domestic prices are still at a high level compared to last year and cannot be regarded as uneconomic for the growers.

**Functioning of West Bengal Industrial Development Corporation of India**

**5102 SHRI SAUGATA ROY:** Will the Minister of FINANCE be pleased to state:

(a) whether the Industrial Development Bank of India in a report has expressed unhappiness over the functioning of West Bengal Industrial Development Corporation, and pointed out several defects about its functioning;

(b) if so, if it has suggested any measures to improve the functioning of the corporation; and

(c) if so, the follow up action, if any, taken by the WBIDC which has been intimated to Industrial Development Bank of India?

**THE MINISTER OF FINANCE (SHRI H. M. PATEL):** (a) to (c). The West Bengal Industrial Development Corporation Ltd. has been set up by the Government of West Bengal and functions under the administrative control of that Government. Central Government is, therefore, not primarily concerned with that Corporation.

**Representation to IAF and IAAI on Reconstituted Board of Directors of Air India**

**5104. SHRI VASANT SATHE:** Will the Minister of TOURISM AND CIVIL AVIATION be pleased to state:

(a) whether it is a fact that in the reconstituted Board of Directors of Air India, the Indian Air Force and International Airport Authority are not represented although the Indian Air Force and the Indian Navy exclusively control several of our aerodromes;

(b) if so, the reasons therefor;

(c) what is the justification for giving representation for catering interests on Board of Directors; and

(d) reaction of Government to the various observations made in this regard in a special report appearing in the BLITZ dated 18th February, 1978?

**THE MINISTER OF TOURISM AND CIVIL AVIATION (SHRI PURUSHOTTAM KAUSHIK):** (a), (b) and (d). In accordance with the provisions of the Air Corporations Act 1953, the Board of Directors shall consist of a Chairman and not less than 8 and not more than 14 other Directors. Government have the discretion to fix from time to time the strength of the Board of Directors within these limits, as well as decide the nature of representation in the best interests of the Corporation

(c) Km. Thangam E. Philip, Principal of the Institute of Hotel Management Catering Technology and applied Nutrition, Bombay, has been appointed on the Boards of both Air-India and Indian Airlines, as her advice and guidance would be available for improving the standard of catering by these Corporations, in their flights

**Representative of R.B.I. in the Board of Federal Bank of Trivandrum**

5105 SHRI K LAKKAPPA Will the Minister of FINANCE be pleased to state

(a) whether it is a fact that no representative of Reserve Bank of India is there in the Board of Federal Bank of Trivandrum, and

(b) if so, the reasons thereof?

**THE MINISTER OF FINANCE (SHRI H M PATEL)** (a) Yes, Sir

(b) It is not the practice of the Reserve Bank to appoint Directors on the Board of Directors of each and every private sector commercial bank. Such appointments are made by the Reserve Bank only when they are of the opinion that in the interests of the banking company or its depositors or in public interest it is necessary to do so.

**Trade in Edible Oils**

5106 SHRI PRADYUMNA BAL Will the Minister of COMMERCE CIVIL SUPPLIES AND COOPERATION be pleased to state

(a) whether the main conclusion of Goyal Committee on edible oils that has emerged from the committee's report is that the trade in edible oils in India is a billion rupee racket as reported in 'Butz' dated the 21st January, 1978, and

(b) the reaction of Government thereto and the steps taken to improve the situation?

**THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND CIVIL SUPPLIES AND COOPERATION (SHRI ARIF BEG)**

(a) The Government had asked the Indian Institute of Public Administration New Delhi in May 1977 to undertake a comprehensive study of all aspects relating to the import of edible oils by private trade under the free licensing scheme of January, 1977. The Institute undertook the study and

submitted their Report on December 12, 1977. The main conclusions of the Report are as under —

(i) The Report provides a review of the edible oil economy of the country and brings out the important considerations which should be taken into account in evolving coordinated policies for regulation and development of edible oils in India.

(ii) The Report examines the decision of the former Government to allow free imports of edible oil through private trade and brings out that the decision was defective in following respects —

(a) The import licences were issued freely under the OGL Scheme which was meant for the actual users of small scale sector,

(b) no value limit was placed on a licence,

(c) no condition or obligations were laid on the importers

(d) the validity period of licences was one year when the need was to import as quickly as possible,

(e) all procedural formalities were drastically cut down

(f) there was no scrutiny, whatsoever with regard to the capacity of the applicants,

(g) long term financial implications of the decision were not taken into account

(h) there was no proper agency to follow up the implementation of the licences,

(i) alternatives available to control prices and ensure larger imports by using institutions like STC were not explored

(iii) The Report points out that the reliance of the former Government on private trade as a mechanism of meeting a national scarcity situation was a misplaced one, particularly as the edible oil trade

is concentrated at a few centres and is in the hands of a small number of large traders.

(iv) The Report makes a detailed analysis of the utilisation of the import licences and comes to the conclusion that nearly 80 per cent of the total licensed value was cornered by a small minority of licensees and the utilisation rate was very low. The big traders and importers, have a tendency to operate in a manner that gives them the maximum financial advantage viz., to restrict imports and phase the import programmes in a manner that would yield maximum advantage.

(v) The Report makes a number of recommendations with regard to the future management of the edible oils economy. The recommendations cover the role of the state agency, the need for a long term perspective for imports and exports, the importance of a single agency to coordinate policies and administrative action for the development and regulation of edible oils, the need for statutory price controls and makes suggestions for improving the functioning of the Office of CCI&E, for the proper management of the imports

(b) Measures have already been initiated for (i) the formulation of a perspective edible oil plan; (ii) establishment of a Vegetable Oilseeds and Oils Corporation; and (iii) formation of a buffer stock.

#### **Scheme to attract Tourists in Bihar**

5107. SHRI B. P. MANDAL: Will the Minister of TOURISM AND CIVIL AVIATION be pleased to state:

(a) whether in view of the fact that there are many places of tourist attraction in Bihar to visit Rajgir, Nalanda, Pawapuri, Bodhgaya, National Park, Kosi Dam, Gandak Dam, Badua Dam, and so on does the Central Government intend to do some-

thing to attract tourists to the State as the present arrangements are meagre and inadequate;

(b) if so, what; and

(c) if not, why?

THE MINISTER OF TOURISM AND CIVIL AVIATION (SHRI PURUSHOTTAM KAUSHIK) (a) to (c). In the Central sector emphasis is being placed on the development of Buddhist centres in Bihar which attract a large number of Buddhist pilgrims from India and abroad. For this purpose the Central Department of Tourism has had master plans (land-use plans) of Rajgir and Nalanda prepared, and that of Bodhgaya is under preparation. Based on these master plans (land-use plans) tourist facilities such as different types of accommodation, canteens, camping site and car park will be developed, measures for environmental improvement will also be taken to enhance the natural setting of the monuments.

The development of tourist centres of local or regional interest would be the responsibility of the State Government

#### **Pattern of Operation of Smugglers**

5108. SHRI C. K. JAFER SHARIEF: Will the Minister of FINANCE be pleased to state:

(a) whether Government are aware that smugglers in coastal strips of South Gujarat and on the Indo-Pakistan Border of Kutch are once again getting active;

(b) whether it is a fact that massive illegal import of foreign luxury goods and mechanical gadgets have been curbed during last one year;

(c) whether it is also a fact that the smugglers have changed the pattern of illegal operations and have apparently switched over to illegal export of essential items to Pakistan via Kutch and Dubai and other Gulf

countries through coastal regions of South Gujarat; and

(d) if so, the steps taken by Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI SATISH AGARWAL): (a) Reports received by the Government indicate that smuggling in the Coastal area of South Gujarat and Kutch region of Indo-Pak border continues to be effectively contained.

(b) Reports do not suggest any large scale smuggling of foreign luxury goods and mechanical gadgets during the last one year.

(c) and (d). Enquiries made in this behalf do not confirm this. Necessary steps have however been taken to thwart any such attempts at smuggling

#### Expansion of Mangalore Airport

5109. SHRI JANARDHANA POOJARY: Will the Minister of TOURISM AND CIVIL AVIATION be pleased to state:

(a) what steps have been taken by the Government to expand Mangalore Air Port to cope with the increasing traffic in this area; and

(b) how long will it take to complete the pending work?

THE MINISTER OF TOURISM AND CIVIL AVIATION (SHRI PURUSHOTTAM KAUSHIK): (a) and (b). The runway and associated pavements are suitable for operation of advanced version of Boeing 737 aircraft fitted with low pressure tyres. Indian Airlines introduced Boeing 737 service on Bombay-Mangalore sector effective 7th December, 1977. Certain modifications to the terminal building are proposed to be made by 31-3-1979 to provide additional area for passenger handling facilities. A new fire station is already under construction.

#### First All India Conference of Urban Cooperative Banks and Credit Societies held at Ahmedabad

5110 SHRI SHANKERSINHJI VAGHELA: Will the Minister of COMMERCE, CIVIL SUPPLIES AND COOPERATION be pleased to state:

(a) whether it is a fact that the First All India Conference of Urban Cooperative Banks and Credit Societies was held at Ahmedabad on March 5 and 6, 1978;

(b) what are the main recommendations of the Conference and whether any of the said recommendation has since been accepted and implemented; and

(c) if so, the particulars thereof?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND CIVIL SUPPLIES AND CO-OPERATION (SHRI KRISHNA KUMAR GOYAL): (a) Yes, Sir.

(b) The main recommendations of the Conference are at attached statement. The Expert Committee on Urban Cooperative Banks appointed by the Reserve Bank of India will examine the recommendations in the first instance. Thereafter, they will be considered by the Government

(c) Does not arise

#### Statement

#### ANNEXE 'A'

1 The existing norms for registration of new urban cooperative banks should be liberalised by the Reserve Bank of India for organising urban banks in uncovered areas/centres for future development in order to remove regional imbalances.

2 The R.B.I. may set up a special cell in its Agricultural Credit Department to look after the affairs/problems/needs of the cooperative urban banks.

3. As there were a large number of cases of urban banks not being granted licences, even for two years in

certain cases, the Reserve Bank of India may take steps to expedite issue of licences to the urban banks.

4. The banks identified as weak ones should be given a chance by the R.B.I. for improvement. The banks which could not be improved, may be amalgamated with nearby good urban banks. Cases where this is not feasible, such banks should be liquidated.

5. Government of India may consider spreading out the interest earned on fixed deposits and cumulative time deposits over a period of every year and not in the year in which the deposits mature for payment, for income tax purposes.

6. The R.B.I. may direct Industrial Development Bank of India, Industrial Finance Corporation etc, to recognise urban cooperative banks at par with commercial/scheduled banks to extend refinance facilities against industrial financing, bill market scheme and the participation certificate etc.

7. The Reserve Bank of India may extend all banking facilities to the urban cooperative banks at par with the commercial banks such as discounting of bills and guarantee for term loans etc

8. Since the urban cooperative banks are subject to dual control, the State Governments may confine the control to management aspects and operation of the banks in accordance with the cooperative principles and the RBI may restrict its control to banking operations and financial discipline.

9. The facilities of fixed deposit insurance scheme extended by the RBI in a few States to urban cooperative banks may be extended to these banks invariably in all the States

10. The State Governments should set up a separate cell under the control of rank of Joint Registrar with supporting staff to look into the administrative problems of the urban banks.

11. Since the urban cooperative banks and thrift and credit societies are larger in number, there should be a separate National Federation for urban Cooperative Banks and also for Thrift and Credit Societies.

12. States where there are no apex level federations of urban cooperative banks and thrift and credit societies, such federations should be set up.

13. Government may allow income tax rebate on compulsory deposits, such as thrift fund, personal guarantee fund etc.

14. The Reserve Bank of India may withhold indiscriminate issue of licences to financial/commercial institutions to attract deposits at lucrative rate of interest, causing competition to the urban banks for mobilisation of deposits.

15. R.B.I. may make arrangement for introducing training programme both for the members as well as bank functionaries at different levels of cooperative urban banks and thrift and credit societies at its Cooperative Agricultural Banking Training College at Poona.

#### **Apprenticeship in STC**

5111 DR. SUBRAMANIAM SWAMY: Will the Minister of COMMERCE, CIVIL SUPPLIES AND COOPERATION be pleased to state:

(a) the policy, being followed by the State Trading Corporation in respect of their apprenticeship scheme; and

(b) whether the apprentices who have been imparted training for the last about one year are being absorbed on regular basis; if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND CIVIL SUPPLIES AND COOPERATION (SHRI ARIF BSG) : (a)



Apprentices are recruited in the STC for training in various trades for a specified period each year as per the quota fixed by the Central Government under the Apprenticeship Act. The policy is to provide opportunities to persons to acquire proficiency in particular trades and thus help in enlarging the scope of employment and training.

(b) Apprenticeship is a contractual obligation under which an employer undertakes by contract to engage persons to train them for a trade or occupation for a fixed period. It is not obligatory on the part of the employer to absorb them in regular employment. Moreover, no fresh recruitment is at present being made by the STC except for SC/ST candidates.

#### Decanalisation of the Import of Cashew by C.C.I

5112 SHRI N SREEKANTAN NAIR: Will the Minister of COMMERCE, CIVIL SUPPLIES AND COOPERATION be pleased to state

(a) whether Government have decided to decanalise the import of cashew by the Cashew Corporation of India;

(b) if so what are the reasons for the same, and

(c) total quantity of raw Cashew-nuts imported by the C.C.I. for the last three years?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND CIVIL SUPPLIES AND COOPERATION (SHRI ARIF BEG):

(a) No, Sir

(b) Does not arise

(c) Total quantity of raw cashew-nuts imported by the C.C.I. during the last three years was as follows:—

	Quantity (MT)	Value (Rs. Lakhs)
1975-76	1,35,710	33.23
1976-77	71,835	17.41
1977-78*	59,585	19.45

\*Figures for 1977-78 are provisional.

सरकारी खजाने में स्वर्ण तथा करेसी नोट

5113. श्री राम बिलास पासवान : क्या वित्त मंत्री यह बताने की कृपा करेंगे कि सरकार के खजाने में कितने मूल्य का सोना है और कितने मूल्य के करेसी नोट हैं ?

वित्त मंत्रालय में राज्य मंत्री (श्री जलसिंहकारजल्ला) : सरकारी खजानों में कोई माना नहीं रखा जाता। केन्द्रीय सरकार तथा विभिन्न राज्य सरकारों के नियंत्रणाधीन बड़ी सट्टा में सरकारी खजाने हैं। इन खजानों में रखे हुए करेसी नोटों के मूल्य के सम्बन्ध में सूचना देना व्यवहार्य नहीं है क्योंकि इसमें बहुत ज्यादा समय और परिश्रम लगेगा।

लघु उद्योगों को प्रोत्साहन

5114. श्री डा० लक्ष्मी नारायण पांडेय : क्या वाणिज्य तथा नागरिक प्रगति और सहकारिता मंत्री यह बताने की कृपा करेंगे कि लघु उद्योगों या छोटे उद्यमियों द्वारा बनाये गये निर्यात योग्य माल के निर्यात के बारे में सरकार की नीति, योजनाओं और प्रोत्साहनों आदि का झीरा क्या है ?

**वाणिज्य तथा वाणिज्य प्रति और सहकारिता मंत्रालय में राज्य मंत्री (श्री अरिफ बेग) :** (1) लघु क्षेत्र के जो एकक अपने उत्पादों के निर्यात के लिए अपने सार्व-सब स्थापित करते हैं, उन्हें निर्यात सदनों के रूप में मान्यता दी जाती है, यदि चुनिंदा उत्पादों के उनके निर्यात अन्य निर्यातकों के लिए निर्धारित 1 करोड़ रु० की सीमा की तुलना में निर्धारित आधार अर्थात् के दौरान 25 लाख रु० एफ०ओ० वी० के हो। गैर-चुनिंदा उत्पाद के मामले में ऐसे सार्व-सबों के निर्यात निष्पादन की न्यूनतम सीमा 2 करोड़ रु० है जब कि अन्यो के लिए यह सीमा 5 करोड़ रु० है।

(2) चुने हुए उत्पादों के सम्बन्ध में लघु उद्योगों के जिन मन्त्र के निर्यात निष्पादन 10 लाख रु० के हैं उन्हें ऐसे कुछ लाभ दिये जाते हैं जो निर्यात सदनों का उपलब्ध है। जो लाभ निर्यात सदनों का उपलब्ध है, वे सभी लाभ लघु उद्योगों के इन मन्त्रों को दिये जाते हैं, यदि उनका निर्यात कुटीर तथा प्राथमिक उद्योग क्षेत्र में वन उत्पादों के है।

(3) जा बड़े तथा व्यापारी निर्यातक निर्यात सदनों के स्तर पर दावा करते हैं तथा लघु उद्योगों के उत्पादों का निर्यात करने हैं, उन्हें यह महत्व दिया जाता है कि लघु उद्योगों के उत्पादों के इन निर्यातों के वास्तविक मूल्य का दृष्टान्त मूल्य लगा लिया जाता है।

**प्राइज चिट फण्ड कम्पनियों का समाप्त किया जाना**

5115 श्री लक्ष्मीनारायण नायक : क्या वित्त मंत्री यह बताने की कृपा करेंगे कि

(क) विभिन्न राज्या और सब राज्य क्षेत्रों में अलग-अलग 28 फरवरी, 1978

को कितने लोग और कम्पनियाँ ऐसी बोजनाए चला रही थी,

(ख) 31 जनवरी, 1978 का ऐसे कितने मामले थे जिनमें इन कम्पनियों ने जालसाजी करके, धोखाधड़ी करके और लोगों के धन को हड़प कर अपना व्यापार समप्त किया था, और

(ग) इन याजनाओं के सम्बन्ध में कितने मामले न्यायालयों में निर्णयाधीन हैं, कितने मामले पहले ही निपटार्ये जा चुके हैं और कितने मामलों में केन्द्रीय जाच ब्योरे द्वारा जाच की जा रही है ?

**वित्त मंत्री (श्री एच० एम० पटेल) :**

(क) भारतीय रिजर्व बैंक के अनुसार 31-1-1978 तक 2098 चिट फण्ड कम्पनियाँ देश में काम कर रही थी। इन कम्पनियों का राज्यवार ब्योरे सलग विवरण में दिया गया है। इन कम्पनियों के नाम, रजिस्ट्रार आफ कम्पनीज द्वारा रखे जा रहे रजिस्ट्रो में दर्ज हैं और जन साधारण के अवलोकन के लिए उपलब्ध हैं। चूंकि ऐसी योजनाओं का चलाने के लिए इन्हें रजिस्टर कराना, इनके लिए लाइसेंस लेना अनिवार्य बनाने के लिए, पूरे देश के लिये कोई कानून नहीं बनाया गया है इसलिए प्राइज चिट फण्ड कम्पनी याजनाओं को चलाने वाले विभिन्न व्यक्तियों के बारे में कोई आकड़ उपलब्ध नहीं है।

(ख) जालसाजी, धोखाधड़ी आदि के मामले, शिफायतों और पृष्ठताछ/जाच पड़ताल के बाद कुछ समय के पश्चात् प्रकाश में आते हैं। पृथी गई तारीख तक की इस प्रकार के मामलों की कोई व्यापक या पूर्ण सूची उपलब्ध नहीं है। फिर भी रिजर्व बैंक द्वारा एकत्र सूचनाओं के अनुसार मालूम हुआ है कि 33 कम्पनियों द्वारा प्रश्न में पूछे गये प्रकार के अपराध किये हैं।

(ब) यद्यपि जिस रूप में माननीय सदस्य ने सूचना मांगी है, उस रूप में सूचना सफलित की / रखी नहीं जाती है। रिजर्व बैंक ने यह सूचित किया है कि उसने 1 जनवरी, 1977 से अब तक प्राइज चिट और अबत याजनाओं को चलाने वाली

80 कम्पनियों को इसके निर्देशों का पालन न करने पर कारण बताओ नोटिस जारी किये हैं तथा 7 कम्पनियों के विरुद्ध अभियोजन कार्यवाही प्रारम्भ की है और 18 कम्पनियों को जमाएँ स्वीकार करना बन्द करने के लिए आदेश जारी किये हैं।

### बिबरण

31-1-78 तक देश में कार्य कर रही चिट फंड कम्पनियों का राज्यवार व्योरा

राज्य/मघ राज्य क्षेत्र का का नाम	परम्परागत चिटो को चलाने वाली कम्पनिया	प्राइज चिट चलाने वाली कम्पनिया	जोड़
1	2	3	4
झारख प्रदेश	72	9	81
केरल	130	5	185
कर्नाटक	125	5	130
पाण्डिचेरी	22	1	23
तमिलनाडु	267	3	270
गुजरात	5	34	39
बोम्बा, दमन और दीव	1	—	1
मध्य प्रदेश	2	64	66
महाराष्ट्र	40	22	62
झारख	6	115	121
बिहार	4	109	113
उड़ीसा	1	6	7
पश्चिमी बंगाल	37	71	108
मिडिपुर	—	2	2
मेघालय	—	6	6
नागालैण्ड	—	2	2
मिपुरा	—	1	1
चंडीगढ़	8	3	11
दिल्ली	172	27	199

1	2	3	4
हरियाणा . . . . .	13	13	26
हिमाचल प्रदेश . . . . .	8	7	15
जम्मू और कश्मीर . . . . .	—	20	20
पंजाब . . . . .	102	161	263
राजस्थान . . . . .	11	99	110
उत्तर प्रदेश . . . . .	89	148	237
जोड़ . . . . .	1165	933	2098

**Auction cash stolen from Custom Ware House, Calcutta**

5116. SHRI SHYAM SUNDER GUPTA: Will the Minister of FINANCE be pleased to state:

(a) whether Government have since inquired into the circumstances under which auction cash worth Rs 26,400 were stolen from the Custom Ware House, Calcutta in the year of 1976;

(b) if not, the reasons for such a long delay; and

(c) if the reply to part (a) is in the affirmative, the details of the inquiry made?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI SATISH AGARWAL) (a) Yes, Sir.

(b) Does not arise.

(c) On 6-8-1976 when the Sales Shed of the Calcutta Custom House was opened, a steel cash box containing an amount of Rs. 26,243, which had been received as deposit money from the bidders who had participated in an auction on 5-8-1976, was found broken and the entire amount of Rs 26,243 was found missing. The matter was reported to the Police.

In May, 1977, the Commissioner of Police, Calcutta, informed the Collector that despite thorough investigation into the case, neither the stolen money nor the suspect could be traced. A Departmental Enquiry was also held on the conclusion of which, departmental action was taken against the Ware House Inspector and the Sales Officer concerned. A claim lodged under the fidelity insurance policy is still pending consideration with the insurer.

**Indirect Taxation Enquiry Committee Report**

5117 SHRI MOHAN LAL PIPIL: Will the Minister of FINANCE be pleased to state:

(a) whether it is a fact that the Indirect Taxation Enquiry Committee headed by Shri L. K Jha in its Report Part-I (October, 1977) has suggested the encouragement of hand-spun and hand-woven synthetics like polyester fibre by removal of high rate of indirect taxes;

(b) if so, Government's reaction thereto; and

(c) the reliefs which Government proposes to grant to promote usage of Polyester for Khadi Fabrics?

**THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI SATISH AGARWAL)** (a) The Indirect Taxation Enquiry Committee has observed that there could be a case for lowering of duties on some of the raw materials for textiles such as synthetic fibres on the ground that cheap and plentiful supply of such raw materials would not only benefit the consumer but also generate additional decentralised employment as in the case of synthetic fibres which are hand-spun and hand-woven

(b) and (c) The various recommendations of the Indirect Taxation Enquiry Committee are under consideration of Government. It may, however, be added that certain excise reliefs are already available for khadi fabrics (including polyester blended khadi fabrics)

#### **National Centre for Trade Information**

5118 **SHRI K RAMAMURTHY** Will the Minister of COMMERCE, CIVIL SUPPLIES AND COOPERATION be pleased to state:

(a) whether there is any proposal to set up a national centre for trade information

(b) if so the details of organisational set up and the annual recurring expenditure involved in this, and

(c) whether the Ahmedabad Institute of Management has submitted its survey report in this regard?

**THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND CIVIL SUPPLIES AND COOPERATION (SHRI ARIF BEG)**

(a) and (b) Yes, Sir. A proposal for setting up a National Centre for Trade Information is under consideration, details of which are being worked out by the Trade Development Authority. In this connection, the Indian Institute of Management, Ahmedabad has been commissioned to conduct a sources and users survey

Their survey report will, inter-alia, make recommendations regarding the possible location and the organisational set-up of the Centre as well as give an estimate of the initial cost and annual recurring expenditure

(c) No, Sir. The Indian Institute of Management, Ahmedabad is to submit its report by 31st March, 1978

#### **Bonus to Class III and IV Employees of L. I. C.**

5119 **SHRI SHARAD YADAV :**

**SHRI AMAR ROY PRA-DHAN**

Will the Minister of FINANCE be pleased to state

(a) whether Government's attention has been drawn to the judgement of the Supreme Court delivered on 21st February 1978 or so declaring the LIC (Modification of Settlement) Act as void,

(b) if so whether instructions have now been issued to the Chairman of Life Insurance Corporation of India, for releasing the Bonus to all class III and IV employees of LIC of India at the rate of 15 per cent for the year 1975-76 1976-77, and

(c) if not, the reasons for the delay?

**THE MINISTER OF FINANCE (SHRI H M PATEL)** (a) to (c) The Supreme Court in its judgement dated 21-2-1978 struck down the LIC (Modification of Settlements) Act, 1976 and directed the Life Insurance Corporation of India to pay bonus to Class III and IV employees at the rate of 15 per cent of the salary for the years 1975-76 and 1976-77 as provided in the Settlements of 1974. The LIC has taken necessary action to pay bonus to class III and IV employees at the rate of 15 per cent of their annual salary for the years 1975-76 and 1976-77 as provided in the settlements of 1974

**आयकर अधिकारी, इटावा (उत्तर प्रदेश)  
का स्थानान्तरण**

5120. श्री अर्जुन सिंह भदौरिया :  
क्या वित्त मंत्री यह बताने की कृपा करेंगे  
कि :

(क) क्या आयकर अधिकारी, इटावा  
(उत्तर प्रदेश) के स्थानान्तरण के पश्चात्  
प्रदत्ताचार के आरोप पर कोई अनुवर्ती  
कार्रवाई की गई थी और क्या उसके विरुद्ध  
मुकदमा चलाया जा रहा है, और

(ख) यदि कोई विभागीय कार्यवाही  
की जा रही है तो उमका ब्योरा क्या है  
और यदि नहीं तो उमके क्या कारण है ?

वित्त मंत्रालय में राज्य मंत्री (श्री  
जुल्कीकारउल्ला) : (क) और  
(ख) जा अधिकारी मई, 1973 से  
आयकर अधिकारी, इटावा (उत्तर प्रदेश)  
के रूप में कार्य कर रहा था, उमका स्थाना-  
न्तरण मितम्बर 1977 में झामो का कर  
दिया गया था। यह स्थानान्तरण केवल  
प्रशासनिक कारणों से किया गया था और  
उमके खिलाफ प्रदत्ताचार का कोई आरोप  
नगण्य जाने के लिए कोई आधार नहीं  
हाने से उसके खिलाफ इस्तगामे की कार्य-  
वाही शुरू करने अथवा विभागीय कार्यवाही  
करने का प्रश्न ही नहीं उठना था।

**Price of standard Gold on various  
dates**

5121 SHRI AMARSINH V  
RATHWA: Will the Minister of  
FINANCE be pleased to state:

(a) the price of Standard Gold on  
31st December, 1977 and on 31st Janu-  
ary, 1978 as compared to the corres-  
ponding years of 1976, 1975 and 1974;

(b) whether it is a fact that the  
price of Standard Gold has gone up  
considerably after the demonetisation  
of high denomination currency notes;

(c) if so, to what extent;

(d) the reasons therefor; and

(e) the steps taken or proposed to  
be taken to bring down the prices of  
Standard Gold and Silver?

THE MINISTER OF FINANCE  
(SHRI H. M. PATEL): (a) The price  
of standard gold on 31st December,  
1977 in Bombay was Rs 681 per 10  
grammes and on 31st January, 1978  
Rs 697 per 10 grammes. Prices in the  
years 1976, 1975 and 1974 were as  
under —

	(Rs. per 10 grammes)	
	31st Jan	31st Dec.
1976	511	561
1975	537	531
1974	417	524
	30th December	

(b) to (d) The price of gold touch-  
ed an all time high of Rs 710 per 10  
grammes on January 17th following  
demonetisation on January 16th. This  
was due to speculative demand gener-  
ated by apprehensions of demonetisa-  
tion of notes of other denominations.  
However, this spurt was short-lived  
and the price of gold declined soon  
thereafter to predemonetisation levels.

(e) Government proposals to bring  
down the prices of gold have been  
given in the latest Budget. Exports  
of silver are being regulated and  
canalised through the S.T.C. in order  
to check the pressure on domestic  
prices of silver.

**Quality Complaints of Carpets**

5122 SHRI C N VISHWANA-  
THAN.  
SHRI M A HANNAN  
ALHAJ.

Will the Minister of COMMERCE,  
CIVIL SUPPLIES AND COOPERA-  
TION be pleased to state:

(a) whether there are quality com-  
plaints of carpets since March, 1977;

(b) whether he is aware that export of carpet has declined both in volume and value after Government have relaxed quality control aspects of Carpet since March, 1977; and

(c) whether he has stated in Parliament on 29th July, 1977 in connection with restriction of Carpet Inspection (Quality Control) above 3200 knots that behaviour of exporters as well as foreign buyers should be kept on the constant watch; whether scheme was reviewed in light of complaints received/behaviour of exports/declining export of carpet if so, what are the results?

**THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND CIVIL SUPPLIES AND CO-OPERATION (SHRI ARIF BEG):**

(a) Yes, Sir A few complaints had been received by the Export Inspection Council.

(b) From the provisional figures of export for the period April 1977 January, 1978 it appears that though there has been a fall in the volume of export, there has been a rise in the value as compared to the respective levels of the previous financial year.

(c) Yes, Sir The complaints from foreign buyers and the behaviour of exporters are reviewed from time to time The scheme has not been amended

#### **Export of Pineapples and Jack Fruits from Tripura**

5123 **SHRI SAMAR MUKHERJEE:** Will the Minister of COMMERCE, CIVIL SUPPLIES AND COOPERATION be pleased to state:

(a) whether Government are aware that there are bright prospects of exporting pineapples and jack fruits which grow in abundance in Tripura;

(b) whether Government are also aware that two or three countries have already shown keen interest in importing pineapples and pineapple juice; and

(c) whether Government are considering to give assistance to the Tripura State Government in the matter?

**THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND CIVIL SUPPLIES AND CO-OPERATION (SHRI ARIF BEG):**

(a) Fresh pineapple and pineapple products are presently being exported from India. There are good prospects of increasing export of pineapple products. Export of jack fruit has been negligible and prospects of its export in future are not bright.

(b) Fresh pineapples are being exported mainly to Middle East countries Demand for pineapple juice has been chiefly from Yugoslavia and German Democratic Republic

(c) There is no specific scheme for giving assistance to Tripura State for exports of pineapple and jack fruit

#### **S. T. C. allowed import of Filament Yarn**

5124 **SHRI L. L. KAPOOR:** Will the Minister of COMMERCE, CIVIL SUPPLIES AND COOPERATION be pleased to state:

(a) whether the S.T.C. allowed actual users to import directly huge quantity of Polyester filament yarn and that this additional quantity was 400 tonnes more than the 1100 tonnes during the year 1976-77;

(b) whether it is a fact that the imported yarn was allotted by STC to certain firms after charging a small percentage as handling charges, though there was premium of about 300 per cent on polyester yarn;

(c) if so, the list of such firms, quantity allotted/imported; and

(d) is there any price control on the goods manufactured out of this yarn, if not, the reasons for allowing import of such huge quantity of this yarn?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND CIVIL SUPPLIES AND CO-OPERATION (SHRI ARIF BEG):  
(a) No, Sir

(b) Does not arise.

(c) Does not arise

(d) No, Sir During 1977-78 STC arranged import of Polyester filament yarn to supplement indigenous production

बीस, पचास तथा सौ ₹० के नोटों का विमुद्रोकरण

5125. श्री भारत प्रूथण : क्या वित्त मंत्री यह बताने की कृपा करेंगे कि

(क) क्या सरकार का बीस पचास तथा सौ रुपये के करेमी नोटों का विमुद्रोकरण करने का विचार है

(ख) यदि हां तो ऐसा कब तक किया जायेगा और

(ग) बीस, पचास तथा सौ रुपये के कितने करेमी नोट इस समय चलन में हैं ?

वित्त मंत्रालय में राज्य मंत्री (श्री जूलकीकारडल्ला ) : (क) जी नहीं ।

(ख) यह मबाल पैदा ही नहीं जाता ।

(ग) जनवरी, 1978 के अन्त तक 20 रुपये, 50 रुपये और 100 रुपये के चलनमार करेमी नोटों की सख्या निम्नलिखित है —

मूल्य वर्ग	नोटों की सख्या
20 रुपये	30 6 करोड
50 रुपये	18 3 करोड
100 रुपये	41 1 करोड

ये आकड़े अस्तित्व में हैं ।

राज्यों और संघ राज्य क्षेत्रों की और 1951-52 में केन्द्रीय ऋणों की बकाया राशि और 1977-78 के लिए मंजूर केन्द्रीय ऋण

5126. श्री राम किशन : क्या वित्त मंत्री यह बताने की कृपा करेंगे कि ।

(क) राज्यों और संघ राज्य क्षेत्रों की और 1951-52 में केन्द्रीय ऋणों की बकाया राशि क्या थी और 31 दिसम्बर, 1977 के दिन की राशि क्या है, और

(ख) राज्यों और संघ राज्य क्षेत्रों के लिए वर्ष 1977-78 के लिए कितनी राशि के केन्द्रीय ऋण मंजूर किये गये और पिछले ऋण की कितनी तथा ब्याज की राशि को काट कर उन्हें वास्तव में कितनी राशि दी गई ?

वित्त मंत्री (श्री एच०एम० पटेल ) :

(क) भारत के नियंत्रक और महालेखा परीक्षक द्वारा तैयार किए गए, वित्त लेखों के अनुसार केन्द्रीय ऋणों की बकाया रकमों के बारे में सूचना इस प्रकार है —

(करोड रुपये में)

- (i) 1951-52 के अन्त में राज्यों की बकाया रकमें (1951-52 में कोई संघ राज्य क्षेत्र नहीं था) 244
- (ii) 1975-76 के अन्त में राज्यों व संघ राज्य क्षेत्रों की बकाया रकमें 9783

सरकारी खाते 31 मार्च, को समाप्त होने वाले प्रत्येक वित्तीय वर्ष के लिए तैयार किये जाते हैं । 1976-77 के वित्तीय खातों को अभी अस्तित्व रूप नहीं दिया गया है ।



(ख) वित्तीय वर्ष की समाप्ति के पश्चात् ही वास्तविक आकड़ों का पता लगेगा और इन्हीं आकड़ों को ही अंतिम रूप दिया जाएगा। परन्तु 1977-78 के सम्बन्धित अनुमानों के आधार पर वर्ष से सम्बन्धित सूचना इस प्रकार है —

(कराड रुपये में)

- |   |      |
|---|------|
| (1) राज्यों और मध्य राज्य क्षेत्रों की सरकारों का केन्द्रीय ऋणों का सकल भुगतान                  | 2020 |
| (ii) राज्या और मध्य राज्य क्षेत्रों की सरकारों से केन्द्रीय ऋणों की वसूली                       | 860  |
| (iii) केन्द्रीय ऋणों पर राज्यों और मध्य राज्य क्षेत्रों की सरकारों द्वारा की गई ब्याज की अदायगी | 524  |

#### चलन में विम्बोड्रोक्त करेसी नोट

5127 श्री रामलाल निबारी : क्या वित्त मंत्री यह बताने की कृपा करेंगे कि

(क) क्या यह सच है कि अधिक मूल्य वाले करेसी नोट जो विम्बोड्रोक्त के दिन चलन में थे, जमा करने के लिए नियत अन्तिम तिथि तक जमा नहीं किए गये थे और मूल्यवार उनकी मर्यादा क्या है

(ख) क्या सरकार का ध्यान समाचार पत्रों में प्रकाशित इन समाचारपत्रों की ओर दिलाया गया है कि लोगों ने अपने विदेशी बैंक लेखा के माध्यम से उक्त नोट बदलवाने में जाड़-नाड़ की ओर सरकार के पास हम बारे में पूर्ण जानकारी एवं तथ्य क्या है, और

(ग) क्या सरकार का विचार आम लोगों को जाच करने का है और यदि हा, तो तत्सम्बन्धों व्यौरा क्या है ?

वित्त मंत्रालय में राज्य मंत्री (श्री जुलफिकारउल्ला) : (क) जी, हा। यद्यपि सम्पूर्ण आकड़े भारतीय रिजर्व बैंक के द्वारा अभी तक सक्लित किए जा रहे हैं, फिर भी बैंक के द्वारा उपलब्ध अनन्तिम आकड़ों से यह ज्ञात होता है कि लगभग 16 कराड रुपये की कीमत के ऊंचे मूल्य वर्ग के नोट निश्चित की गई अंतिम तिथि तक समर्पित नहीं किए गए थे। मूल्य वर्ग वार आकड़े उपलब्ध नहीं हैं।

(ख) जी, नहीं।

(ग) यह सवाल उदा ही नहीं हाना।

#### Sale of Imported Raw Groundnut Oil to Private Refineries by STC

5128 SHRI G S REDDI Will the Minister of COMMERCE CIVIL SUPPLIES AND COOPERATION be pleased to state

(a) whether State Trading Corporation has decided to sell imported raw groundnut oil to private refiners.

(b) if so, whether this will not push up prices of refined oil through manipulation by private refiners and

(c) if so what steps are being taken by the STC to protect the consumer and also ensure quality?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND CIVIL SUPPLIES AND COOPERATION (SHRI KRISHNA KUMAR GOYAL) (a) to (c) State Trading Corporation is considering a proposal to call for offers for sale of the imported groundnut oil. The terms and conditions of sale are yet to be finalised

**Proposal to review the Appointments of Managers of Tea Gardens**

5129. SHRI K. B. CHETTRI: Will the Minister of COMMERCE, CIVIL SUPPLIES AND COOPERATION be pleased to state:

(a) the names of the Managers of those sick tea gardens, taken over by Government and the criteria adopted in their selections;

(b) is it a fact that the labourers of Peshok Tea Estate are not getting the facilities as per Plantation Labour Act;

(c) if so, whether it is because of the inefficiency of Management of the gardens; and

(d) whether the reviewing of the appointments of Managers of tea gardens, taken over by Government is under the consideration of Government?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND CIVIL SUPPLIES AND CO-OPERATION (SHRI ARIF BEG):

(a) The names of managers of the four tea gardens in West Bengal taken over so far by the Central Government are as follows:

Shri Y. R. Subba	Vah-Tuk Uar Tea Estate
Shri D. G. Mukherjee	Pashok Tea Estate
Shri A. K. Bose	Looksan Tea Estate
Shri S. Pandey	Kumai Tea Estate

The criteria adopted by Tea Trading Corporation of India in the selection of the first three managers *inter alia* includes practical experience in the tea gardens as manager/deputy manager/acting manager and reputation of the incumbent in the tea industry etc. Shri Pandey, appointed by the previous management, is continu-

ing even after the take-over as his retention for the sake of continuity was considered desirable by the West Bengal Tea Development Corporation.

(b) and (c). Prior to the take-over, the previous management was not observing many of the obligations enjoined under the Plantation Labour Act. Tea Trading Corporation of India is now making every effort to observe these provisions and to fulfil the obligations to the maximum extent possible. The obligations fulfilled so far include timely distribution of firewood and rations, annual repairs of quarters and tubewells, better medical and hospital facilities, providing crèches, deduction and deposit of Provident Fund.

(d) No, Sir.

**Recruitment/Promotion of SC/ST in STC, New Delhi**

5130. SHRI R. D. RAM: Will the Minister of COMMERCE, CIVIL SUPPLIES AND COOPERATION be pleased to state:

(a) whether reservation orders for Scheduled Castes/Tribes in recruitment/promotion are implemented in State Trading Corporation of India Ltd., New Delhi; if so, from which date;

(b) what is the total strength of employes working in STC, give figures of general class and SC/ST separately;

(c) whether there is any back-log/short-fall for SC/ST in recruitment as well as against promotion quota; and

(d) if so, how do you propose to fill-up the back-log/short-fall for Scheduled Castes/Scheduled Tribes in recruitment and promotion?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND CIVIL SUPPLIES AND CO-OPERATION (SHRI ARIF BEG):

(a) Yes, Sir Rosters are being maintained for direct recruitments and promotion by selection with effect

from January 1970 and for promotion by seniority-cum-fitness with effect from 27-11-1972

(b) Total strength of employees working in STC and the number of employees in the general class and SC and ST is given below —

General	2050
C	137
ST	9
TOTAL	2196

(c) Yes, Sir

(d) A statement is attached

**Statement**

(i) Advertisements have been issued from time to time to cover the backlog of unfilled reserved posts in various cadres

(ii) In cadres like Finance where no applications were received, the unfilled posts have been carried forward

(iii) Qualifications have been relaxed in certain cadres

(iv) Instructions have been issued that a reserved post will be kept vacant till a suitable SC/ST candidate becomes available and will not be de-reserved

(v) Promotions will be effected from within the organisation against unfilled reserved vacancies where- ever eligible incumbents are available as per the rules of the Corporation and the directives received from the Government from time to time

**चीनी के निर्यात-लक्ष्य का पूरा किया जाना**

5131. श्री गंगा प्रकाश सिंह : क्या वाणिज्य तथा नागरिक पूर्ति और सहकारिता मंत्री यह बताने की कृपा करेंगे कि

(क) क्या उन्हें पता है कि अन्तर्राष्ट्रीय बाजार में चीनी का मूल्य भारतीय बाजार में व्याप्त चीनी के मूल्य से कम है ,

(ख) यदि हाँ, तो उनमें कितना अन्तर है ,

(ग) चालू वर्ष में 6.5 लाख टन चीनी के निर्यात से सरकार को अनुमानित कितनी हानि होगी , और

(घ) क्या वर्ष 1977-78 में किये गये करार के अनुसार सरकार 6.5 लाख टन चीनी के निर्यात का लक्ष्य पूरा कर सकेगी ?

**वाणिज्य तथा नागरिक पूर्ति और सहकारिता मंत्रालय में राज्य मंत्री (श्री आरिफ बेग) :** (क) जो हाँ,

(ख) अन्तर्राष्ट्रीय बाजार में सफेद चीनी की वर्तमान कीमत लगभग 100 पौड स्टैलिंग (1585 रु०) प्रति मे० टन है। सरकार ने उगाही चीनी की अखिल भारतीय अरिफत एवम मिल कीमत 1875 रु० प्रति टन निश्चित की है उगाही युक्त चीनी का वर्तमान टैरिफ मूल्य 2700 रु० प्रति टन है जब कि अखिल भारतीय भारत अरिफत उत्पादन लागत 2250 रु० प्रति टन है।

(ग) फिलहाल 1978 के दौरान 6.50 लाख मे० टन के निर्यात पर होने वाले घाटे का अनुमान लगभग 30 करोड़ रु० लगाया गया है।

(घ) जो हाँ।

**Import of Casein**

5132 SHRI KACHARU LAL HEM-RAJ JAIN Will the Minister of COMMERCE, CIVIL SUPPLIES AND COOPERATION be pleased to state.

(a) whether Government has allowed the import of casein;

(b) if so, the quantity of casein to be imported, from which country it is to be imported and at what cost,

(c) whether it is a fact that casein is available in abundance indigenously in the country and there has never been a complaint of its shortage;

(d) what prompted Government to allow import of casein; and

(e) whether in view of above Government propose to cancel the licence already given or to be given to the Indian Dairy Corporation for the import of casein and thus give relief to small farmers who manufacture casein in cottage industries?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND CIVIL SUPPLIES AND CO-OPERATION (SHRI ARIF BEG):

(a) Yes, Sir. Only to the Indian Dairy Corporation, Baroda.

(b) An order has been placed for import of 105 M/Tonnes of Casein from New Zealand at a total cost of about Rs. 13 lakhs.

(c) Casein is available indigenously, Government is not aware of its shortage.

(d) Casein was allowed to be imported through the Indian Dairy Corporation, as canalising agency, to meet the requirements of Actual Users engaged in the manufacture of paint, glue, paper, varnish, pharmaceutical industry etc.

(e) Indian Dairy Corporation, Baroda has been advised not to take any further action to import Casein.

आपात स्थिति से पूर्व लागत मूल्यों से कम मूल्यों पर वस्तुओं का निर्यात

5133. डा० रामजी सिंह : क्या बाणिज्य तथा नागरिक वृत्ति और सहकारिता मंत्री यह बताने की कृपा करेंगे कि :

क्या आपात स्थिति से पहले सरकार द्वारा लागत मूल्यों से कम मूल्यों

पर भारतीय वस्तुओं का निर्यात किया जाता था ;

(ख) यदि हां, तो इस कारण सरकार को प्रतिवर्ष कितनी हानि होती थी; और

(ग) आपात स्थिति समाप्त होने के बाद इस बारे में सरकार की वर्तमान नीति क्या है ?

बाणिज्य तथा नागरिक वृत्ति और सहकारिता मंत्रालय में राज्य मंत्री (श्री आरिफ बेग) : (क) से (ग). सरकार हमारे निर्यात उत्पादों की कीमतें निर्धारित नहीं करती है। साधारणतः भारतीय निर्यातक, विदेशी बाजारों में, क्वालिटी और कीमतन दोनों रूपों में हमारे माल की प्रतियोगिता क्षमता के आधार पर अपने निर्यात करते हैं। ये कीमतें समय-समय पर प्रलग-प्रलग बाजारों में भिन्न-भिन्न होती हैं जो प्रत्येक निर्यात सौदे की क्वालिटी, डिलिवरी शैड्यूल, मांग के स्वरूप/सप्लाय स्थिति और भुगतान की शर्तों पर निर्भर करती हैं, और इसलिए प्रत्येक उत्पाद की लागत का हिसाब लगाना संभव नहीं है। इस प्रकार, यह कहना कठिन है कि क्या किसी उत्पाद का निर्यात किसी एक समयावधि में लागत कीमत से कम कीमत पर किया जा रहा है या नहीं।

तथापि, उपयुक्त निर्यात उत्पादों के निर्यात संवर्धन और बाजारों के विविधीकरण पर बल देना देश की विदेश व्यापार नीति का एक सुमान्य तथा आवश्यक तत्व है।

Establishment of an Export Processing Zone at Salt Lake

5134. SHRI ROBIN SEN: Will the Minister of COMMERCE AND CIVIL SUPPLIES AND COOPERATION be pleased to state:

(a) whether Government of West Bengal has requested the Commerce

Ministry with a proposal for the establishment of an export processing zone at Salt Lake area;

(b) whether 200 acres of land in the Salt Lake area has been set apart by the Government of West Bengal for the proposed zone; and

(c) if so, whether Government are considering the above proposal?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND CIVIL SUPPLIES AND CO-OPERATION (SHRI ARIF BEG): (a) to (c). The Government of West Bengal had sent a proposal to the Central Government in 1973 regarding setting up an export processing zone near Calcutta. In May-June 1976, a general decision was taken by the Central Government not to set up any further free trade zones in the country. This decision was communicated to the West Bengal Government in June, 1976. Thereafter in reply to Lok Sabha Unstarred Question No. 1709 answered on 24th June, 1977 and Lok Sabha Unstarred Question No. 968 answered on 18-11-1977, it was mentioned that no proposal for revision of the general decision taken in May-June 1976, of not having any further free trade zones, was presently under consideration.

2. In view of the above, the Question of setting up an export processing zone in the Salt Lake Area does not arise at present.

**Names of Indian Companies which have Licensed Foreign Companies**

5135. SHRI VIJAY KUMAR MALHOTRA: Will the Minister of FINANCE be pleased to state:

(a) what are names of the industries and products in respect of which Indian companies have licensed foreign companies in foreign countries to produce these products for overseas markets under licence;

(b) what is the number of India's joint ventures functioning abroad currently alongwith their names and address and products produced by them; and

(c) what are the names and addresses of fully Indian owned subsidiaries or companies that are both manufacturing and selling their goods in foreign countries?

THE MINISTER OF FINANCE (SHRI H. M. PATEL): (a) to (c). Three statements are placed on the Table of the House. [Placed in Library. See No. LT-1978/78].

There are 90 joint ventures established by Indian entrepreneurs abroad.

**Loan given to Bengal Lamps**

5136. SHRI C. K. CHANDRAPPA: Will the Minister of FINANCE be pleased to state:

(a) whether it is a fact that Industrial Credit and Investment Corporation of India, Industrial Development Bank of India, Bank of Baroda etc. have given a huge loan to Bengal Lamps despite poor and deficient balance sheets; and

(b) if it is so, the details thereof?

THE MINISTER OF FINANCE (SHRI H. M. PATEL): (a) and (b). Presumably, the Hon'ble Member has in mind the assistance sanctioned by the all-India public financial institutions and public sector banks to M/s. Bengal Electric Lamp Works Ltd., Calcutta. Of the public sector financial institutions, the Industrial Credit & Investment Corporation of India has sanctioned to the company loans aggregating Rs. 212 lakhs between 1966 and 1977 of which about Rs. 114 lakhs was outstanding as at the end of December, 1977. The Corporation has reported that the company has maintained a satisfactory debt servicing record on its borrowings. The company has also been maintaining satisfactory

profitability record in spite of difficult conditions faced by the lamp industry in the recent years and the balance sheets of the company reveal fairly strong equity debt and current ratios.

M/s. Bengal Electric Lamp Works Ltd. has also been granted certain cash credit facilities by Bank of Baroda and United Bank of India. In accordance with the practice an usage customary among bankers and also in conformity with the provisions of the Banking Companies (Acquisition and Transfer of Undertakings) Act, 1970, information relating to or to the affairs of the constituents of the nationalised banks cannot be divulged

मामलों के निपटारे में विलम्ब के कारण  
जन्मा हुई आयकर की बकाया राशि

5137. श्री मोम प्रकाश त्यागी :  
क्या वित्त मंत्री यह बताने की कृपा करेंगे कि .

(क) क्या यह सच है कि व्यापारियों पर गत पाच से दस वर्षों तक की करोड़ों रुपये की आयकर की राशि बकाया है ,

(ख) क्या यह भी सच है कि व्यापारी कर की भ्रदायगी में विलम्ब करने की मन्शा से कर सम्बन्धी मामलों में उच्च न्यायालयों तक तथा उच्चतम न्यायालय में ले जाते हैं ताकि ये उस राशि का उपयोग करते रहें ;

(ग) यदि हा, तो क्या सरकार कर-अपील के ऐसे मामलों को शीघ्रता से निपटारे के लिए उच्च न्यायालयों तथा उच्चतम न्यायालय में इन मामलों की सुनवाई के लिए अलग न्यायाधीश नियुक्त करने पर विचार करेगी ; और

(घ) यदि नहीं, तो उसके क्या कारण

वित्त मंत्रालय में राज्य मंत्री (श्री  
जुलफिकारउल्ला): (क) आयकर अधिनियम,  
1961 के अधीन, कर-निर्धारितियों  
का वर्गीकरण उनकी हैसियत के अनुसार  
किया जाता है, उदाहरणार्थ व्यक्तियों,  
हिन्दू अविवाहित परिवारों कम्पनियों,  
फर्मों आदि के अनुसार व्यापारियों का  
अलग से वर्गीकरण नहीं किया जाता है।  
आयकर की बकाया सिर्फ व्यापारियों की  
तरफ कितनी है, इस बारे में सूचना उप-  
लब्ध नहीं है। लेकिन, सभी कर्दाताओं  
की तरफ, 31 मार्च 1977 को, सकल कर  
की कुल बकाया 873 करोड़ 56 लाख  
रुपये की थी।

(ख) कुछ कर-निर्धारितियों, जिसमें  
कम्पनियों, फर्मों, आदि जैसे व्यापारी कर  
निर्धारितियों शामिल हैं, सविधान के अधीन  
रिट याचिकाएँ दायर कर देते हैं और न्याया-  
लय का अन्तिम फैसला हान तक, कर की  
बकाया की बसूली के विरुद्ध स्थगन-आदेश  
प्राप्त कर लेते हैं।

(ग) और (घ) न्यायाधीशों की  
सख्या, उच्च न्यायालयों में पड़े गुल बकाया  
मामलों का ध्यान में रखते हुए, राज्य  
प्राधिकारियों की सिफारिश के आधार पर  
स्वीकृत की जाती है, न कि विशिष्ट प्रकार  
के मामलों के आधार पर। सर्वोच्च  
न्यायालय के सम्बन्ध में, न्यायाधीशों की  
सख्या, सर्वोच्च न्यायालय (न्यायाधीशों की  
सख्या) अधिनियम के अधीन नियत की  
जाती है। भारत का मुख्य न्यायाधीश  
और उच्च न्यायालयों के मुख्य न्यायाधीश  
अलग-अलग न्यायालयों की आवश्यकताओं  
को ध्यान में रखते हुए, न्यायाधीशों को  
विशेष प्रकार के मामलों का आवंटन करते  
हैं।

**Study of port facilities by Chinese Delegation**

5138 SHRI R KOLANTHAIVELU Will the Minister of COMMERCE AND CIVIL SUPPLIES AND COOPERATION be pleased to state

(a) the particulars of the study of port facilities made by the members of the Chinese delegation from National Metals and Minerals Import and Export Corporation which came to Tamil Nadu in connection with the import of iron ore from India for their iron and steel units,

(b) the concrete proposals made by them and

(c) the reactions of Government thereon and the particulars of any policy formulated as a result?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND CIVIL SUPPLIES AND CO-OPERATION (SHRI ARIF BEG) (a) and (b) The delegation from the National Metals and Mineral, Import and Export Corporation of China visited the Madras Outer Harbour but did not make any concrete proposals either in regard to the quantum of iron ore required by China or about further development of the port facilities in India for the purpose

(c) Does not arise

**Deputation of Officers from one Department to another**

5139 SHRI L L KAPOOR Will the Minister of FINANCE be pleased to state

(a) whether any guidelines to the terms and conditions of employment of persons on deputation from one department to another have been laid down,

(b) if so details thereof,

(c) whether these guidelines are being followed in all cases including the staff deployed at the personal establishments of Ministers,

(d) whether it is also a fact that complaints have been received to the effect that employing persons on deputation in non-technical posts which are purely administrative has given rise to nepotism and development of centres of vested interest and

(e) whether Government intend to enforce the guidelines strictly?

THE MINISTER OF FINANCE (SHRI H M PATEL) (a) and (b) A copy of the Ministry of Finance Department of Expenditure O M No F 1 (II-E III(B)/75 dated 7-11-75 is laid on the Table of the House [Placed in Library See No LT-1979/78]

(c) The principles laid down in the said Office Memorandum are followed in all cases of deputation subject to the following relaxations in the cases of those taken on deputation on the personal Staff of Ministers Chairman or Member, of any Board Tribunal Commission etc —

(i) The term of deputation is generally co-terminus with the tenure of the Minister, Chairman etc and

(ii) the pay of such of the deputationists who opt for the pay scale of the post is fixed at the minimum of the pay scale or below the minimum so that the difference between the pay so fixed and the grade pay does not exceed 50 per cent of their grade pay in relaxation of the provisions of para 44 of the general orders referred to above

(d) No Sir

(e) Yes Sir

**Offer to sell power plants in Exchange of Iron Ore by a British Firm**

5140 SHRI SUKHENDRA SINGH SHRI P K KODIYAN

Will the Minister of COMMERCE, CIVIL SUPPLIES AND COOPERATION be pleased to state

(a) whether it is a fact that one British Firm has offered to sell power

plants to India in exchange for Indian Iron Ore; and

(b) if so, whether any agreement has been reached in this regard and if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND CIVIL SUPPLIES AND CO-OPERATION (SHRI ARIF BEG): (a) Government is not aware of any proposal by a British Firm offering to sell power plants to India in exchange for Indian Iron Ore.

(b) Does not arise

जापान द्वारा प्रेनाइट का आयात

5141. श्री राजेन्द्र कुमार शर्मा : क्या वाणिज्य तथा नागरिक पूर्ति और सहकारिता मंत्री यह बनाने की कृपा करेंगे कि

(क) क्या जापान ने भारत में काफी मात्रा में प्रेनाइट का आयात करने का कोई आर्डर दिया है ;

(ख) यदि हा, तो वह कितनी मात्रा के लिए है और इसका निर्यात कब तक किए जाने की सम्भावना है, और

(ग) उक्त निर्यात में कुल कितनी विदेशी मुद्रा अर्जित की जाएगी ?

वाणिज्य तथा नागरिक पूर्ति और सहकारिता मंत्रालय में राज्य मंत्री (श्री आरिफ बेग) : (क) इस मद पर निर्यात अवकाश कीमत नियंत्रण नहीं है, न ही इसका खनिज तथा धातु व्यापार निगम की मार्फत मार्गिकरण किया जाता है। सरकार को इस सम्बन्ध में जानकारी नहीं है कि जापान ने भारत से भारी मात्रा में प्रेनाइट का आयात करने के लिए कोई आदेश दिया है।

(ख) और (ग). प्रश्न नहीं उठते।

Suspension/Supersession of Board of Directors of Co-operative Banks in States

5142. SHRI MADHAVRAO SCINDIA: Will the Minister of COMMERCE AND CIVIL SUPPLIES AND CO-OPERATION be pleased to state:

(a) whether Government are aware that a few States have suspended or superseded the Board of Directors of Co-operative Banks in their States;

(b) if so, the details thereof;

(c) whether the suspension and supersession of those is within the rules governing such Banks; and

(d) if not, Government's reaction in the matter?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND CIVIL SUPPLIES AND CO-OPERATION (SHRI KRISHNA KUMAR GOYAL): (a) to (d) The information is being collected from the State Governments and Union Territories and will be laid on the Table of the House

Credit given by Nationalised Banks to remove Rural Indebtedness

5143 SHRI D. B. CHANDRE GOWDA: Will the Minister of FINANCE be pleased to state:

(a) the number of peasants and other rural poor people who were given credits by the nationalised Banks since the present Government has taken charge in order to save them from the hands of money-lenders as per Government's programme; and

(b) the number and names of the States which have wiped off rural indebtedness as a part of the implementation of this programme and the details thereof?

THE MINISTER OF FINANCE (SHRI H. M. PATEL): (a) According to data made available by



the Reserve Bank of India, the Public sector banks, including the 14 nationalised banks had outstanding direct finance to farmers amounting to Rs. 951 crores involving 39,86,010 borrowal accounts as at the end of June 1977 compared to Rs. 922 crores involving 39,80,975 borrowal accounts as at the end of March 1977.

In addition to the direct finance indicated above, the public sector banks also finance farmers through the primary agricultural credit societies. The outstanding amount of such finance was Rs. 46.5 crores involving 4,92,020 borrowal accounts as at the end of June 1977 compared to Rs. 45.1 crores involving 4,54,408 borrowal accounts as at the end of March 1977.

(b) As per information available the following States/Union Territories have passed legislation for liquidation of rural indebtedness:—

- |                             |                          |
|-----------------------------|--------------------------|
| 1. Andhra Pradesh           | 2. Assam                 |
| 3. Bihar                    | 4. Gujarat               |
| 5. Haryana                  | 6. Himachal Pradesh      |
| 7. Jammu & Kashmir          | 8. Karnataka             |
| 9. Kerala                   | 10. Madhya Pradesh       |
| 11. Maharashtra             | 12. Meghalaya            |
| 13. Orissa                  | 14. Punjab               |
| 15. Rajasthan               | 16. Manipur              |
| 17. Tamil Nadu              | 18. Tripura              |
| 19. Uttar Pradesh           | 20. West Bengal          |
| 21. Andaman Nicobar Islands | 22. Dadra & Nagar Haveli |
| 23. Lakshdweep              | 24. Pondicherry          |
| 25. Delhi                   | 26. Goa, Daman & Diu     |
| 27. Chandigarh              |                          |

The legislation provides relief in the form of discharge of debt to categories like the small and marginal farmers, landless agricultural labourers, rural artisans and share croppers. The criteria for discharge of debt differ from State to State.

#### Collaboration between I.T.C. and M/s. Sheraton Corporation for Construction of Five Star Hotels in India

5144. SHRI JYOTIRMOY BOSU: Will the Minister of TOURISM AND CIVIL AVIATION be pleased to state:

(a) whether India Tobacco Company (ITC) a foreign Multi-National firm has been allowed to enter into a foreign collaboration agreement with M/s. Sheraton Corporation of America a wholly-owned subsidiary of International Telephone and Telegraph Far East and Pacific Inc. for construction of a chain of five-star hotels in India;

(b) if so, what are the terms and conditions of this collaboration agreement;

(c) whether Government of India had laid down a firm policy that there will be no further foreign collaboration in the hotel industry; and

(d) if so, why the Government is now going back upon this policy?

THE MINISTER OF TOURISM AND CIVIL AVIATION (SHRI PURUSHOTTAM KAUSHIK): (a) and (b). India Tobacco Company's proposed collaboration agreement with M/s. Sheraton International Inc; USA broadly covers world-wide marketing and advertising of the 3 hotels of the India Tobacco Co., through the Sheraton system of sales, advertising, promotion, public relations and reservations. M/s. Sheraton will also provide assistance in system and procedures for hotels' sales departments and help in training the staff in hotel management. The matter is under consideration.

(c) Proposals for foreign collaboration in the hotel industry are considered on merits in the light of the role assigned to foreign investment in the new Industrial Policy of the Government. Specifically foreign collaborations involving management with a hotel by a foreign party are not permitted.

(d) Does not arise.

**Barter deal with Pakistan regarding Iron Ore and Natural Gas**

5145. SHRI D. B. CHANDRA GOWDA: Will the Minister of COMMERCE AND CIVIL SUPPLIES AND COOPERATION be pleased to state:

(a) whether there has recently been any talk between India and Pakistan on a barter deal involving iron ore from Goa and natural gas from the Sui fields of Baluchistan; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND CIVIL SUPPLIES AND COOPERATION (SHRI ARIF BEG): (a) No, Sir.

(b) Does not arise.

**Appointment of Harijans & Adivasis in Public Undertakings**

5146. DR. RAMJI SINGH: Will the Minister of FINANCE be pleased to state:

(a) the number of Harijans and Adivasis appointed on Class I, Class II, Class III and Class IV posts in the Central Government Public Undertakings during 1976-77 and 1977-78. and

(b) whether Government propose to appoint more Harijans and Adivasis on senior posts during the current year?

THE MINISTER OF FINANCE (SHRI H. M. PATEL): (a) and (b). The latest information in regard to employment of Scheduled Castes/Scheduled Tribes is being obtained and will be placed on the Table of the House.

**Excise duty and Tax on Fertilizers**

5147. SHRI DHARAMSINHBHAI PATEL: Will the Minister of FINANCE be pleased to state:

(a) the excise duty and the taxes imposed by the Central Government

at present on the fertilizers per tonne or on Fertilizers worth one hundred rupees;

(b) the date by which the tax or excise duty imposed by the Central Government on fertilizers will be eliminated;

(c) the reduction made in the taxes or excise duty since the Janata Government came into power and when such a reduction was made; and

(d) whether it is a fact that the farmers cannot make full use of fertilizers as it is very costly due to incidence of taxes and excise duty and if so, the steps proposed to be taken by Government to ensure more use of fertilizers by farmers?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI SATISH AGARWAL): (a) The information regarding central excise and customs duties leviable on fertilizers is given in the statement annexed.

(b) There is as yet no decision of Government for elimination of excise or customs duty on fertilizers in the near future.

(c) With effect from 1st December, 1977, excise duty in respect of Triple Superphosphate fertiliser has been reduced from 15 per cent to 7½ per cent *ad valorem*; effective from the 12th May, 1977, imported Potassium Sulphate has also been exempted from whole of the additional (countervailing) duty leviable under section 3 of the Customs Tariff Act, 1975.

(d) The presumption that fertilisers are very costly due to the incidence of excise and customs duties is not correct. It is the constant endeavour of the Government to make fertilisers available to farmers at suitable prices. In fact the prices of fertilisers have been reduced six times during the period from 18-7-75 to 12-10-77. The Government have also taken a number of other steps such as grant of exemptions from excise/customs duty wherever called for, grant of subsidy etc.

for keeping the fertiliser prices as low as possible and ensuring more use thereof by farmers.

#### Statement

##### I. Central excise duty—

A duty of Central Excise is leviable on fertilisers, all sorts, other than natural animal or vegetable fertilisers when not chemically treated at the rate of 15 per cent *ad valorem*. (On and from 1-4-1978 and upto 31-3-1979, special duty of excise will also be leviable in addition on all fertilisers at the rate of 5 per cent of the basic excise duty). However, Single Super phosphate and Triple Super phosphate fertilisers are already exempt from duty in excess of 7½ per cent *ad valorem*; fertilisers made without the aid of power, and mixed fertilisers made with the aid of power, out of duty paid fertilisers, are also exempt from the whole of the duty; fertilisers used for certain specified industrial purposes as well as fertilisers known as agricultural fritted trace elements or micronutrients or soil stabilisers have also been exempted from full excise duty.

##### II Customs duty—

No basic customs duty is leviable on any variety of imported fertilisers. However, auxilliary duty of customs at the rate of 5 per cent *ad valorem* is leviable on certain varieties, namely, Ammonium Sulphate, Potassium Sulphate containing not more than 52 per cent weight of  $K_2O$  Sodium nitrate containing not more than 16.3 per cent by weight of nitrogen, Composite fertilizers, Di Ammonium phosphate (18:46:0), Ammonium nitrophosphate (20:20:0), Ammonium phosphate, Urea, Muriate of potash and Kyanite salts. Besides, additional (countervailing) duty equal to Central Excise duty is leviable on all the aforesaid imported fertilisers at the rate of 15 per cent *ad valorem* except in the case of Potassium Sulphate containing not more than 52 per cent by weight of  $K_2O$  and Muriate of potash which have been exempted. [Effective from 1st

April, 1978, the rate of additional (countervailing) duty will be increased on imported fertilisers aforesaid (excluding those already exempt) by an amount equal to 5 per cent of the basic effective duty.]

#### विदेशों में सरकारी प्रतिनिधिमण्डल भेजने के लिए सिद्धान्त

5148. डा० रामजी सिंह : क्या बिल मंत्री यह बताने की कृपा करेंगे कि :

(क) ऐसे मंत्रियों और राज्य मंत्रियों तथा ससद सदस्यों की सक्या कितनी है जो जनता सरकार के बनने के बाद गत एक वर्ष के दौरान विदेश गये थे, उन्होंने कितनी बार दौरा किया, दौरों का प्रयोजन क्या था और उन पर कितनी धनराशि खर्च की गई ,

(ख) क्या वर्ष 1975-76 के लिए भी इसी प्रकार के आकड़े उपलब्ध हैं और यदि हा, तो उनका ब्यौरा क्या है ,

(ग) क्या विदेशों को प्रतिनिधि मण्डल भेजने के लिए कोई सिद्धान्त बनाये गये हैं और यदि हा, तो वे क्या है, और

(घ) क्या इस बारे में क़िफायत करने का सरकार का विचार है ?

बिल मंत्री (श्री एच० एम० पटेल) : (क) और (ख). सूचना एकत्रित की जा रही है और ज्यों ही उपलब्ध होगी इसे मन्ना-पटल पर रख दिया जाएगा ।

(ग) और (घ). विद्यमान आदेशों के अन्तर्गत मंत्रिमण्डल स्तर के मंत्रियों और स्वतन्त्र रूप से कार्यभार संभालने वाले राज्य मंत्रियों को विदेशों में भेजने के लिए बिल मंत्री और प्रधान मंत्री का अनुमोदन प्राप्त करना होता है । अन्य मंत्रियों को

भेजे जाने के मामले बिल मंत्री द्वारा अनुमोदित किए जाते हैं। विदेशों में भेजे जाने वाले अन्य ऐसे प्रतिनिधि मण्डलों के मामलों में संविद्या सचिवों की अनुवीक्षण समिति द्वारा की जाती है जिनमें यात्रा किराए का खर्चा, निर्वाह भत्ता और अनोरजन भत्ता अन्तर्गत होता है। इस प्रकार, विदेशों में प्रतिनिधि मण्डलों के प्रस्तावों को निपटाने के लिए पहले ही से एक सकृत कार्यविधि निर्धारित की हुई है जो यह सुनिश्चित करती है कि कम से कम खर्च हो।

#### Export of Sugar through S. T. C.

5149. SHRI PARMANAND GOVIND-JIWALA: Will the Minister of COMMERCE AND CIVIL SUPPLIES AND COOPERATION be pleased to state:

(a) is it a fact that the Government has decided to export sugar through STC;

(b) It is also a fact that the Government are giving subsidy to the exporters through the STC;

(c) if so, what is expected amount which will be paid by way of subsidy; and

(d) is it also a fact that the STC has decided to purchase sugar for export only from the mills near no major ports, if so, why?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND CIVIL SUPPLIES AND CO-OPERATION (SHRI ARIF BEG): (a) The Government have decided to export 6.50 lakh tonnes of Sugar during the calendar year 1978. Exports of Sugar are canalised through S.T.C.

(b) As the current International price of Sugar [about £stg. 100 (Rs. 1885) per MT] is much less than the cost of production of sugar of most of the countries including India. Sugar

exports cannot be undertaken without incurring losses. However, Sugar is exported by STC on Government account, and no subsidy is paid to private exporters.

(c) For the present it is estimated that during 1978 the subsidy on exports of Sugar might be about Rs. 30 crores.

(d) Sugar for exports is procured by STC against the Release Orders/Allocations made by the Department of Food, Government of India S.T.C. have no authority to decide the mills from which it will purchase sugar.

#### ग्रहं परिष्कृत खाल, चर्म और चमड़े के उत्पादन में कार्यरत कारखाने

5150. श्री एस० एल० सोमानी : क्या वाणिज्य तथा नागरिक पूति और सहकारिता मंत्री यह बताने की कृपा करेंगे कि :

(क) ग्रहं परिष्कृत चमड़ा, खाल तथा चर्म के उत्पादन में कार्यरत छोटे, मध्यम और बड़े कारखानों की, राज्यवार संख्या क्या है और उनमें से कितने कारखाना ने गत पाँच वर्षों के दौरान, राज्यवार, ग्रहं परिष्कृत और इनडिगी परिष्कृत चमड़े का निर्यात किया ; और

(ख) ग्रहं परिष्कृत चमड़े के निर्यात कोटे, के लिए प्रत्येक राज्य में कितने आवेदन पत्र प्राप्त हुए और कितने आवेदकों को निर्यात कोटा दिया गया ?

वाणिज्य तथा नागरिक पूति और सहकारिता मंत्रालय में राज्य मंत्री (श्री आरिफ बेग) :

(क) और (ख). उपलब्ध जानकारी के अनुसार ग्रहं परिष्कृत चमड़े के उत्पादन में कार्यरत छोटे, मध्यम और बड़े कारखानों

को राज्यवार सख्या निम्नोक्त प्रकार है —

	तकनीकी विकास महानिदेशालय के एकक	लघु कारखाने
महाराष्ट्र	1	56
तमिलनाडु	14	337
पश्चिम बंगाल	4	30
आन्ध्र प्रदेश	—	30
कर्नाटक	—	8
उड़ीसा	—	5
पंजाब	—	2
उत्तर प्रदेश	—	12
जम्मू तथा काश्मीर	—	1
मध्य प्रदेश	—	1

विगत 5 वर्षों के दौरान ए० को द्वारा किए गए निर्यातों के राज्यवार आकड़े उपलब्ध नहीं हैं क्योंकि कोटा प्रणाली के अधीन अर्द्ध परिष्कृत खाली तथा चर्म के निर्यात आकड़े राज्यवार नहीं रखे जाते हैं । तथापि, बड़े तथा छोटे/मध्यम कोटा धारकों की राज्य/संघ राज्य क्षेत्रवार सख्या निम्नोक्त प्रकार है ।

राज्य	बड़े कोटा धारी	लघु/मध्यम कोटा धारी	कुल कोटा धारी
तमिलनाडु	30	450	480
पश्चिम बंगाल	23	35	58
महाराष्ट्र	2	31	33
उत्तर प्रदेश	2	7	9
पंजाब	1	1	2
हरियाणा	—	1	1
काश्मीर	—	2	2
दिल्ली	2	4	6
आन्ध्र प्रदेश	—	14	14
कर्नाटक	—	7	7
	60	552	612

उत्तर प्रदेश सरकार द्वारा झमरीकी कम्पनी से जेट विमान खरीदा जाता।

5151. श्री राम लाल राहू: क्या पर्यटन और नागर विमानन मंत्री यह बताने की कृपा करेंगे कि :

(क) उस झमरीकी कंपनी का नाम क्या है जिस से उत्तर प्रदेश सरकार का विचार जेट विमान खरीदने का है; और

(ख) इसका अधिचल्य क्या है और उस पर कितनी धनराशि खर्च होगी ?

पर्यटन और नागर विमानन मंत्री (श्री पुष्पोत्तम कौशिक) : (क) जिस विमान को खरीदने का प्रस्ताव है उसके निर्माता यू० एम० ए० के "बीच फ्राफ्ट कार्पोरेशन" हैं।

(ख) उत्तर प्रदेश सरकार ने आयात के लिए दिए गए अपने आवेदन पत्र में बताया है कि नया विमान उनके विमान बेड़े के कुछ विमानों को बदलने के लिए लिया जा रहा है। इस पर लगभग 546743 डालर का खर्च आया जिसमें अतिरिक्त पुर्जों की लागत भी शामिल है।

ख़ास की तस्करी रोकने के लिए कार्यवाही

5152. श्री माधव राव सिन्धिया :  
श्री फूलचन्द वर्मा :

क्या वित्त मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार को पता है कि देश में ख़ास की तस्करी का काम बड़े पैमाने पर चल रहा है जिसके परिणामस्वरूप धार्मिक व्यक्तियों को (जो ख़ास का प्रयोग करते हैं) उसके लिए अधिक मूल्य देना पड़ता है; और

(ख) यदि हाँ, तो उसकी तस्करी रोकने के लिए सरकार द्वारा क्या कार्यवाही की जा रही है ?

वित्त मंत्रालय में राज्य मंत्री (श्री सतीश ब्रह्मचाल) : (क) और (ख). सरकार को मिली रिपोर्टों से ख़ास मनकों की बड़े पैमाने पर किसी तस्करी का पता नहीं चलता है। फिर भी, स्थिति पर बराबर निगाह रखी जाती है।

#### Chit Fund Companies

5153. SHRI MADHAVRAO SCINDIA: Will the Minister of FINANCE be pleased to state:

(a) whether the Government are aware about the number of Chit Fund Companies throughout the country, if so, the number thereof;

(b) whether it is also a fact that a number of State Governments have enacted legislation for the proper control on the business of these companies: and

(c) if so, the names of the States?

THE MINISTER OF FINANCE (SHRI H. M. PATEL): (a) As per the Reserve Bank's records, 2098 chit fund and prize chit companies were functioning in the country as on January 31, 1978.

(b) and (c). The Governments of Tamil Nadu, Delhi, Andhra Pradesh, Maharashtra, Kerala, Uttar Pradesh, Goa, Daman & Diu, Chandigarh and Pondicherry have enacted legislation for the proper conduct of chit fund business of the conventional type. Legislation has also been enacted by the Government of Andhra Pradesh to prohibit the conduct of prize chits and by the Government of Madhya Pradesh to prohibit conduct of both conventional and non-conventional chits.

#### Percentage of Growth of Exports

5154. SHRI MADHAVRAO SCINDIA: Will the Minister of COMMERCE AND CIVIL SUPPLIES AND CO-OPERATION be pleased to state:

(a) the percentage of growth of exports during the current financial year upto February, 1978;

(b) whether Government consider that the growth rate is much higher compared to last year; and

(c) if so, the figures for the last two years?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE, AND CIVIL SUPPLIES AND COOPERATION (SHRI ARIF BEG): (a) to (c). Based on latest provisional data, India's overall exports including re-exports during April-December, 1977 amounted to Rs. 3952 crores registering an increase of 8.7 per cent over the corresponding period of the previous year. The growth rates of exports including re-exports during 1975-76 and 1976-77 were 21.3 per cent and 27.4 per cent respectively.

26 फरवरी, 1978 को एयर इंडिया बोइंग विमान का अपहरण करने की कोशिश

5155. श्री इबारातुल शाक्य : क्या फ्लैटन और नागर विमानन मंत्री यह बताते की कृपा करेंगे कि :

(क) क्या 26 फरवरी, 1978 को एयर इंडिया के बोइंग विमान का अपहरण करने की कोशिश के बारे में जिसमें 350 व्यक्ति सवार थे, और उसमें बम रखे जाने के बारे में जानकारी प्राप्त हो गई थी; और

(ख) यदि हां, तो इस सम्बन्ध में की गई जांच के क्या परिणाम निकले हैं ?

फ्लैटन और नागर विमानन मंत्री (श्री सुखदेवसिंह कौशिक) : (क) और (ख). 26 फरवरी, 1978 को लगभग 0825 बजे (जी० एम० टी०), लंदन विमान क्षेत्र पर एयर इंडिया के टेलीफोन कॉन्ट्रोलर को एक गुप्तनाम टेलीफोन कॉल प्राप्त हुई कि उस रोज की एयर इंडिया की उड़ान ए० आई०-135 पर एक बम आ और उसके फटने में केवल एक घंटा

लेश था। ए० आई०-135 उड़ान रोम से होते हुए बम्बई/लन्दन की एक अनुसूचित उड़ान थी। और 26 फरवरी, 1978 को 0200 बजे (जी० एम० टी०) बम्बई से रवाना हुई थी।

यह टेलीफोन कॉल प्राप्त होने पर एयर इंडिया, लंदन ने उड़ान के कमांडर को तत्काल चेतावनी संदेश भेजा जो कि उस समय -0720 बजे (जी० एम० टी०) डेमस्कस के ऊपर उड़ान कर रहा था। उड़ान के कमांडर ने सुरक्षा जांच के लिए बेरूत विमान क्षेत्र पर, जो कि निकटतम विमानक्षेत्र था, उतरने का निर्णय किया। विमान 0735 बजे (जी० एम० टी०) बेरूत विमान क्षेत्र पर सुरक्षापूर्वक उतर गया और सभी यात्रियों को ज़न्दी में उतार दिया गया तथा सामान व माल को भी उतार दिया गया। विमान की बेरूत विमानक्षेत्र पर एयर इंडिया के कर्मचारियों की सहायता से सेना के कर्मचारियों द्वारा तांडफांड विंगोधी जांच की गयी। यात्रियों की शारीरिक तलाशी ली गई और उनके सामान की भी जांच की गई : इन सुरक्षा जांचों के दौरान कोई शका वाली चीज नहीं मिली। विमान पर 335 यात्री तथा 6 छोटे बच्चे सवार थे।

यह कोई ऐसी घटना नहीं है जिसका सम्बन्ध विमान के अपहरण के किसी संभावित प्रयत्न से हो।

सोने के रूप में विदेशी ऋणों का प्रगुतान

5156. डा० राम जी सिंह : क्या वित्त मंत्री यह बताते की कृपा करेंगे कि :

(क) भारत पर कुल कितना विदेशी ऋण बकाया है तथा हमें ऋण पर ब्याज सहित प्रति वर्ष कितना ऋण चुकाना पड़ता है ;

(ख) क्या सरकार का विचार ऋण के लिए अपना सम्पूर्ण सोना देकर इस ऋण से मुक्ति पाने और इस प्रकार बड़ी मात्रा में धन को, जो हमें ब्याज के रूप में देना पड़ता है, बचाने का है ;

(ग) यदि नहीं, तो उसके क्या कारण हैं ; और

(घ) क्या सरकार को पता है कि चीन ने एक साथ अपना सारा सोना देकर रूस को दिए जाने वाले ऋण से अपने को मुक्त कर लिया था ; और इससे उसके आत्म-सम्मान में वृद्धि हुई है ?

**वित्त मंत्री (श्री एच० एम० पटेल) :** (क) चालू वित्तीय वर्ष के अन्त में (31 मार्च, 78) चालू विनिमय दरों पर भारत सरकार की विदेशी ऋणों की कुल बकाया देनदारी 11,339.41 करोड़ रुपये की थी। इसमें से वर्ष 1978-79 में, चालू दरों पर, अनुमानतः 648.92 करोड़ रुपये (400.11 करोड़ रुपये मूलधन के रूप में और 248.81 करोड़ रुपये ब्याज के रूप में) की वापसी अदायगी की जाएगी।

(ख) जी, नहीं।

(ग) वापसी अदायगी अलग-अलग देशों/संस्थाओं के साथ किए गए ऋण करारों में निर्दिष्ट शर्तों के अनुसार की जाती है।

(घ) चूंकि यह बात सोवियत समाजवादी जनतंत्र संघ और चीन जनवादी जनतंत्र के बीच द्विपक्षीय मामले से सम्बन्धित है, इसलिए सरकार इस पर टीका टिप्पणी करने में असमर्थ है।

**Advance sanctioned to States by  
L. I. C.**

5157. SHRI SARAT KAR: Will the Minister of FINANCE be pleased to state:

(a) the amount advanced to each State out of the sanctioned amount which the Life Insurance Corporation had agreed to advance in addition to the special loan of the already advanced loan by it to the State Housing Boards; and

(b) the amount which has been received back by the Life Insurance Corporation out of the previous loan?

**THE MINISTER OF FINANCE (SHRI H. M. PATEL):** (a) and (b). During the year 1976-77, loans sanctioned and disbursed by the L.I.C. to State Governments including Delhi Development Authority for their various social housing schemes (including Special flood loan etc.) amounted to Rs. 20.25 crores and Rs. 22.06 crores respectively. A statement showing the state-wise break up of these amounts is attached.

Information relating to the amounts which have been received back by the L.I.C. from the State Governments out of the previous loans is being collected and will be laid on the Table of the House as soon as it is available.

As regards the loans granted to State Housing Boards, the LIC as a matter of policy had stopped granting loans to these Boards after the formation of Housing and Urban Development Corporation Ltd. Total loans granted by the LIC and the loans repaid by the State Housing Boards as on date amounted to Rs. 9.75 crores and Rs



2.17 crores respectively. Break-up of these figures is given below:—

Name of Housing Boards	Loan advanced	Loan repaid
	Rs.	Rs.
Andhra Pradesh Housing Board . . . . .	1,00,00,000	15,00,000
Gujarat Housing Board . . . . .	1,50,00,000	37,50,000
Maharashtra Housing Board . . . . .	3,00,00,000	1,02,81,500
Madhya Pradesh Housing Board . . . . .	1,25,00,000	6,25,000
Uttar Pradesh Housing Board . . . . .	1,00,00,000	25,00,000
Uttar Pradesh Housing and Development Board . . . . .	2,00,00,000	30,00,000
<b>TOTAL . . . . .</b>	<b>9,75,00,000</b>	<b>2,16,56,500</b>

### Statement

Name of State	(In crores of rupees)		Name of State	Amount sanctioned	Amount disbursed
	Amount sanctioned	Amount disbursed			
Andhra Pradesh	1.70	1.70	Tripura . . . . .	0.25	0.25
Assam . . . . .	0.20	0.20	Uttar Pradesh . . . . .	1.60	1.60
Bihar . . . . .	1.00	1.00	West Bengal . . . . .	1.55	1.55
Gujarat . . . . .	0.90	0.90	Sikkim . . . . .	0.05	0.05
Haryana . . . . .	0.50	0.50	Delhi Development Authority . . . . .	2.50	4.12
Himachal Pradesh . . . . .	0.50	0.50	<b>TOTAL</b>	<b>20.25</b>	<b>22.06</b>
Jammu & Kashmir . . . . .	0.50	0.50			
Karnataka . . . . .	1.00	1.19			
Kerala . . . . .	1.00	1.00			
Madhya Pradesh . . . . .	1.25	1.25			
Maharashtra . . . . .	0.90	0.90			
Manipur . . . . .	0.15	0.15			
Meghalaya . . . . .	0.15	0.15			
Nagaland . . . . .	0.15	0.15			
Orissa . . . . .	1.25	1.25			
Punjab . . . . .	0.80	0.80			
Rajasthan . . . . .	1.10	1.10			
Tamil Nadu . . . . .	1.25	1.25			

### Orissa Government Master Plan for Tourism sent to Government of India

5158 SHRI GIRIDHAR GOMANGO: Will the Minister of TOURISM AND CIVIL AVIATION be pleased to state:

(a) whether the Government of Orissa prepared a Master Plan for the development of tourism and submitted to Government of India for approval;

(b) if so, what are those programmes and the assistance asked from the Government of India;

(c) the names of the districts included in the Master Plan for the tourist development; and

(d) the reasons thereof, if any, for non-inclusion of districts having beautiful tourist resorts, historical sites, flora and fauna and the like?

**THE MINISTER OF TOURISM AND CIVIL AVIATION (SHRI PURU-SHOTTAM KAUSHIK):** (a) and (b). The Central Department of Tourism has received from the Government of Orissa a general note on tourism potential of Orissa. This will be discussed with the State Government at the time of finalisation of their next Five Year Plan (1978-83), and depending upon the availability of resources it will be determined which places would be taken up for development in the Central and State Sectors.

(c) The places included in the above note sent by the State Government are—

(i) *Tourist centres of national importance mainly visited by domestic tourists:*

Puri, Konarka, Pradeep, Kapilas, Rourkela, Behrampur Gupteswar, Jey-pore, Changaneshwar, Atri, Bangri Post, Hirakud, Barkul, Chandrakhol

(ii) *Miscellaneous:*

Youth hostels at places of tourist interest.

(iii) *Tourist centres of international importance:*

Bhubaneswar, Puri, Konarka, Rathnagiri, Udaigiri, Gopalpur-on-sea, Chenatipur-on-sea, Chandeshwar, Balighat, Chilka Lake, Simlipal National Park, Tikarpara Gorge, Chandaka Reserve Forest, Khandagiri-Udaigiri Hills.

(d) No reasons have been assigned for non-inclusion of other centres in the note received from the State Government.

#### Change of Financial Year

5159. **SHRI GIRIDHAR GOMANGO:** Will the Minister of FINANCE be pleased to state:

(a) whether this Ministry discussed with Central Ministries and the States

regarding the change of financial year from 31st March to June 15th;

(b) if so, the views by the Ministries and States regarding the extension of the financial year; and

(c) if not, the change in financial administrative set up at Centre level and State level proposed to get through the difficulties arising due to climatic condition in rural India at the time of implementation and execution and clearance of projects and programmes in time by Centre and States?

**THE MINISTER OF FINANCE (SHRI H. M. PATEL):** (a) No Sir.

(b) Does not arise

(c) While no proposal for change of the financial year from 31st March to 15th June was considered, proposals for starting the financial year from a different date (such as 1st July, 1st August, 1st November, etc.) instead of 1st April have been considered by Government from time to time. The National Development Council, which considered the matter in April 1969, was generally of the view that no change need be made in the financial year. In the light of this view, Government considered the matter further and decided in May 1969 that the *status quo* should be maintained. This decision was also brought to the notice of Parliament in July 1969. In coming to this decision, the various relevant factors like the behaviour of principal monsoon, the advantage of having the entire working season in one financial year, the need to have the same financial year for the Central Government and all the State Governments etc. were duly taken into account. When the matter was examined again in subsequent years it was decided that the present financial year may be retained as there were no new grounds warranting a change in the earlier decision.

**Instructions to States regarding delay in utilising the Earmarked Funds**

5160. SHRI GIRIDHAR GOMANGO: Will the Minister of FINANCE be pleased to state:

(a) whether this Ministry issued instructions to the States to study the delay in utilising earmarked funds of different departments and intimate the steps adopted by them to utilise the funds in time particularly the funds for the Minimum Needs Programme, Rural Development Programme and tribal development programmes;

(b) whether this Ministry is aware of the fact that some States are unable to utilise the funds in time so far; and

(c) the reaction of Government of India regarding the utilisation of funds by the States?

THE MINISTER OF FINANCE (SHRI H. M. PATEL): (a) to (c). While no specific instructions have been issued by the Ministry of Finance to the State Governments to study the delay in utilising earmarked funds, the State Governments have been urged from time to time to gear up their machinery for implementation of Plan schemes and to take effective and determined action for proper utilisation of Plan allocations, including funds for the minimum needs programme, rural development and tribal development programme. Under the existing procedure for release of Central assistance for State Plans, any shortfall in the expenditure on the earmarked sectors/projects results in a proportionate reduction in the Central assistance and there is thus an inbuilt measure of deterrence against poor performance.

**बीड पर्यटन स्थलों का विकास**

5161. श्री हरमोहन चर्मा : क्या पर्यटन और नागर विमानन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि बीड पर्यटन स्थलों का विकास करने के लिए एक बिस्तृत

योजना बनाने का सरकार का विचार है; और

(ख) यदि हाँ, तो उसकी रूपरेखा क्या है ?

पर्यटन और नागर विमानन मंत्री (श्री पुरुषोत्तम कौशिक) : (क) और (ख). केन्द्रीय पर्यटन विभाग ने राजगिर तथा नालंदा के मास्टर प्लान (लैंड-यूस-प्लान) तैयार करा लिए हैं। बोंधगया का मास्टर प्लान (लैंड-यूस-प्लान) तैयार किया जा रहा है। इन मास्टर प्लानों (लैंड-यूस-प्लानों) के आधार पर विभिन्न प्रकार के आवास, कैफेटीरिया, शहर स्थल तथा कार पार्क आदि जैसी पर्यटन सुविधाओं का विकास किया जाएगा। स्मारकों के प्राकृतिक परिवेश की संभावित करने के लिए पर्यावरण में सुधार के भी उपाय किए जायेंगे।

**Direct flight between Coimbatore and New Delhi**

5162. SHRI K. A. RAJU: Will the Minister of TOURISM AND CIVIL AVIATION be pleased to state:

(a) whether there is any proposal with the Government of India to introduce a direct flight between Coimbatore and New Delhi; and

(b) if so, when will the proposed flight be introduced?

THE MINISTER OF TOURISM AND CIVIL AVIATION (SHRI PURUSHOTTAM KAUSHIK): (a) No, Sir. Not at present.

(b) Does not arise.

**Economy in Administration**

5163. SHRI DURGA CHAND: Will the Minister of COMMERCE AND CIVIL SUPPLIES AND COOPERATION be pleased to state:

(a) what steps Government have taken in 1977 to effect economy in the administration of his Ministry;

(b) what is the saving in terms of money as a result thereof; and

(c) what further steps are being taken in 1978 in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE, CIVIL SUPPLIES AND COOPERATION (SHRI ARIF BEG) : (a) The steps taken in 1977 by the Ministry of Commerce, Civil Supplies and Co-operation to effect economy in the administration of the Ministry are as follows:—

(i) The detailed instructions issued in May 1977 by the Ministry of Finance for effecting economy in administrative expenditure particularly in regard to creation and filling up posts, travelling allowance, over-time allowance, staff cars, telephones and contingent expenditure were brought to the notice of all the officers in the Ministry and were also circulated to all the attached and subordinate offices, commodity boards, granted organisations and public sector undertakings under the administrative control of the Ministry for strict observance.

(ii) On the basis of a quick review of the staff strength in the Ministry and in the subordinate organisations a number of posts at various levels were either abolished or held in abeyance including one post of Secretary to the Government in the Department of Commerce. All fresh proposals for creation of additional posts are subjected to very rigorous scrutiny and normally no new posts are allowed to be created unless they are in connection with approved plan schemes or are found absolutely necessary. There has also been reduction in the number of posts and consequent economy owing to introduction of Desk Officer system of working.

(iii) Payment of overtime allowance to all categories of employees in the Ministry and its attached and

subordinate offices is subjected to review and strict control is being exercised on such expenditure.

(iv) Tours both within the country and abroad are restricted to inescapable occasions and the expenditure thereon is restricted to the minimum. Proposals for sending delegations abroad are scrutinised with particular care and are approved only when the need for such delegations is established beyond doubt. The duration of the delegations and the number of persons to be included in the delegation are also kept to the absolute minimum. As far as possible our Ambassadors or High Commissioners or Commercial representatives in foreign countries are asked to participate in international forums at various levels.

(b) While it is difficult to precisely quantify the savings in terms of money as a result of the economy measures mentioned at (a) above, an idea of the extent of savings effected can be had from the following:—

(i) The abolition of the post of Secretary to the Government in the Deptt. of Commerce along with his personal staff has resulted in an annual recurring saving of Rs. 75000/-.

(ii) The abolition/holding in abeyance of 78 posts in the Department of Civil Supplies and Co-operation and its attached offices has resulted in a saving of Rs. 5 lakhs per annum.

(iii) The abolition of a large number of posts in the organisation of C.C.I&E. involves a recurring saving of Rs. 9.7 lakhs per annum.

(iv) The anticipated expenditure under the sub-head 'Office expenses' in the year 1977-78 in the Deptt. of Commerce is expected to be less by Rs. 1.85 lakhs compared to the previous year.

The above mentioned items of saving are only illustrative and not exhaustive. The cumulative effect of

the observance of the economy instructions issued by the Government is expected to be considerable

(c) During the year 1978-79 also, the economy instructions will continue to be observed and all efforts made to contain the growth in administrative expenditure. It is also proposed to subject as many organisations as possible to detailed work-study with a view to regulating strength of staff on a more scientific basis.

#### Export Publicity

5164 SHRI YASHWANT BOROLE  
Will the Minister of (COMMERCE CIVIL SUPPLIES AND COOPERATION be pleased to state

(a) whether he is aware of the fact that all is not well with our export publicity and many a buyer abroad does not even know what India can sell him and

(b) if so what steps are being taken to improve the situation?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND CIVIL SUPPLIES AND COOPERATION (SHRI ARIF BEG) (a) and (b) The Government is fully seized of the need for intensive publicity of India's growing export potentials abroad and has undertaken various measures in this direction. Some of the important steps taken by the Government are —

(i) Collection and dissemination of information regarding India's export-potentialities through the export-oriented publications of the Commercial Publicity Wing of the Trade Fair Authority, the Trade Development Authority, Export Promotion Councils, Commodity Boards etc.

(ii) Participation in the trade fairs abroad and holding wholly Indian exhibitions in selected markets in order to publicise India's vast export potentialities.

(iii) Regular collection of material relating to market intelligence

abroad, as well as Tender notices issued by purchasing organisations in the foreign countries through the Indian Missions and publishing them in the Export Service Bulletin. To ensure expeditious publicity of overseas tenders a mid-week supplement of the Bulletin is also published. Information on liberalisation of imports in foreign countries, GSP concessions and trade arrangements between India and other countries are collected from official sources and published in the Bulletin regularly so that our entrepreneurs could avail themselves of the export opportunities.

(iv) The Trade Development Authority *inter-alia* compiles and brings out special publicity catalogues and Organisms Buyer-Seller Meets.

(v) Financial assistance from the Market Development Fund is being extended on schemes and projects for development of markets abroad for Indian products and commodities. Grants-in-Aid from the MDF *inter-alia* also over publication of journals, directories, brochures, pamphlets etc. for distribution abroad, advertisements of India's export products by the approved organisations, publicity films, setting up of show-rooms etc.

#### Goa Allowance to Employees of State Bank of India

5165 SHRI AMRUT KASAR Will the Minister of FINANCE be pleased to refer to the reply given to part (b) of USQ No. 6794 on 5th August 1977 regarding Goa Allowance to employees of State Bank of India and subsidiary banks and lay on the Table of the House a copy of the agreement between the State Bank of India and All India State Bank of India Staff Federation authorising the State Bank of India to withdraw the Goa Allowance paid to its employees in Goa?

THE MINISTER OF FINANCE  
(SHRI H. M. PATEL) State Bank of

India has reported that though no formal settlement was signed with the All India State Bank of India Staff Federation regarding the withdrawal of Goa Allowance, an understanding was reached with the Federation about its phased withdrawal in one of the bipartite discussions held between the Bank and the Federation on 30th-31st May and 1st June, 1977. A copy of the letter dated 13th June 1977 from the State Bank of India addressed to the State Bank of India Staff Federation conveying the understanding reached is in the given in the attached statement

#### Statement

Copy of State Bank of India letter No. PER/IR/23912 dated the 13th June, 1977 addressed to the State Bank of India Staff Federation.

With reference to your letter No. FED/281 dated the 24th March 1977, and our reply thereto vide our letter No. PER/IR/16230 dated the 15th April 1977, the matter was further discussed between us at the Bipartite Meeting held at this Office on the 30th and 31st May and the 1st June, 1977.

2 Although no reasons could be assigned to justify continuance of the allowance, as a gesture of goodwill, and with a view to avoid hardship which may result on account of substantial reduction in carry-home pay, we agreed to consider withdrawal of the allowance in 4 equal annual instalments. In a further gesture to meet the Federations demand to the extent possible, we agreed to consider the beginning of withdrawal from the 1st July 1977.

3. Accordingly, we are advising our Bombay and Ahmedabad Local Head Offices that the Goa Allowance may now be withdrawn in 4 equal annual instalments with effect from the 1st July 1977 thereby reducing it by 25 per cent on the 1st July 1977, by another 25 per cent on the 1st July, 1978 by further 25 per cent on the 1st

July, 1979. No allowance will be payable as from the 1st July 1980.

4. The above Scheme will exclude Panjim at present, but will apply to Daman.

#### Export of Canned Fish

5166 SHRI AMRUT KASAR: Will the Minister of COMMERCE AND CIVIL SUPPLIES AND COOPERATION be pleased to state:

(a) whether due to the export of canned fish to the foreign countries, the coastal States and the Union Territory of Goa where fish is an essential commodity are facing acute shortage of fish;

(b) whether it is a fact that the fish caught by the mechanised boats used by big business houses has been exported at the cost of the local consumers; and

(c) what steps Government have taken to divert the supply of fish to local markets in order to reach the local consumers?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND CIVIL SUPPLIES AND COOPERATION (SHRI ARIF BEG): (a) No report of shortage of fish in the coastal States and the Union Territory of Goa has so far been received. The export of canned fish from India is too meagre to create a shortage of fish

(b) Fish caught by mechanised boats used by big business houses are high priced items like shrimp and lobsters, which are not mass consumption items for domestic consumers. The exports are not at the cost of local consumers.

(c) The Government has restricted the export of Pomfret and dried Bombay duck in order to ensure supply of these fish to domestic consumers at a reasonable price.

**Release of Foreign Exchange to Exporters**

5187 SHRI VIJAY KUMAR MALHOTRA Will the Minister of FINANCE be pleased to state

(a) how much foreign exchange was released and to how many exporters for advertising expenditures abroad during the last year and what were these figures during the last years of the First and the Third Five Year Plans respectively, and

(b) how much foreign exchange was released and to how many exporters for participating in trade fairs and exhibitions abroad in the past year and what were these figures for the last years of the First and the Third Five Year Plans respectively?

THE MINISTER OF FINANCE (SHRI H M PATEL) (a) and (b) As the records of the Reserve Bank of India pertaining to the last years of the First and Third Five Year Plans have been destroyed under normal departmental rules it is not possible to furnish the information pertaining to those years. Information for the year 1977 is being collected and will be laid on the table of the House

**Foreign Exchange released to businessmen**

5168 SHRI VIJAY KUMAR MALHOTRA Will the Minister of FINANCE be pleased to state

(a) how much foreign exchange was released and to how many export personnel on overseas business tours in the past year and what were these figures for the last years of the First and the Third Five Year Plans

(b) how much foreign exchange was allowed to and how many businessmen holding blanket permits during the past five years and what were the figures for the last years of the First and Third Five Year Plans, and

(c) how much money in foreign exchange was released for paying agency commission to exporters agents abroad last year of the First

and the Third Five Year Plans respectively?

THE MINISTER OF FINANCE (SHRI H M PATEL) (a) to (c) As the records of the Reserve Bank of India pertaining to the last years of the First and the Third Five Year Plans have been destroyed according to departmental rules it is not possible to furnish information for those years. The information pertaining to 1977 in respect of parts (a) and (c) and the information pertaining to the last three years in respect of part (b) are being collected and will be laid on the table of the House

**Application of self removal procedure to Tobacco Warehouses**

5169 SHRI MANOHAR LAL Will the Minister of FINANCE be pleased to state the reason why 'Self Removal Procedure' Scheme was not Applied in case of remaining tobacco warehouses not attached to Cigarette Factories when system of 'Physical Control' was dispensed with in case of all other Excisable Goods on the ground that there was abuse of power associated with the 'System of Physical Control'?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI SATISH AGARWAL) When the decision was taken to extend the system of self-assessment embodied in the Self Removal Procedure exceptions were made in respect of a few excisable commodities which were found to present complications in assessment or where there was substantial movement in bond. There is substantial movement of unmanufactured tobacco in bond and it was not found suitable for being covered by the Self Removal Procedure. The Self Removal Procedure was however allowed in the case of tobacco in warehouses attached to cigarette factories since cigarette factories were to be covered by the Self Removal Procedure and the movement of tobacco from such warehouses was normally made to the cigarette factories on payment of duty

**Self-Assessment Scheme of Income-Tax Assessments**

5171. SHRI S. R. DAMANI: Will the Minister of FINANCE be pleased to state:

(a) how many income-tax cases are pending for more than two years as on 31st December, 1977;

(b) whether the self-assessment scheme is working satisfactorily and what is their number and how does it work as percentage of total income-tax assesses; and

(c) whether all assessments under this scheme are completed and, if not, how many are pending and for what reasons?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI ZULFIQUARULLAH): (a) The information is being collected and will be laid on the Table of the House as soon as it is available.

(b) Self-assessment in fact is a requirement under the Income-tax Act, 1961 by which an assessee is made liable to deposit the tax payable by him according to his total income before filing the return of income. There is no scheme of self-assessment for the completion of assessments.

Perhaps the intention of the Hon. Member is to enquire about the working of Summary Assessment Scheme. According to this Scheme, Income-tax assessments in all non-company cases (subject to certain exceptions) where the returned income in the assessment year under consideration and the assessed income in any of the two preceding assessments is less than Rs. 75,000/- in the cases of registered firms or Rs. 50,000/- in other cases will be completed under section 143(1) of the Income-tax Act, i.e., without calling the assessee to the Income-tax Office.

This Scheme is working satisfactorily. According to information available with the Central Board of Direct

Taxes, out of a total of 35,84,065 assessments completed upto the end of February, 1978, 27,13,829 assessments have been completed under this Scheme which includes both arrear and current assessments. The number of assessments completed during the last year under this scheme in the corresponding period was 23,42,388.

Number of assesses who are being assessed under this Scheme is 23,08,435 which is 68.5 per cent of the total number of 33,71,339 of the effective Income-tax assesses.

(c) At the end of February, 1978, 8,88,872 assessments were pending under the Summary Assessment Scheme. These assessments are pending due to a variety of reasons such as absence of complete details, delay in submission of return of income and non-furnishing of the documents along with the return. It is, however, expected that at the end of March, 1978, the pendency of the Summary Assessments will be considerably reduced.

**Ban on export of Cumminseeds**

5172. SHRI ANANT DAVE: Will the Minister of COMMERCE, CIVIL SUPPLIES AND COOPERATION be pleased to state:

(a) whether it is true that the cumminseeds export is banned;

(b) whether Government are aware that bumper crop of cumminseeds are laying in the fields and the present exports are just about 1 to 2 per cent of normal production;

(c) whether this step will only harass the farmers who are producing cumminseeds; and

(d) what steps are being taken by Government to protect the farmers?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND CIVIL SUPPLIES AND COOPERATION (SHRI ARIF BEG): (a) to (d). Government have recently banned the



export of cumminseed because of abnormal rise in its prices in the country. The National Agricultural Cooperative Marketing Federation Ltd. and the National Cooperative Consumer Federation Ltd have been directed by the Government to make purchases of cumminsceds and to see that the prices do not fall below the remunerative levels to the growers.

**Criteria adopted by Federation of Indian Export Organisation and Department of Commercial Intelligence and Statistics, Calcutta for inclusion of Names of Export Firms in Directories**

5173 SHRI NAIHU SINGH Will the Minister of COMMERCE, CIVIL SUPPLIES AND COOPERATION be pleased to state.

(a) what is the difference in the criteria adopted by the Federation of Indian Export Organisation (FIEO) and Department of Commercial Intelligence and Statistics Calcutta (DCIS) for inclusion of names of export firms in their respective directories of the Indian exporters and how do their directories of exporters differ from each other?

(b) what percentage of total Indian exports (value and weight) are exported to foreign countries by (1) Air, (2) land and (3) Sea presently and what were the figures at the end of the First and the Third Five Year Plans respectively;

(c) what percentage of Indian exports (value and weight) are carried by (1) Rail, (2) Road, (3) Inland waterways to international ports and airports from the hinterland presently and what were the figures at the end of the First and the Third Five Year Plans respectively?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND CIVIL SUPPLIES AND COOPERATION (SHRI ARIF BEG): (a) F.I.E.O.'s Directory of Exporters includes names of exporters who are members of F.I.E.O. or any of their

constituents, whereas the Directory of Indian Exporters of the D.G.C.I.&S. includes names of exporters who have good financial standing, export performance/manufacturing experience. Hence, the two directories are not comparable.

(b) and (c). Statistics showing quantum and value of exports carried by different modes of transport from hinterland are not maintained.

During 1975-76 about 84 per cent of India's total exports including re-exports in terms of value were by land and sea

**Number of persons in Undertakings under Ministry of Finance**

5174 SHRI SHIV NARAIN SARSONIA Will the Minister of FINANCE be pleased to state

(a) the class-wise (I, II, III and IV) total number of persons in each of the following Undertakings functioning under his Ministry:

1 General Insurance Corporation of India.

2 Life Insurance Corporation of India,

3 National Insurance Corporation Ltd.,

4 New India Assurance Company Ltd.

5. Oriental Fire and General Insurance Corporation.

6. United India Fire & General Insurance Company Ltd.;

(b) the number of Scheduled Castes and Scheduled Tribes in each class and each Undertakings separately;

(c) whether the Government of India's Orders relating to reservation of vacancies are followed in the matter of recruitment and promotion in these Undertakings; and

(d) if not, the reasons thereof?

## THE MINISTER OF FINANCE (SHRI H. M. PATEL)

	Officers	Develop- ment Staff	Clerical	Others
'National'	757	1146	4025	1050
'New India'	796	1668	3881	706
G. I C	79		156	33
'United India'	970	1319	4034	1143
'Oriental'	1187	1292	4280	1110
TOTAL	3789	5425	16976	4042
L I C	4086	7356	36719	7997
GRAND TOTAL	7875	12781	53095	12039

(b) Schedule C and Scheduled Tribes (%) indicated in brackets)

	Officers	Develop- ment Staff	Clerical	Others
'National'	(—)	21(1.8)	68(1.6)	33(3.1)
'New India'	2(3)	—(—)	49(1.3)	31(4.3)
G I C	1(1.2)	—(—)	12(7.6)	10(30)
'United India'	1(0.1)	1(0.8)	170(4.2)	98(8.5)
'Oriental'	—(—)	2(0.6)	124(2.9)	110(9.3)
L I C	29(0.5)	30(68)	1335(3.6)	1327(17)

(c) and (d) The LIC has been providing reservation for SC/S.T. in its services from 1965 onwards. After nationalisation of the Life Insurance Business in 1956 most of the employees belonging to various grades were inherited from the erstwhile life insurance companies where there was no provision for reservation of SC and ST. For the first time the Corporation introduced reservations for SC, and ST with effect from 1965. However, as no direct recruitment to Class I could be held from 1965-66 to 1975-76 it could not be possible to increase the intake of SC/S.T. candidates in Class I service of LIC. The direct re-

crutment to Class I service has been resumed since last year and provision for reservation of posts for SC/S.T. has been made. As regards recruitment to Class II posts (Development Officers) generally selection to this cadre is made from amongst successful agents. The Corporation has issued instructions to its Zonal and Divisional Offices to make efforts to enroll more and more candidates belonging to SC/S.T. communities as insurance agents so that sufficient number of suitable candidates belonging to these communities would be available for appointment to this cadre of development officers in the near

future To improve the intake of SC/S/T in the service of the Corporation the Corporation has taken the following special measures —

(i) relaxation of 10 per cent marks at each of the three stages of selection viz (1) eligibility (2) pre recruitment test and (3) interview,

(ii) Relaxation of upper age limit by 5 years

(iii) Separate interview for SC / ST candidates,

(iv) Reimbursement of TA for candidates called for interview

(v) Recourse to ad hoc recruitment in the event of unsatisfactory response from SC/S/T candidates at the time of general selection

(vi) Extension of reservation and other concessions in the matter of promotion as well, and

(vii) Appointment of Liaison Officers for the effective implementation of the Reservation orders

After nationalisation of general insurance business it took some time for the various general insurance companies to be fully integrated and they started functioning on an integrated basis only from 1975. Most of the employees of GIC and its subsidiaries are transferred employees from over 100 insurance companies which were not following any reservation rules. In Recruitment Rules the GIC has provided for 20 per cent of vacancies for members of Scheduled Castes and 10 per cent for members of Scheduled Tribes

**Reservation for Promotion and Recruitment of SC/ST in Undertakings under Ministry of Tourism & Civil Aviation**

5175 SHRI SHIV NARAIN SARSONIA Will the Minister of TOURISM AND CIVIL AVIATION be pleased to state

(a) the class-wise (I II III & IV) total number of persons in each of the following Undertakings functioning under his Ministry

- 1 Air India
- 2 Air India Charters Ltd,
- 3 Hotel Corporation of India Ltd
- 4 Indian Airlines
- 5 International Airports Authority of India
- 6 India Tourism Development Corporation Ltd

(b) the number of Scheduled Castes and Scheduled Tribes in each class and each Undertaking separately

(c) whether the Government of India's Orders relating to reservation of vacancies are followed in the matter of recruitment and promotion in these Undertakings and

(d) if not the reasons thereof?

THE MINISTER OF TOURISM AND CIVIL AVIATION (SHRI PURUSHOTAM KAUSHIK) (a) and (b) The information is given in the attached statement.

(c) Yes Sir

(d) Does not arise

**Statement**

Sl No	Name of the Organisation	Total number of employees	Number of Scheduled Castes employees	Number of Scheduled Tribes employees	Remarks
1	2	3	4	5	6
1 & 2	Air India and Air India Charters Ltd	Class I (Group A) 2,243	64	13	As on 31-12-77
		Class II (Group B) 2,535	180	58	

1	2	3	4	5	6
		Class III (Group C)	5,804	1428	187
		Class IV (Group D)	108	94	..
3	Hotel Corporation of India Ltd.	Class I (Group A)	49	2	..
		Class II (Group B)	43	1	..
		Class III (Group C)	778	61	6
		Class IV (Group D)	704	319	16
4	Indian Airlines.	Class I (Group A)	2,107	42	9 As on 1-1-78
		Class II (Group B)	8,087	591	130
		Class II (Group C)	4,871	778	79
		Class IV (Group D)	No such posts		
5	International Airports Authority of India	Class I (Group A)	104	7	1 as on 31-12-77
		Class II (Group B)	148	12	4
		Class III (Group C)	1,545	230	38
		Class IV (Group D)	1,234	541	36
6	India Tourism Development Corporation Ltd	Class I (Group A)	392	14	2 as on 31-12-77
		Class II (Group B)	110	7	
		Class III (Group C)	3,373	611	20
		Class IV (Group D)	1,976	570	26

**Complaints against the Management of (Kurtha) Gaya Branch of Union Bank of India**

5176 SHRIMATI PARVATHI KRISHNAN: Will the Minister of FINANCE be pleased to state

(a) whether Finance Minister has received any complaint from the residents of village Musari, Thana Kurtha (Gaya), Bihar against the ma-

agement of Kurtha (Gaya) Branch of Union Bank of India;

(b) if so, the details;

(c) whether Government are aware that residents approached Bank authorities for loan for purchasing pumping set from authorised dealer Hindustan Machinery and Pipe, Kurtha (Gaya);

(d) whether it is a fact that the Bank management sanctioned loan and

insisted that pump set be purchased from another dealer (long distance) Adarsh Machinery Kinjar,

(e) whether they have complained that this cost them transport charges of Rs 50/ and the pump set supplied is of inferior material, and

(f) if so, whether any enquiry will be made?

THE MINISTER OF FINANCE  
(SHRI H M PATEL) (a) Yes Sir

(b) to (e) The signatories have complained that the Kurtha Branch of the Union Bank of India wanted the pumping set and accessories for which they had applied for a loan purchased from a non authorised dealer whose shop was located at a distance of 15 KM resulting in an extra transportation expenditure of Rs 50 The material supplied by the dealer was also substandard The signatories have prayed that such malpractices should be stopped and defaulting offic als punished

(f) The complaint has been forwarded to the Union Bank who have also received a similar complaint directly The Regional Manager of the Union Bank has been instructed to proceed to Kurtha and investigate thoroughly into the complaint on the spot and take suitable remedial action

उन अधिकारियों को अनियमितताओं की शिकायतों की जांच करने का कार्य सौंपा जाना जिनके विरुद्ध शिकायतें की गई हैं

5177 श्री हयाराम शाक्य क्या पर्यटन और नागर विधानन मंत्री यह बताने की कृपा करेंगे कि

(क) क्या यह सच है कि यदि किसी अधिकारी अथवा विभाग के विरुद्ध अनियमितताओं के बारे में उच्च स्तर पर शिकायत की जाती है तो ऐसी शिकायतों की जांच करने का आदेश उन्हीं अधिकारियों को दिया जाता है जो उसके दोषी होते हैं और

इसमें शिकायतकर्ता पर विपरीत प्रभाव पड़ता है,

(ख) क्या यह भी सच है कि हाल में दिसम्बर, 1977 में इंडियन एयरलाइन्स की यूनियन ने बहा के कुछ अधिकारियों के विरुद्ध बेयरमैन का शिकायत की थी और शिकायत की जांच का काम उन्हीं दोषी व्यक्तियों को सौंप दिया गया है और

(ग) यदि उपरोक्त भाग (क) और (ख) का उत्तर हा म है तो क्या सरकार इस प्रणाली का समाप्त कर जांच का काम गुप्तचर विभाग का सौंप की व्यवस्था करेगी ?

पर्यटन और नागर विधानन मंत्री (श्री पुद्दोत्तम कौशिक) (क) जी नहीं।

(ख) मामले के विशिष्ट विवरण का अभाव में एमो किसी शिकायत का पता लगाना सम्भव नहीं हुआ है।

(ग) प्रश्न नहीं उठता।

**Bringing of Nationalised Banks, LIC and Public Undertakings under Comptroller and Auditor General**

5178 SHRI K A RAJAN Will the Minister of FINANCE be pleased to state

(a) whether Government have a proposal under consideration for bringing the Nationalised Banks LIC and Public Undertakings under the audit umbrella of the Comptroller and Auditor General, and

(b) if so, what action is proposed to be initiated in this direction?

THE MINISTER OF FINANCE  
(SHRI H M PATEL) (a) and (b). The powers of the Comptroller and Auditor General in connection with audit of accounts are regulated in accordance with the provisions of the Comptroller and Auditor General's (Duties, Powers and Conditions of

Service) Act, 1971. This Act provides that his duties and powers in relation to the audit of accounts of Government companies shall be performed and exercised by him in accordance with the provisions of the Companies Act, 1956, and in relation to the audit of the accounts of corporations (not being companies) established by or under law made by Parliament in accordance with the provisions of the respective legislations. Accordingly the accounts of Nationalised Banks and Life Insurance Corporation of India are not subject to the audit of the Comptroller and Auditor General of India and there is no proposal under consideration of Government for bringing them under his audit.

#### Selection grade Auditors in the Audit Department

5179. SHRI K. A. RAJAN: Will the Minister of FINANCE be pleased to state.

(a) whether it is a fact that a Subcommittee of the Departmental Council of the Indian Audit and Accounts Department has recommended that the selection Grade Auditors in the Audit Department be given a higher Scale of Rs. 425-800 in order to remove the stagnation in that Cadre;

(b) if so, whether any action has been taken thereon;

(c) if so, the details; and

(d) if not, the reasons for delay?

THE MINISTER OF FINANCE (SHRI H. M. PATEL): (a) to (d). No, Sir. An item "removal of stagnation in the Selection Grade Auditor's Cadre" had come up for discussion in the third ordinary meeting of the Departmental Council, Indian Audit and Accounts Department. This item was remitted to a Committee of the Council for further consideration and report. The report of the Committee is awaited.

#### Leave Reserve for ITOs in Income Tax Department

5180. SHRI RAGHAVJI: Will the Minister of FINANCE be pleased to state:

(a) whether it is a fact that some Leave Reserve Posts were sanctioned in the cadre of ITO Class I in the Income-Tax Department in the year 1977, and if so, how many;

(b) whether similar posts were sanctioned in the cadre of I.T.O. Class II; and

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

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI ZULFIQARULLAH): (a) Yes, Sir. One hundred posts of ITOs, Class I (Junior Scale) were sanctioned as leave reserve posts in August, 1977.

(b) and (c). In the cadre of ITOs, Class II, 135 leave reserve posts existed till December, 1975 when all those posts were converted into duty posts. The question of sanctioning leave reserve posts in this cadre is under active consideration.

#### बिभिन्न करों से प्राप्त राजस्व

5181. श्री राघवजी : क्या वित्त मंत्री यह बताने की कृपा करेंगे कि

(क) 1975-76, 1976-77 और 1977-78 के वर्षों में बजट में ध्रायकर, सम्पदा शुल्क, धन-कर तथा उपहार-कर के अन्तर्गत दिखाई गई कुल ध्राय का ब्यौरा क्या है और प्रत्येक मामले में उनसे प्राप्त वास्तविक राजस्व के आंकड़े क्या हैं ;

(ख) उपरोक्त वर्षों में उपरोक्त प्रत्येक कर-निष्पत्ति द्वारा वाद में कितना अतिरिक्त राजस्व वसूल किया गया; और

(ग) उपरोक्त तीन वर्षों में आयकर अधिनियम की धारा 143 (1) के अन्तर्गत निर्धारित कर की राशि क्या है ?

वित्त मन्त्रालय में राज्य मंत्री (श्री मुक्तिकारडहला) : (क) वार्षिक बजट

पत्रों में कुल आय का उल्लेख नहीं होता है। उसमें ता बजट, अनुमान, सशोधित अनुमान तथा वार्षिक वसूलियों का उल्लेख होता है, जो नीचे दी गई हैं —

(करोड़ रुपये में)

वित्तीय वर्ष	बजट अनुमान	सशोधित अनुमान	वार्षिक वसूली
1	2	3	4
<b>I आयकर तथा नियम-कर</b>			
1975-76	1571 50	1800 00	2076 06*
1976-77	1982 00	2078 00	2104 95*
1977-78	2336 40	2300 00	1705 86

(फरवरी, 1978 तक)

\*इनमें आय तथा धन के स्वेच्छया प्रकटन अधिनियम 1976 के अन्तर्गत 1975-76 तथा 1976-77 के लिए क्रमशः 199 24 करोड़ ₹० तथा 33 42 करोड़ ₹० की की गई वसूलिया भी शामिल हैं।

## II सम्पदा शुल्क

1975-76	9 25	9 25	11 18
1976-77	8 75	10 75	11 69
1977-78	10 75	11 00	9 92

(फरवरी 1978 तक)

## III धन-कर

1975-76	43 00	52 00	54 46**
1976-77	52 00	59 00	62 26**
1977-78	45 00	50 00	42 05

(फरवरी 1978 तक)

\*\*इनमें आय तथा धन के स्वेच्छया प्रकटन अधिनियम 1976 के अन्तर्गत 1975-76 तथा 1976-77 के लिए क्रमशः 5 11 करोड़ ₹० तथा 1 53 करोड़ ₹० की, की गई वसूलिया भी शामिल हैं।

1	2	3	4
<b>VI. बाल-कर</b>			
1975-76	4 50	4 75	5.17
1976-77	4.75	5 35	5.54
1977-78	5 50	5 75	4.73
(फरवरी 1978 तक)			

(ख) वित्तीय वर्ष 1975-76 तथा 1976-77 के दौरान नियमित कर निर्धारणों के पूरा किये जाने पर बयली गई कर की रकम के बारे में उपलब्ध सूचना नीचे दिये अनुसार है --

(रकम करोड़ रुपये में)

कर	1975-76	1976-77
आय कर (जिसमें निगम कर भी शामिल है)	241 24	299 07
सम्पदा शुल्क . . . . .	11 18	11 69
धन कर . . . . .	9 90	9 07
दान-कर . . . . .	3 21	3 16

(ग)

(रकम करोड़ रुपये में)

वित्तीय वर्ष	आय-कर अधिनियम 1961 की धारा 143(1) के अन्तर्गत जारी की गई मांग
1975-76	87 08
1976-77 . . . . .	93 69
1977-78 . . . . .	74 93
(31 दिसम्बर, 1977 तक)	



समाज सेवा संगठनों के प्रतिनिधियों को भारत भ्रमण की सुविधा

5182. श्री सुरेन्द्र झा सुमन : क्या पर्यटन और नागर विमानन मंत्री यह बनाने की कृपा करेंगे कि

(क) क्या भावात्मक एकता बढ़ाने के उद्देश्य से सरकार किसी ऐसी योजना पर विचार कर रही है जिसके अन्तर्गत समाज सेवा संगठनों के प्रतिनिधियों का भोजन, निवास और यात्रा-शुल्क में रियायत दे कर भारत भ्रमण की सुविधा दी जायेगी, और

(ख) यदि हाँ, तो नल्सम्बन्धी व्यौरा क्या है और यह कि ता इसके क्या कारण हैं ?

पर्यटन और नागर विमानन मंत्री (श्री पुष्पोत्तम कौशिक) : (क) और (ख) समाज सेवा संगठनों के लिए भारत भ्रमण को व्यवस्था कराने की केन्द्रीय पर्यटन विभाग को फिनहॉल कार्ड याजना नहीं है। तथापि, सरकार नयुवा हास्टल तथा पर्यटक बगना का निर्माण किया है जहाँ पर सस्ते निवास एवं भोजन की व्यवस्था उपलब्ध है। इसी प्रकार धर्म-शास्त्रो मरायो आदि म सुधार करने की याजना बनाया जा रही है जहाँ कम तथा मध्य आय वाले वर्ग क देशाय पर्यटकों को सस्ते आवातन एवं भाजन की सुविधाय प्रदान की जा सकुनी है। रेलवेज भी देश के भोनर यात्रा का सुविधा देने के लिए कुछ रिशायतो क्रियाय प्रस्तुत करनी है।

#### Remittances by Indian Residents from Abroad

5183 SHRI K MALLANNA Will the Minister of FINANCE be pleased to state

(a) whether any cases have been brought to the notice of Government

regarding the Indian residents abroad who remit money to India through compensatory payments, and

(b) if so, the action Government have taken in this regard?

THE MINISTER IN THE MINISTRY OF FINANCE (SHRI SATISH AGARWAL) (a) and (b) Several cases have come to the notice of the Government where Indians abroad remit money to India through compensatory payments (i.e. otherwise than through authorised dealers, as provided under the Foreign Exchange Regulation Act, 1973) in contravention of the provisions contained in Sections 9(1)(b), 9(1)(d) and 9(3) of the Foreign Exchange Regulation Act, 1973 In such cases wherever the parties are found guilty, penalties are imposed in the adjudication proceedings as provided under the Foreign Exchange Regulation Act, 1973 Wherever necessary, prosecution is launched

#### Involvement of Grindlays Bank Ltd in Maruti Motors Ltd .

5184 DR VASANT KUMAR PANDIT Will the Minister of FINANCE be pleased to state

(a) has the Government inquired from Grindlays Bank Ltd about its involvement in Maruti Motors Limited if so what was the reply received from their Bank at Bombay and its other Branches in the Country.

(b) has the Department of Merchant Banking Division of Grindlays Bank written off Rs 25000/- for preparing project report of Maruti Motors, and

(c) in view of the questionable methods like commission, discount, advertisement, finance brokerage etc. in the books of Grindlays Bank pertaining to Maruti Motors, Government propose to investigate or initiate a thorough probe of this Bank in the above matter?

**THE MINISTER OF FINANCE (SHRI H. M. PATEL):** (a) to (c). The dealings of the banks with their constituents, including dealings of the type referred to in the question, are looked into by the Reserve Bank during the course of their regular/ad hoc inspections and if any corrective action is necessary the matter is taken up with the banks. The Reserve Bank have, however, advised that according to the practices and usages customary among bankers any information relating to individual constituents is not to be divulged.

**Payment of Excise duty by Jute Mills in West Bengal**

5185. **SHRI C. K. CHANDRAPPA:** Will the Minister of FINANCE be pleased to state:

(a) whether a number of jute mills in West Bengal are removing jute goods without paying excise duty;

(b) if so, whether Government have made any investigation to this effect;

(c) if so, the details thereof; and

(d) what action has been taken against those jute mill owners?

**THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI SATISH AGARWAL):** (a) to (d). The reports received by the Government do not indicate that a large number of Jute Mills in West Bengal are removing jute goods without paying excise duty. However, the information in regard to the Jute Mills which are indulging in this type of malpractice, in the recent past, is being collected and will be laid down on the Table of the House.

**Exemption of farmers from Wealth Tax and Death duties**

5186 **SHRI CHITTA BASU:** Will the Minister of FINANCE be pleased to state:

(a) whether the Chief Minister of Punjab has recently sent a proposal to the effect that the farmers should

be exempted from Wealth Tax and death duties; and

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

**THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI ZULFIQUARULLAH):** (a) The Government of Punjab have stated that, according to the custom prevalent in Punjab, agricultural land and implements used for agriculture, which, in fact, belong to the members of the family, are shown as assets owned by the head of the family. Hence, the value of such assets also gets included in the value of the property passing on the death of the head of the family. The Government of Punjab have suggested that having regard to this consideration and with a view to improving the lot of agriculturists, who have contributed a lot to the development of the State of Punjab and to the economy of the country as a whole, the value of agricultural land and implements used for agriculture by farmers in that State should be exempted from estate duty.

(b) The suggestion made by the Government of Punjab is under consideration.

**Fertilizer Loan from Canada**

5187. **SHRI M. RAM GOPAL REDDY:** Will the Minister of FINANCE be pleased to state:

(a) whether Canada has recently given Fertilizer loan to India; and

(b) if so, the total loan given and its terms and conditions?

**THE MINISTER OF FINANCE (SHRI H. M. PATEL):** (a) and (b). Yes, Sir. By an Agreement signed on 22nd February, 1978, Canada has provided a loan of C\$ 10 million for financing the import of fertilizers and fertilizer materials (i.e. Muriate of Potash, Urea and Sulphur, etc.) The loan will also finance 90 per cent of the ocean freight costs involved in the transportation of these commodities.

The loan is supplementary to the loan of C\$ 32 million provided by Canada on 6th October, 1977 for the same commodities

The loan carries no interest service or commitment charges and is repayable in 50 years with an initial grace period of 10 years

#### House Rent Allowance and Bonus to Tea Board Employees

5188 SHRI CHITTA BASU Will the Minister of COMMERCE CIVIL SUPPLIES AND COOPERATION be pleased to state

(a) whether Government are aware of the long standing grievances of the employees of the Tea Board in respect of House Rent Allowance payment of bonus etc and

(b) if so the action taken for the redressal of their grievances?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND CIVIL SUPPLIES AND COOPERATION (SHRI ARIF BEG) (a) Yes Sir The main demands of the Tea Board employees are as under —

(i) Enhancement of House Rent Allowance

(ii) Payment of Bonus

(iii) Introduction of selection grades in the Tea Board

(b) Increased rate of House Rent allowance to the employees of the Tea Board has already been sanctioned by the Government from 1st March 1978

Since the Tea Board is not an institution established for purposes of profit hence provisions regarding payment of bonus do not apply to the employees of the Tea Board

The other demands concerning selection grade have been considered by the Government and grant of selection grade to Group 'C' and 'D' cadres excluding staff car drivers has already been approved in principle and the Tea

Board directed to process the creation of selection grade posts, in accordance with the guidelines given in Ministry of Finance OM dated 10-1-1977 Other demands within the purview of the Tea Board are being looked into by the Board

#### Increase in Productive Potential in Public Sector

5189 SHRI PRASANNBHAI MEHTA Will the Minister of FINANCE be pleased to state

(a) whether during the 1977-78 the public sector has raised its productive potential in comparison to 1976-77,

(b) if so, to what extent,

(c) the main reasons for this increase

(d) whether the Government have approved various projects for expansion of existing capacity and new schemes,

(e) if so what are the projects for expansion and

(f) the details of the new scheme?

THE MINISTER OF FINANCE (SHRI H M PATEL) (a) and (b) The information regarding enterprises in which production increased significantly during 1977-78 as compared to the previous year is given in the statement laid on the Table of the House [Placed in Library See No LT 1980/78]

(c) the major reasons for improvement in performance are

(i) Higher demand resulting in better utilisation of capacity,

(ii) Commissioning of new projects,

(iii) Better utilisation of capacity by diversification and

(iv) Provisioning of balancing facilities

(d) to (f) Information regarding investments exceeding Rs crores,

which require the approval of the Government of India that have been sanctioned is given in the statement laid on the Table of the House. [Placed in Library. See No. LT-1980/78].

#### Misuse of Staff Cars

5191. SHRI MAHI LAL: Will the Minister of FINANCE be pleased to state:

(a) whether Government have received complaints that the official staff cars are being misused for personal work by the senior officers and drivers of various offices of Government of India; and

(b) if so, the steps taken by the Government to check the misuse of Government vehicles?

THE MINISTER OF FINANCE (SHRI H. M. PATEL): (a) and (b). No specific complaints about the misuse of Staff Cars for personal work by the senior officers and drivers of various offices of the Government of India have been brought to the notice of the Finance Ministry in the recent past. However, certain instances of improper use of Staff Cars for private purposes were brought to the notice of Government in earlier years and detailed instructions were issued to ensure that the rules framed for regulating the use of staff cars are strictly enforced. The Ministries were instructed to take effective steps to ensure the use of Staff Cars strictly in accordance with those instructions. The Staff Car Rules contain detailed instructions regarding control of staff cars, the responsibilities of the controlling officers, the kind of journeys for which staff cars are intended to be used, the journeys for which the use of staff cars is totally prohibited, the kind of non-duty journeys for which staff cars can be used on payment at prescribed rates etc. The rules also stipulate that the use of staff cars is not permissible for journeys to places of entertainment, public amusement, parties, pleasure trips etc. Journeys for purposes of shopping or for taking children to schools also fall in the prohibited category. The use of staff cars for such purposes even on payment is not allowed. The controlling officers have been made res-

#### बिलास की वस्तुओं का आयात

5190. श्री रामजी सिंह : क्या वाणिज्य तथा नागरिक वृत्ति और सहकारिता मंत्री यह बताने की कृपा करेंगे कि :

(क) गत वर्ष कितने मूल्य की दैनिक उपयोग की तथा बिलास की वस्तुओं का विदेशों से आयात किया गया ; और

(ख) क्या सरकार बिलास की वस्तुओं के आयात पर रोक लगायेगी ; और यदि हाँ, तो कब तक और ऐसी किन-किन वस्तुओं पर रोक लगाई जायेगी ?

वाणिज्य तथा नागरिक वृत्ति और सहकारिता मंत्रालय में राज्य मंत्री (श्री आरिफ बेग) : (क) "रोजमर्दा काम भाने वाली वस्तुएं तथा बिलासिता की वस्तुएं" व्यापक शब्द हैं, अतः इन पदों का विशेष रूप से उल्लेख किया जाना आवश्यक है। तथापि, विगत आयातों के आकड़े वाणिज्यिक जानकारी तथा अंकसंकलन महानिदेशक द्वारा "मंचली स्टेटिस्टिक्स ग्रान फारेन ट्रेड आफ इंडिया, वॉल्यूम-11 इम्पोर्ट्स" में प्रकाशित किये जाने हैं, जो एक समुच्च्य प्रकाशन है।

(ख) आयात नीति के अधीन वाणिज्यिक स्तर पर बिलासिता के सामान के आयात को अनुमति नहीं है। आयात नीति की लगातार समीक्षा भी की जाती है और अपेक्षाकृत निम्न प्राथमिकता वाले सामान के आयात घटाने के लिए कदम उठाये जाते हैं।

possible to ensure effective supervision over the use of staff cars. For this purpose, they are required to see *inter alia* that the Log Book is maintained in the prescribed form in accordance with the instructions. Thus the steps already taken by Government would act as a deterrent against misuse of staff cars.

#### Changes in Policy to Export Iron Ore

5192. SHRI MUKHTIAR SINGH MALIK:  
SHRI G. M. BANATWALLA:

Will the Minister of COMMERCE AND CIVIL SUPPLIES AND CO-OPERATION be pleased to state:

(a) whether Government propose to make some changes in the policy in regard to the export of iron ore; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND CIVIL SUPPLIES AND COOPERATION (SHRI ARIF BEG): (a) and (b). There is no proposal at present under consideration of Government to make any change in the policy in regard to the export of iron ore except that efforts would be directed towards diversifying the markets as well as the commodity mix so as to maximise domestic value added to this traditional export item.

#### Foreign Debt/Aid

5193. SHRI VIJAY KUMAR MALHOTRA: Will the Minister of FINANCE be pleased to state:

(a) what is the total external debt of India as at the current financial year and which are the top ten donor countries;

(b) what is the Government's policy in regard to receipt of foreign aid in consonance with India's objective of self-reliance; and

(c) how much time will the Government take to achieve the objective of net zero foreign aid and complete freedom from external debt?

THE MINISTER OF FINANCE (SHRI H. M. PATEL): (a) The estimated total amount of external debt of the Government of India outstanding as at the end of current financial year (March 31, 1978) is Rs. 11,339.41 crores at the current rates, and the top ten donor countries are the U.S.A. Federal Republic of Germany, the U.K., Japan, Iran, Canada, France, the Netherlands, U.S.S.R. and Iraq.

(b) and (c). One of the primary objectives of our planning is to ensure the country's continued progress towards self-reliance. However, no target date has been proposed for attaining a 'zero net-aid' position in the Draft Five Year Plan (1978-83) since external assistance on concessional terms is needed at the present stage of the country's development as a supplement to the domestic resource mobilisation.

#### बनस्पति उद्योग को वित्तीय सहायता

5194. श्री ईश्वर चौधरी : क्या बाणिज्य तथा नागरिक पूर्ति और सहकारिता मंत्री यह बताने की कृपा करेंगे कि :

(क) देश के बनस्पति उद्योग में कुल कितनी पूजी लगी हुई है ;

(ख) सरकार ने गत तीन वर्षों के दौरान इस उद्योग को कितनी वित्तीय तथा अन्य सहायता दी ;

(ग) गत दो वर्षों के दौरान इस उद्योग को कितनी बार अपने भाव बढ़ाने की अनुमति दी गई तथा हर एक बार उन्होंने कितनी वृद्धि की; और

(घ) इस सम्बन्ध में सरकार की नीति का स्पीरा क्या है ?

वाणिज्य तथा नागरिक पूति और सहकारिता विभाग में राज्य सचिव (श्री कृष्ण कुमार गोयल) : (क) अनुमान है कि वनस्पति उद्योग में 79 करोड़ रुपये की कुल पूंजी लगी हुई है।

(ख) सरकार द्वारा वनस्पति उद्योग को दी गई वित्तीय तथा अन्य सहायता, इस प्रकार है।—

(i) पिछले एक वर्ष से हम उद्योग की 75 प्रतिशत मांग को आयातित तेल द्वारा पूरा करना ;

(ii) वनस्पति उत्पादन में प्रयोग किये जाने वाले घान की भूसी के तेल पर शुल्क में 10 रुपये प्रति क्विंटल तक की छूट देना, किन्तु शर्त यह है कि उक्त वनस्पति उत्पाद को मात्रा खेप विशेष में तैयार किये जाने वाले कुल वनस्पति के एक प्रतिशत से अधिक हो ;

(iii) वनस्पति उत्पादन में 30 प्रतिशत से अधिक बिनीले के तेल के प्रयोग पर उत्पादन शुल्क में छूट देना। अब इसे 28 जनवरी, 1978 से बद कर दिया गया है।

(ग) और (घ). वनस्पति पर कोई कानूनी मूल्य नियंत्रण नहीं है। मई, 1977 के शुरू में वनस्पति के 16.5 कि० मा० के एक टिन की फैक्टरी से चलते समय की कीमत (उत्पादन शुल्क सहित) 166-168 रु० के आस-पास थी। मई के मध्य से इस उद्योग द्वारा स्वेच्छा से मूल्य संयम बरतने के परिणाम-स्वरूप इसे कम करके 158 रु० किया गया, जिसे उद्योग द्वारा नवम्बर, 1977 से और घटा कर 140 रु० किया गया।

**Suggestion given by All India Food-grains Dealers**

5195. SHRI PRASANNBHAI MEHTA: Will the Minister of COMMERCE AND CIVIL SUPPLIES AND CO-OPERATION be pleased to state:

(a) whether the recent order which provides for goods in transit to be included in the stock-limit that food-grains dealers are permitted to keep has been blamed for the steep rise in pulses prices by dealers;

(b) if so, how far this is true;

(c) what steps are being taken in this regard;

(d) whether the latest amendment to the Pulses and Edible Oil (Storage Control) Amendment Order has been declared as totally impracticable by the All India Foodgrains Dealers;

(e) whether they have suggested its improvement; and

(f) the reaction of the Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND CIVIL SUPPLIES AND COOPERATION (SHRI KRISHNA KUMAR GOYAL): (a) to (c). The intention of the provision to include goods in transit in the stock-limits is to prevent accumulation of stock in the hands of the traders and to ensure availability of pulses and oils in adequate quantities to the consumers. After the issue of this order, the wholesale prices of pulses have not shown any appreciable rising trend.

(d) to (f). The Federation of All India Foodgrains Dealers' Association have suggested withdrawal of the amending order in respect of goods in transit or to double the stocks and period limits. The impact of the order will have to be watched for some time before further amendments can be considered.

**Issue of Bonus Shares by South East Asia Shipping Company**

5196. SHRI PRASANNBHAI MEHTA: Will the Minister of FINANCE be pleased to state :

(a) whether it is a fact that South East Asia Shipping Company Limited, Bombay, has been refused consent for issue of bonus shares worth Rs. 54,60,000 only;

(b) if so, the main reasons for the same;

(c) whether Government have received any petition in this regard from the company;

(d) if so, whether Government has agreed to re-examine the issue; and

(e) if not, the main reasons?

THE MINISTER OF FINANCE (SHRI H. M. PATEL): (a) Yes, Sir.

(b) The proposal did not fulfil the prescribed guidelines for issue of bonus shares.

(c) Yes, Sir.

(d) Government have already approved the company's revised application for issue of bonus shares worth Rs. 7,80,000/-.

(e) Does not arise

**Raising of Capital by Firms**

5197. SHRI PRASANNBHAI MEHTA: Will the Minister of FINANCE be pleased to state:

(a) whether it is a fact that during the month of February, 1978 eight firms were allowed to raise the capital of Rs. 28.20 million;

(b) if so, the details of the same;

(c) whether these include some foreign firms also; and

(d) what are the firms and how much each firm has been allowed?

THE MINISTER OF FINANCE (SHRI H. M. PATEL): (a) According to a press release issued by Govt. on 24th Feb., 1978 eight firms were allowed to raise the capital of Rs. 28.20 million under the Capital Issues (Control) Act, 1947.

(b) Details are as under:—

Name of the Company	Amount allowed to be raised
	(Rs. in lakhs)
1. Hein Lehmann (India) Ltd.	18 00
2. Atic Industries Ltd.	200 00
3. International Combustion (India) Ltd.	2 58
4. Bakelite Hylam Ltd.	3 76
5. Pressure Cookers & Appliances Ltd.	24 00
6. Kishan Prasad & Co. Ltd.	2 50
7. Supreme Industries Ltd.	13 43
8. Wintex Mills Ltd.	17 75
TOTAL	282 02

(c) and (d). Of the above, first four companies are having foreign share holding of more than 40 per cent in their respective share capital.

**Arrest of Smugglers**

5198. SHRI MAHI LAL: Will the Minister of FINANCE be pleased to state:

(a) whether Delhi Police has arrested smugglers recently;

(b) whether these smugglers have any link with any political parties; and if not whether they have any link with international smugglers; and

(c) the details of articles recovered from their possession?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI SATISH AGARWAL): (a) to (c). Reports received by the Government show that on 7th march, 1978, the Delhi Police seized 890 metres of synthetic fabrics valued at Rs. 50,000/- along with one car and one attache case containing wearing apparel, under Section 411 of the I.P.C. and arrested three persons in this regard. All the persons have been released on bail by the Court. Investigations made by the Police indicated that the seized synthetic fabrics were of smuggled nature. Accordingly, the seized goods have been taken over by the Customs authorities on 26-3-78 for action under the Customs Act.

(b) According to the information presently available with the Government, there is nothing to suggest that the persons arrested in this case have any link with political parties or with international smugglers

#### Replacement of Sales Tax by Excise in Phases

5199. SHRI DURGA CHAND: Will the Minister of FINANCE be pleased to state:

(a) what are the views of each State on the Centre's proposal for the replacement of sales tax by the excise duty;

(b) whether the Central Government have formulated or propose to formulate a proposal to replace the sales tax by the excise duty in phases and in certain items to begin with as has been done in case of textiles, sugar and tobacco pending the States consent on the replacement of sales tax with excise;

(c) if so, what are details thereof;

(d) whether the Government propose to replace the sales tax with excise duty in respect of certain items in the Union Territories;

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

(f) if the answer to part (d) above be in the negative, what are the diffi-

culties facing the Government in respect of Union Territories?

THE MINISTER OF FINANCE (SHRI H. M. PATEL): (a) The question of replacement of sales tax by excise duty has been discussed with the Chief or the Finance Ministers of the States. The State Governments have shown lack of enthusiasm for the abolition of sales tax. No State, except Delhi Administration which is a Union Territory, has written to us for abolition of sales tax and its replacement by Central excise duty.

(b) and (c). In view of States opposition to the proposal to replace sales tax by excise duty, it is proposed to discuss the question of rationalisation and uniformity as between States of their respective sales tax rates. The opportunity is also proposed to be utilised to discuss the suggestion made by the Indirect Taxation Enquiry Committee to extend the scheme of replacement of sales tax by excise duty to some more items like cement, medicines, vanaspati and petroleum products

(d) to (f). It will not be possible to abolish sales tax in Union Territories alone and replace it by excise duty. Such a course would lead to administrative and other complications

हाथ से बनी माचिसों पर केन्द्रीय बिक्री कर में छूट

5200. श्री एस० एस० सोमानी : क्या बिल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या हाथ से बनी माचिसों पर केन्द्रीय बिक्री कर लगाया जाता है;

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

(ग) क्या उक्त उद्योग को प्रोत्साहन देने के उद्देश्य से सरकार का विचार आम इस्तेमाल की इस वस्तु को बिक्री कर से छूट देने का है ?



बिजल मंत्रो (श्री एच० एम० पटेल): (क) और (ख) माल की अन्तर्राज्यीय बिक्री पर केन्द्रीय बिक्री-कर राज्य में होने वाली ऐसे माल की खरीद और बिक्री पर राज्यों द्वारा लगाये जाने वाले कर का अनुसूची है और उस पर निर्भर करता है। इसलिए हाथ की बनी माचिसों की अन्तर्राज्यीय बिक्री के उन सब मामलों में केन्द्रीय बिक्री-कर लगेगा जिनमें सम्बन्धित राज्यों में ऐसी माचिसों की राज्य के अन्दर खरीद ग्रथवा बिक्री पर स्थानीय बिक्री-कर लगता है।

(ग) संविधान के अनुच्छेद 269(1)

(छ) के अनुसार केन्द्रीय बिक्री-कर से प्राप्त राजस्व का एक अंश राज्यों को देय होता है। इसलिए केन्द्रीय बिक्री-कर का प्रशासन, जिसमें उक्त कर से छूट देने का अधिकार भी शामिल है, कानून द्वारा राज्यों का सौंपा हुआ है। अतः हाथ से बनी माचिसों की अन्तर्राज्यीय बिक्री को केन्द्रीय सरकार द्वारा केन्द्रीय बिक्री-कर, से छूट देने का प्रश्न उपस्थित नहीं होता।

#### Withdrawal of Excise Duty on Generation of Electricity in Tamil Nadu

5201. SHRI D B CHANDRE GOWDA: Will the Minister of FINANCE be pleased to state.

(a) whether it is a fact that the Chief Minister of Tamil Nadu has urged the Centre to withdraw the proposed two paise excise duty on electricity generated both on grounds of principle and practical consideration; and

(b) whether it is also a fact that in the present context, when States are pressing for additional transfers of resources from the Centre to States this unprecedented tax seeks to transfer resources from State Electricity Boards to Central Exchequer and curtails even the present limited scope for State Electricity Boards and State Governments to raise resources?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI SATISH AGARWAL): (a) Yes, Sir

(b) It is not correct to say that the Central Government seeks to transfer resources from State Electricity Boards to the Central Exchequer, through the excise levy on electricity. Excise duty being in the nature of an indirect tax, it is expected that the incidence of the new levy will be passed on to the consumers. The power of State Electricity Boards and State Governments to raise resources by revising the electricity tariffs, or imposing taxes on the consumption and sale of electricity remains unchanged

#### Exploration for New Market for Iron Ore

5203 SHRI C K. CHANDRAPAN: Will the Minister of COMMERCE, CIVIL SUPPLIES AND COOPERATION be pleased to state

(a) whether it is fact that India is exploring the possibility of new market for Iron ore Zincs and steel billets and is carrying negotiations with several nations following the 40 per cent recession in the Japanese Steel Industry,

(b) if it is so, the details thereof;

(c) whether it is a fact that the Japanese Government would not take more than six million tonnes of Iron ore lump in 1978-79 against the contracted target of eight million tonnes;

(d) if it is so, what is annual out put of Balladila iron ore mines; and

(e) what will be the loss annually?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND CIVIL SUPPLIES AND COOPERATION (SHRI ARIF BEG): (a) and (b). Presumably the Hon'ble Member is referring to the export of iron ore fines. India, as a matter of policy is making continuous efforts towards diversifying its markets for the export

of iron ore. The important, among the new markets, are West Europe, Middle East and Far East. As for steel billets, the SAIL International is not registering new demands in view of the sufficient export surplus not being available.

(c) The Hon'ble Member is presumably referring to the likely off-take of lumpy ore by the Japanese Steel Mills under the existing Bailadila long term contract. Exports under this contract are likely to be 6 million tonnes during 1977-78, against the contracted quantity of about 8 million tonnes, 10 per cent more or less. The Japanese propose to import the same quantity in 1978-79 also with an assurance that increased imports of Bailadila lumps would be considered favourably in case the steel production improves.

(d) According to an operational plan prepared by National Mineral Development Corporation, the production of Bailadila mines during 1978-79 would be around 6 million tonnes.

(e) The loss, if any, would accrue only if the Japanese do not increase their off-take as promised.

#### **Cases against a Transporter of Muzaffarpur, Bihar**

5204. SHRI SURENDRA VIKRAM: Will the Minister of FINANCE be pleased to state:

(a) whether cases for smuggling and hoarding were registered against a prominent transporter and political elite of Muzaffarpur in Bihar;

(b) if so, what is the position in regard to the cases; and

(c) if the answer to (a) above is in the negative will the Government look into the charges against the persons concerned?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI SATISH AGARWAL): (a) and (b). Presumably, the question refers to one Ram Udar Jha of Muzaffarpur. According to information available

with the Government, cases of smuggling of contraband goods were registered against him by the Customs authorities. Prosecution proceedings against him are pending in the court.

(c) Does not arise.

#### **Comprehensive Review of the Existing system of Tea Marketing**

5205. SHRI CHITTA BASU:

SHRI K. RAMAMURTHY:

Will the Minister of COMMERCE AND CIVIL SUPPLIES AND CO-OPERATION be pleased to state:

(a) whether Government consider it necessary to make comprehensive review of the existing system of tea marketing; and

(b) if so, the steps taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND CIVIL SUPPLIES AND COOPERATION (SHRI ARIF BEG): (a) and (b). The Public Accounts Committee (1977-78) in its 15th Report on "Customs Receipts" has inter-alia considered and given its recommendations on the present system of marketing of tea in India and abroad particularly in London. The entire range of marketing activities, as at present being followed, has to be carefully reconsidered in the light of the recommendations made in the above-mentioned report. To consider these and other related matters, the Government of India have constituted a Committee of Experts on 3rd February, 1978 headed by Shri Prakash Tandon, Director General, National Council of Applied Economic Research, New Delhi.

#### **Probe into sources of High Value notes after Demonetisation**

5207. SHRI CHITTA BASU: Will the Minister of FINANCE be pleased to state:

(a) whether any probe was conducted by the concerned agencies into the

sources of the high value notes after the demonetisation measures; and

(b) if so, the results of the probe?

**THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI ZULFIQUARULLAH):** (a) and (b). The Income-tax Department is making the enquiries, as necessary, into the sources of the high denomination notes tendered for exchange.

As per information presently available, survey under section 133A examination under section 131 of the Income-Tax Act, 1961 has been conducted in respect of 9850 declarations. Search & seizure operations have also been conducted under section 132 wherever warranted. Evidence gathered indicates substantial evasion of tax in a number of cases.

#### **Release and Sale of Gold**

**5208. SHRI AHMED M PATEL:** Will the Minister of FINANCE be pleased to state:

(a) whether Government have announced to sell gold in the open market; and if so, the quantity of gold released and the rate at which it has been sold; and

(c) the media through which it has been released?

**THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI SATISH AGARWAL):** (a) and (b). Finance Minister in his budget speech announced the Government's decision to sell gold from the stocks held by it as an anti-smuggling measures. The scheme for such sale is being finalised and will be announced soon.

#### **Suggestions made by Projects and Equipment Corporation for large scale Export Orders**

**5209. DR. VASANT KUMAR PANDIT:** Will the Minister of COMMERCE AND CIVIL SUPPLIES AND CO-OPERATION be pleased to state:

(a) whether his Ministry is considering the suggestions made by the Projects and Equipment Corporation of India Limited to secure large export orders; and

(b) whether Government have decided on the suggestion that the Engineering Projects of India and Projects and Equipment Corporation (PEC & EPI) should be encouraged to enter into collaboration agreements with the world sources for export of potential items and equipments on behalf of the Indian manufacturers?

**THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND CIVIL SUPPLIES AND COOPERATION (SHRI ARIF BEG):** (a) and (b). Yes, Sir.

#### **Equity shares issued and Paid up by Lakshmi Commercial Bank**

**5210. DR. VASANT KUMAR PANDIT:** Will the Minister of FINANCE be pleased to state:

(a) the total number of equity shares issued and paid up by Lakshmi Commercial Bank;

(b) how many shares are held in the names of its Directors, their relations and the concerns in which they are interested;

(c) the total number of shares of this Bank against which loans and advances have been made by other banks;

(d) out of the shares held in the names of Lakshmi Commercial Bank's Directors, their relations and the concerns in which they are interested, how many shares are pledged with other Banks and for what considerations;

(e) what was the position of such loans when emergency was declared and as on 30th September, 1976, 31st December, 1976, 30th June, 1977 and 31st December, 1977;

(f) names of banks with whom these shares were pledged; and

(g) what corrective steps has the Government taken according to the Reserve Bank of India norms?

**THE MINISTER OF FINANCE (SHRI H. M. PATEL):** (a) and (b). As on 31st December, 1977 the issued and paid up shares of Lakshmi Com-

mercial Bank were 1,65,473 and 1,65,379 respectively. Of these, as on 30th June, 1977, 27,812 shares (representing 16.8 per cent of the paid-up capital) were held by the Bank's directors. Another about 24 per cent shares were held by their relations.

(c) to (f). While Section 20 of the Banking Regulation Act prohibits a banking company from granting loans/advances on the security of its own shares, there is no prohibition on the grant of loans or advances by one bank on the security of the shares of another bank. As such the information asked for by the Hon'ble Member is not available with the Reserve Bank.

(g) Does not arise.

**प्राणघाती दुर्घटनाओं से सम्बन्धित अनिर्णीत पड़े बीमा-दावे**

5212. श्री इश्वर चौधरी : क्या बिस् मंत्री यह बताने की कृपा करेंगे कि :

(क) सरकार के पाम प्राणघातक दुर्घटनाओं से सम्बन्धित अनिर्णीत पड़े बीमा दावों की राज्यवार संख्या कितनी है तथा वे दावे कब से अनिर्णीत पड़े हैं ;

(ख) क्या यह सच है कि परिशको द्वारा ये दावे तकनीकी तथा मामूली कारणों को लेकर अस्वीकृत किये जा रहे हैं ; और

(ग) यदि हा, तो इस मामले में सरकार द्वारा क्या कार्यवाही की जा रही है ; और इन अनिर्णीत पड़े मामलों को कब तक निपटा दिया जायेगा ?

**बिस् मंत्री (श्री एच० एम० पटेल) :**  
(क) बीमा कम्पनियों के पाम प्राणघातक दुर्घटनाओं से सम्बन्धित अनिर्णीत पड़े बीमा दावों के सम्बन्ध में सूचना इकट्ठी की जा रही है और प्राप्त होते ही सचन के पटल पर रख दी जाएगी ।

(ख) जी, नहीं ।

(ग) यद्यपि बीमा कम्पनियां दावों को जल्दी निपटाने के लिए सभी प्रयत्न करती है फिर भी बीमाकृत व्यक्ति के कानूनी दायित्व और बीमा पासलिसी के अन्तर्गत देय दावों की राशि तय करने के लिए प्रयोजन से दुर्घटना से सम्बन्धित सबूत इकट्ठे करने में अवश्य कुछ समय लगता है । तीसरे पक्ष वाले मोटर दुर्घटनाओं के मामलों में, बहुत से दावाकर्ता बीमा कम्पनियों द्वारा प्रस्तावित समझौते को स्वीकार नहीं करते और मोटरगाड़ी अधिनियम (मोटर वैहिकल ऐक्ट) के अन्तर्गत गठित मोटर दुर्घटना दावा न्यायाधिकरणों (मोटर एक्सिडेंट क्लेमज ट्रिब्यूनल्स) के निर्णय को तरजीह देते हैं और इस कार्रवाई में समय लग ही जाता है ।

पर्यटन और नागर विमानन मंत्रालय के अधीन प्रशिक्षण संस्थानों में शिक्षा का माध्यम

5213. श्री नवाब सिंह चौहान : क्या पर्यटन और नागर विमानन मंत्री यह बताने की कृपा करेंगे कि :

(क) उनके मंत्रालय तथा इसके संलग्न एवं अधीनस्थ कार्यालयों में कुल कितने प्रशिक्षण मस्थान हैं ;

(ख) उन संस्थानों में कितने पाठ्यक्रम चल रहे हैं ,

(ग) उनमें से कितने पाठ्यक्रम हिन्दी माध्यम के हैं और कितने अंग्रेजी माध्यम के हैं ; और

(घ) सरकार ने ऐसे पाठ्यक्रमों में हिन्दी माध्यम लागू करने के लिए, जिनमें अभी भी अंग्रेजी माध्यम है, क्या उपाय किये हैं ?

पर्यटन और नागर विमानन मंत्री (श्री सुबोधत्तल चौधरी) : (क) से (घ). सूचना एकत्रित की जा रही है और सभा-पटल पर रख दी जायेगी ।

12.00 hrs.

MR. SPEAKER: Paper to be laid on the Table. Shri Sikandar Bakht. (Interruptions).

श्री मुखराज : (कटिहार) : अध्यक्ष जी, मैंने नोटिस दिया है कि श्री बी० पी० सिन्हा जो बिहार में मजदूर नेता थे और बहा विधान परिषद् के दो बार सदस्य रह चुके थे, 29 मार्च को गोली मार कर उनकी हत्या कर दो गई और आज तक किसी भी हत्यारे को पकड़ा नहीं गया। यह घनबाद की घटना है।

MR. SPEAKER: You have not given any notice at all.

श्री मुखराज : मैंने नोटिस दिया है।

MR. SPEAKER: Your notice under rule 377 is under consideration. It will be considered. (Interruptions).

Don't record anything. Papers to be laid. (Interruptions)\*

12.02 hrs.

#### PAPERS LAID ON THE TABLE

DETAILED DEMANDS FOR GRANTS OF THE MINISTRY OF WORKS AND HOUSING FOR 1978-79

THE MINISTER OF WORKS AND HOUSING AND SUPPLY AND REHABILITATION (SHRI SIKANDAR BAKHT): I beg to lay on the Table a copy of the Detailed Demands for Grants (Hindi and English versions) of the Ministry of Works and Housing for 1977-78. [Placed in Library. See No. LT-1980/78].

REPORT OF STUDY GROUP ON INDUSTRIAL REGULATIONS AND PROCEDURES AND A STATEMENT

THE MINISTER OF INDUSTRY (SHRI GEORGE FERNANDES): I beg to lay on the Table a copy each of the following papers (Hindi and English versions):—

(1) Report of the Study Group on Industrial Regulations and Procedures.

(2) Statement of the decisions of the Government on the above Report. [Placed in Library. See No. LT-1981/78].

NOTIFICATION UNDER AIR CRAFT ACT, ANNUAL REPORTS AND CERTIFIED ACCOUNTS OF INDIAN AIRLINES AND AIR INDIA FOR 1976-77, SUMMARY OF BUDGET ESTIMATES OF INDIAN AIRLINES AND AIR INDIA FOR 1977-78, ETC.

THE MINISTER OF TOURISM AND CIVIL AVIATION (SHRI PURUSHOTTAM KAUSHIK): I beg to lay on the Table:—

(1) (i) A copy of the Aircraft (Third Amendment) Rules, 1977 (Hindi and English versions) published in Notification No. G.S.R. 1118 in Gazette of India dated the 27th August, 1977, under section 14A of the Aircraft Act, 1934 together with an explanatory note.

(ii) A statement (Hindi and English versions) showing reasons for delay in laying the above Notification. [Placed in Library. See No. LT-1982/78].

(2) A copy each of the following papers (Hindi and English versions) under sub-section (2) of section 37 of the Air Corporations Act, 1953:—

(i) Annual Report of the Indian Airlines for the year 1976-77. [Placed in Library. See No. LT-1983/78].

\*Not recorded.

(ii) Annual Report of the Air India for the year 1976-77. [Placed in Library. See No. LT-1964/78].

(3) A copy each of the following papers (Hindi and English versions) under sub-section (4) of section 15 of the Air Corporations Act, 1953:—

(i) Certified Accounts of the Indian Airlines for the year 1976-77 together with the Audit Report thereon.

(ii) Certified Accounts of the Air India for the year 1976-77 together with the Audit Report thereon. [Placed in Library. See No. LT-1965/78].

(4) A statement (Hindi and English versions) showing reasons for delay in laying the documents mentioned at (2) and (3) above. [Placed in Library. See No. LT-1966/78].

(5) A copy each of the following papers (Hindi and English versions) under sub-rule (5) of rule 3 of the Air Corporations Rules, 1954:—

(a) (i) Summary of Budget Estimates for Revenue and Expenditure of the Indian Airlines for the year 1977-78.

(ii) Summary of Actuals for the year 1975-76, Budget Estimates and Revised Estimates for the year 1976-77 and Budget Estimates for the year 1977-78, under Capital of Indian Airlines. [Placed in Library. See No. LT-1967/78].

(b) (i) Summary of Budget Estimates for Revenue and Expenditure of Air India for the year 1977-78.

(ii) Summary of Actuals for the year 1975-76, Budget Estimates and Revised Estimates for the year 1976-77 and Budget

Estimates for the year 1977-78, under Capital of Air India.

(6) A statement (Hindi and English versions) showing reasons for delay in laying the document mentioned at item (5) above. [Placed in Library. See No. LT-1968/78].

ANNUAL REPORT OF COFFEE BOARD FOR 1976-77, AND NOTIFICATIONS UNDER CARDAMOM ACT AND EXPORT (QUALITY CONTROL AND INSPECTION) ACT.

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND CIVIL SUPPLIES AND CO-OPERATION (SHRI ARIF BEG): I beg to lay on the Table:—

(1) A copy of the Annual Report (Hindi and English versions) of the Coffee Board for the year 1976-77. [Placed in Library. See No. LT-1969/78].

(2) A copy of the Cardamom (Amendment) Rules, 1978 (Hindi and English versions) published in Notification No. G.S.R. 345 in Gazette of India dated the 11th March, 1978 under sub-section (3) section 33 of the Cardamom Act, 1965. [Placed in Library. See No. LT-1970/78].

(3) A copy each of the following Notifications (Hindi and English versions) under sub-section (3) of section 17 of the Export (Quality Control and Inspection) Act, 1963:—

(i) The Export of Automobile Spares, Components and Accessories (Quality Control and Inspection) Amendment Rules, 1978, published in Notification No. S.O. 717 in Gazette of India dated the 11th March, 1978.

(ii) The Export of Silver Plated Wares (Inspection) Rules, 1978, published in Notification No. S.O. 719 in Gazette of India dated the 11th March, 1978. [Placed in Library. See No. LT-1971/78].

**AMENDMENT TO THE RESERVE BANK OF INDIA GUARANTEE FUND REGULATIONS**

**THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI ZULFIQUARULLAH):** I beg to lay on the Table a copy of amendment (Hindi and English versions) to the Reserve Bank of India Guarantee Fund Regulations, under sub-section (4) of section 58 of the Reserve Bank of India Act, 1934. [Placed in Library. See No. LT-1972/78].

12.03 hrs.

**ASSENT TO BILLS**

**SECRETARY:** Sir, I lay on the Table following eight Bills passed by the Houses of Parliament during the current session and assented to since a report was last made to the House on the 21st February, 1978:—

1. The Appropriation (Vote on Account) Bill, 1978.
2. The Appropriation (Railways) Bill, 1978.
3. The Appropriation (Railways) No. 2 Bill, 1978.
4. The Appropriation (Railways) No. 3 Bill, 1978.
5. The Appropriation Bill, 1978.
6. The Appropriation (No. 2) Bill, 1978.
7. The Mizoram Appropriation (Vote on Account) Bill, 1978.
8. The Mizoram Appropriation Bill, 1978.

**MR. SPEAKER:** Do not record anything.

*(Interruptions)\**

**PROF. P. G. MAVALANKAR (Gandhinagar):** I am on a point

of order. When you called Shri Sikandar Bakht, the hon. Minister of Works and Housing and Supply and Rehabilitation to lay papers on the Table of the House and other hon. Ministers had also followed him, simultaneously, several Members of this House, our hon. colleagues, because of some agitated problems that they had, went on saying something; and at that point of time, you said: nothing will go on record. But they kept on talking and while they kept on talking.....

**MR. SPEAKER:** What is your point of order. Please formulate it.

**PROF. P. G. MAVALANKAR:** My point of order is that while they were talking at the top of their voices and nothing was being recorded, simultaneously, Ministers laid papers on the Table of the House.

**MR. SPEAKER:** That has been recorded.

*(Interruptions)\**

**PROF. P. G. MAVALANKAR:** But we do not know what is being laid on the Table of the House. If a Member speaks without your permission, you can say at the last point: off the record. That I can understand. But when the Members continue to speak at the top of their voices and other regular business is coming, we cannot hear; we cannot even raise our voice. Therefore, I request you to kindly ask the Ministers to lay the papers on the Table of the House again. *(Interruptions)* Mr. Speaker, Sir, we have some submissions to make. *(Interruptions)* Yesterday, you also said to the Ministers one after another including Shri Ravindra Varma, the hon. Minister of Parliamentary Affairs about the delay in various Reports. Today also the same thing happens. That is why, we wanted to say something on these matters and nothing is heard

\*Not recorded.

amidst loud voices (*Interruptions*) That is my point of order. When things were not recorded, but only when the members were quiet, then you should have asked the Ministers to lay the papers. May I make my submission?

MR. SPEAKER: On what item?

PROF. P. G. MAVALANKAR: We have items nos. 2, 3 and 4 regarding papers laid on the Table of the House. You see that Ministers are again and again coming with explanations as to the delay for this and that paper and order that are to be laid on the Table of the House. You have been saying repeatedly to the Ministers: please be more prompt and more quick. But, it seems to me that nothing is happening. Surely, there must be some reason. I am not saying that Government is to be blamed all the time. There are two procedures. One is that there is a Committee on papers Laid on the Table. I want to know whether all these delays which are occasionally being objected to by us—and quite often are not objected to—are being brought to the notice of the Committee on papers laid on the Table. Now, Sir if they are brought to the notice of the Committee on papers laid on the Table, then what is the Committee doing with those things. After the Reports come to the House, afterwards, we have no chance to discuss the failure on the part of the Government to lay the Papers etc. On the Table of the House, I mean the important documents and regulations which must come on time. Where is the remedy? We have no remedy. Just now you stopped us. Next time, also you will stop us. When the Committee lays a Report on the Table of the House, again you will say, that since the Report is laid on the Table of the House, no discussion. If there is to be no discussion, what has this House to do with regard to the failure of the Government to place

the papers on the Table of the House on time.

MR. SPEAKER: Mr. Mavalankar, you are now and then quoting chapter and verse about rules without obeying them. Whenever you have any objection in regard to papers being laid on the Table, you have to give notice to me. Have you given notice to me? Without giving any notice, how can you raise it?

PROF. P. G. MAVALANKAR: I have given many number of notices in the past.

AN HON. MEMBER: These are all routine matters.

PROF. P. G. MAVALANKAR: What is the point in giving notices on the same subject of delay again and again?

MR. SPEAKER: Otherwise, you cannot raise it. I would have called you if you had given notice to me. You have not given any notice. That is why I called the Ministers without calling you.

PROF. P. G. MAVALANKAR: You are right, Sir. But if delay takes place everyday should I give notice everyday? What is the remedy?

MR. SPEAKER: The remedy is to follow the rules. Every thing is being sent to the Committee. If you want a discussion, you can give notice under rule 184. There is no difficulty. You know the rules. The rules are there. They are not there merely to raise a point of order.

SHRI BALDEV SINGH JASROTHIA (Jammu) rose—

MR. SPEAKER: I have not permitted him. Do not record.

SHRI BALDEV SINGH JASROTHIA: \*



## Vedaraniyam Salt Complex (CA)

12.15 hrs.

**MR. SPEAKER:** You are asking this House to discuss a legislative measure that is pending before a State Legislature! This House has no jurisdiction at all to discuss a legislative measure that is pending before a State Legislature. You must be familiar with all these matters. Are we to discuss in this House a legislative measure that is pending before another legislature? Something unheard of! And on that you are talking so much!

**SHRI VAYALAR RAVI** (Chirayinkil): Sir, we are going to discuss the Demands for Grants of the Department of Civil Aviation. You had allowed us to discuss, through a call-attention, the Boeing crash in the sea near Bombay. The inquiry report has already been published in the papers. When the discussion on Demands for Grants is coming up on the floor of the House, we, Members, would like to know what that report is. Please direct the Minister to make it available...

**MR. SPEAKER:** Before the discussion comes up, I will certainly ask him to do it.

**SHRI HARI VISHNU KAMATH** (Hoshangabad): When Mr. Mavalankar raised a point, you cited some rule, Sir. Which rule was it?

Which rule was this under which he can raise it?

**MR. SPEAKER:** A direction has been given by the Speaker under his powers that whoever wants to object to the laying of any papers, he has to give notice for that.

**SHRI HARI VISHNU KAMATH:** Under which rule?

**MR. SPEAKER:** I am not under cross-examination. You can come to my chamber; we will discuss.

CALLING ATTENTION TO MATTER  
OF URGENT PUBLIC IMPORTANCE

REPORTED SITUATION ARISING OUT OF  
ACCUMULATION OF SALT STOCKS IN  
VEDARANIYAM SALT COMPLEX  
(TAMIL NADU).

**\*SHRI S. D. SOMASUNDARAM** (Thanjavur): I call the attention of the Minister of Railways to the following matter of urgent public importance and request that he may make a statement thereon:

"The reported situation arising from unprecedented accumulation of stock of salt in the Vedaraniyam Salt Complex in Thanjavur District of Tamil Nadu for want of Railway wagons leading to thousands of workers being out of job."

**\*THE MINISTER OF RAILWAYS** (PROF. MADHU DANDAVATE): Mr. Speaker, Sir, in reply to the Calling Attention Notice, I will read the following statement in English.

Vedaraniyam Salt Complex on the Southern Railway comprises of three salt loading stations—Agasthiyampalli, Vedaraniyam and Adirampattinam.

From these stations salt moves under three priorities (1) salt programmed by Salt Commissioner for human consumption under priority class 'C', (2) salt for industrial use under priority class 'D' and other non-programmed salt under priority class 'E'.

For the calendar year 1977 Salt Commissioner programmed for a movement of 3517 wagons for human consumption from these three stations. As against this programme, 3214 wagons were loaded. Loading would have been full upto the quota but for the severe dislocation caused by the cyclone which affected the Metre

\*The original speech was delivered in Tamil.

Gauge working of the Southern Railway in November and December, 1977. Further, the quota given to Adirampattinam station was not utilised.

In the current year, from January to 30th March, 1978, the shortfall caused in 1977 of programmed salt has been more or less made up by loading 1134 wagons against the quota of 882 wagons from these three stations. During these three months last year only 890 wagons were loaded.

In spite of keeping up the loading of salt for human consumption there are outstanding indents for 709 wagons on 30th March at these three stations. These demands are due to the free, that is, unlimited acceptance of indents by the Southern Railway for the movement of salt programmed by the Salt Commissioner though they are in excess of the quotas laid down by him.

However, there has been a shortfall in the first three months of the current year in the loading of salt for industrial use as well as that of non-programmed salt. Between January and March 1977, 2130 wagons of salt were loaded under 'D' & 'E' priorities whereas in the current year loading has been only of 500 wagons under these priorities. Less loading of industrial salt and non-programmed salt has been caused by the need to step up loading of imported fertilisers from the southern ports. Loading of fertilisers had to be undertaken on an over-riding priority to rush them to the farmers in Punjab, Haryana and U.P. in time for sowing season. Less loading of salt also resulted from the reluctance on the part of traders to accept open wagons in dry weather for loading salt as they were doing upto 1976-77.

The Officers of the Southern Railway have already had a meeting with the Deputy Salt Commissioner, Madras, on the 27th March, 1978 and in this meeting strategy for improving the loading of salt from Vedaranyam complex has been worked out in detail. The Deputy Salt Commissioner has also agreed to persuade the merchants to maximise loading of salt in

open wagons for increasing the loading of salt.

I give a firm assurance to the House that whatever be the difficulties in the past, the backlog in the loading of salt will be fully cleared within four to six weeks, so that there is no apprehension of workers being deprived of their jobs.

SHRI D. D. SOMASUNDARAM: I really appreciate that the hon. Minister is taking timely action. Even then I want to urge upon him one aspect of this matter.

You know, Sir, Vedaranyam is the birth place of Sardar Vedaratnam Pillai who is called the *Thenmattu Gandhi*, that is the Gandhi of South India. Two years ago the 10 km railway line between Vedaranyam and Kodikkara was proposed to be dismantled but since then the proposal has been withdrawn at my request. But the railway track needs to be strengthened and I request the hon. Minister to strengthen this line permanently.

Regarding the delay in transporting of salt, about 18 lakhs of bags of salt are loaded in Agasthyampalli. The value of this salt is more than a crore of rupees. As this salt is not transported in time about 10,000 workers are thrown out of employment.

The Minister has already made all the arrangements. Even then I request him and I know the difficulties. The wagons are needed for transporting cement, foodgrains and other essential items. Then they must find and allot more wagons.

Now, the present position in Agasthyampalli is that the accumulation of salt there is so much that it needs more than 800 wagons to clear them. I want to know from the Minister what is the strategy that has been worked out for lifting the salt from that area and in what time it will be implemented. This is my first question.

I do not know how the Minister wants the merchants to accept open

[Shri D. D. Somasundaram]  
wagons. I want the Minister should allot an increased number of covered wagons for the removal of salt from that place.

PROF. MADHU DANDAVATE: I am happy to find that the hon. Member has realised that whatever prompt steps are to be taken, we are already on the move.

He has raised certain issues. In connection with those issues I may point out to him that if there are certain bottlenecks regarding the movement of salt, it is because there are three categories of salt to be moved. The first priority is given to programmed salt that is required for human consumption. Second comes the salt that is required for industrial uses, for chemicals and other things. These movements are completely controlled by the Salt Commissioner and the Rail way authorities because a definite quota is given to them. That is called the Programmed Traffic. I wish to point out to the hon. Member that the salt that is there is not mainly against the shortfall in the programme quota of the movement of salt. Then over and above the programmed traffic there is the non-programmed salt that is to be moved. It is mainly here that it has failed and there are two important reasons for that. One of the reasons was that the movement of fertilisers has caused certain constraints. I would like the hon. House to remember what exactly the constraints are and what was the total number of wagons that were required in an extraordinary situation for the movement of fertilisers.

I will just give you the figure of four months. In December, for instance, in 1976-77, 82 wagons were required per day on an average for loading of fertilizers. This year that is, 1977-78 instead of 82 wagons 123 wagons were required per day. In January 1976-77, 84 wagons were required but in 1977-78, 98 wagons were required. In February 1976-77, 11 wagons per day were required but in

1977-78 96 wagons per day were needed. In March 1976-77 35 wagons per day were needed but in 1977-78 as many as 116 wagons per day were required to move the imported fertilizers.

The figures show that whereas in 1976-77 we were utilising only 53 wagons to move the fertilizers, now in 1977-78 we are using 108 wagons per day to move the fertilizer. This is one constraint.

The second difficulty which we have not been able to remove by having talks with the traders is regarding the failure of the traders to move the salt in fair weather in open wagons because there is a lot of constraint on the closed wagons. In fair weather we are providing them open wagons as during such weather we can move the goods. Without any damage to them. Here again very interesting figures are there as far as the use of open wagons by salt merchants is concerned. In 1976-77 the open wagons which were utilised to move the salt on the Southern Railway were 12699 and now for reasons best known to the traders in 1977-78 the number of open wagons which were used to move the salt on the Southern Railway is 2460 only.

We have provided them open wagons but whereas in 1976-77 they were prepared to move 12699 open wagons for carrying the movement of salt, now in 1977 that number has come down to 2460. But this does not mean that the number of open wagons provided by the Railways is less. It is because of their failure to accept even in fair weather the open wagons. What we have done is, I have already stated in the statement that has been made that on 27th March 1978 there had already been a meeting of the Deputy Commissioner Salt and the Southern Railway authority and they have already planned a strategy with an assurance that they will be able to persuade the salt traders in their own interest and in the interest of general community to accept the open wagons in the fair weather.

There are two aspects of the fair weather. Sometimes the weather is not fair at the place from which the salt is moved. Sometimes it is not fair at the receiving centre. We have to find out which are the months which are free of rainy season in both the South and the West as well as Bengal. Bihar and other regions where actually the entire commodity is to be carried. We have to persuade the traders to accept the open wagons as in the past. There is one more difficulty, to which I will make a reference. There have been some complaints from some members, particularly from Gujarat and West Bengal that in the past there has been certain provision regarding the movement of salt which is moved by manufacturers with the higher working average and manufacturers with the lower working area. For instance, as per the rule, we have divided entire acreage into two categories—those who have more than 10 acres from which salt is produced, they are declared as licenced manufacturers. There are certain advantages, and there are certain disadvantages to them from their point of view and not from the point of view of the workers. The disadvantage to them is those who are licenced manufacturers moving their salt to different parts is that their workers are subject to Bonus Act Provident Fund Act and many other Acts. That is a constraint on the manufacturers. The advantage is, if they are licenced manufacturers they have got the facility of moving the salt under higher priority. As you very well know all the priorities are divided between A, B, C & D. Priority A is given to defence operations. Priority B is given to foodgrains, fertilizers and iodised salt which is used with certain medicine to prevent aberrations of the glands to prevent Goitre. Then cement, coal, railway materials and some ores, all of them come under C. Under D we have got industrial salt, pulses, edible oils, etc. And the rest of the commodities come under E.

Naturally the manufacturers like that higher priority should be given.

Therefore, those who are licenced manufacturers, to them the priority is given, subject to the condition that their wage earners are subject to the Bonus Act, Provident Act, etc. That is the constraint. The advantage is that they get a higher priority. The difficulty is this: Those who have less than 10 acres are not able to get higher priority—they get E priority. We have therefore recommended to the Industry Ministry a new formula by which irrespective of the limit of land all will be able to get some advantage which will go to the interest of the consumers.

Those recommendations are very important. I will mention these two recommendations and complete my submissions.

The first one is this: The ceiling limit on the manufacturing area for taking licence to manufacture salt should be lowered from the present level of over 10 acres to 3 acres. This provision will enable all salt manufacturers who produce salt in working areas of three acres and above to be included for allotment of quotas under the zonal scheme.

What happens to those who have less than 3 acres? We have made another recommendation to the Industry Ministry that those who have got working lands less than 3 acres can combine together ...

MR. SPEAKER: Salt has become very salty....

PROF. MADHU DANDAVATE: I know how intricate the problem is with the South and he is the only Member who has raised the issue. Therefore I want to give a complete answer so that he will be fully satisfied.

As far as my Ministry is concerned in order to avoid the difficulties, we have made recommendation to the Industry Ministry that the small manufacturers could group together and they could form a cooperative society. If they form such cooperative societies

[Prof. Madhu Dandavate]

even those who have got working land less than 3 acres will be able to get priority on this basis and the problem will be solved.

I am sure that in view of what I have stated now, no further questions will be asked.

12.33 hrs.

**PUBLIC ACCOUNTS COMMITTEE**

**SIXTY-NINTH REPORT**

SHRI C. M. STEPHEN (Idukki): I beg to present the sixty-ninth Report of the Public Accounts Committee on Action Taken by Government on the recommendations contained in their Two hundred and thirtieth Report (Fifth Lok Sabha) on Expansion of Mormugao Port

12.34 hrs.

**RAILWAYS CONVENTION COMMITTEE**

**SECOND REPORT**

SHRI KRISHAN KANT (Chandigarh): I beg to present the second Report of the Railway Convention Committee on Action taken by Government on the recommendations contained in the Eighth Report of the Railway Convention Committee, 1973 on "Railways" Fourth and Fifth Five Year Plans and other Ancillary matters "

12.35 hrs.

**PETITION RE GRIEVANCES OF WORKERS OF KALTA IRON MINE UNDER HINDUSTAN STEEL LIMITED (ROURKELA STEEL PLANT), KALTA (ORISSA)**

SHRI ROBIN SEN (Afanbol): Sir, I beg to present a petition signed by

Shri Rabi Narayan Navak and other workers of Kalta Iron Mine under Hindustan Steel Limited (Rourkela Steel Plant), Kalta District Sundergarh (Orissa) regarding their grievances.

I am demanding that all the 1500 workers including 550 former Gorakhpuri workers in Kalta Mines should be absorbed as regular workers. All the termination notices should be withdrawn forthwith. The management should be prevailed upon not to indulge in creating communal and regional tension among workers. All labour laws should be implemented in the mines in full.

12.37 hrs.

**MATTERS UNDER RULE 377**

**(i) SARKARIA COMMISSION REPORT**

SHRI S D SOMASUNDARAM (Thanjavur): Sir, I wish to raise an important matter. The present Chief Minister of Tamil Nadu Thiru M G Ramachandran made allegations against Thiru Karunanidhi, the former Chief Minister of Tamil Nadu. Government constituted a Commission headed by Justice Sarkaria to enquire into the allegations.

I feel there has been great delay in sending the Sarkaria Commission Report to the Tamil Nadu Government. The Report should be sent to the Tamil Nadu Government immediately with necessary directions for follow-up action.

I also feel that there has been delay in laying the Report on the Tables of both the Houses of Parliament.

I want to know from the Government as to when the Report will be laid on the Tables of both the Houses.

**(ii) REPORTED REORGANISATION OF TELECOM FACTORIES**

SHRI SOMNATH CHATTERJEE (Jadavpur): I rise to bring to your notice a serious matter.

The office of the General Manager Telecom Factories Calcutta has at present been directing and supervising and coordinating the three departmental telecom factories at Calcutta, Jabalpur and Bombay under the Director General P. & T. New Delhi. The factories manufacture telecommunication equipments to meet the demands of the P. & T. and Telephone services of the country. A fourth factory is coming up at Bhillai and there is a proposal to start another factory for which the site has not yet been selected. It is necessary to build up an efficient organisational set up which will modernise and expand the factory and coordinate the manufacturing programme of the four factories in a better and more efficient manner.

At present, the General Manager, Telecom Factories, Calcutta is in overall control of the factories at Calcutta, Jabalpur and Bombay which has helped in proper and coordinated control of the factories and their development.

It is understood that a proposal has now been made, in the name of reorganisation, for the upgradation of the posts of heads of Telecom Factories at Jabalpur and Bombay to the status of General Manager (with the rank of Post Master General) and for delinking them from the control of the General Manager, Telecom Factories, Calcutta and further providing that the General Manager at Calcutta would be looking after only the Calcutta Factory. By this process, the present control level in the office of the General Manager at Calcutta is being done away with resulting in substantial dilution of the proper control and coordination of the three Factories and also in phenomenal increase in the cost of production by not only raising the status of the General Manager at Jabalpur and Bombay but also by inducting more persons at the officers level. The present strength of officers at Jabal-

pur and Bombay is already top-heavy. The move of reorganisation has been made surreptitiously and is not for the benefit of either the organisation or control of the Telecom Factories. The proposed reorganisation has no relation with public interest on the other hand, it is to be implemented by creating posts at higher echelons and granting accelerated promotion to a large number of officers.

There seems to be a move now-a-days upon political considerations to shift offices of various Government undertakings from Calcutta and other places in West Bengal or to dilute the importance of such offices. The employment potential in West Bengal will be seriously hampered if an important Central Government headquarters established at Calcutta and functioning efficiently since 1942 is wound up and taken away from the State of West Bengal. There is no justification for shifting the control level out of the State. The existing staff in the control offices of General Manager at Calcutta will be faced with losing all promotional and other service privileges and it will also result in the shrinkage of the cadre.

The move has created great resentment amongst the employees and also great uncertainties and the Government should immediately take steps not to give any effect to such proposals which will only embitter the relations between the management and the workers and will also prejudicially affect the State of West Bengal.

(iii) REPORTED CRISIS FACED BY PADDY CULTIVATION IN KUTTANAD KERALA

SHRI B. K. NAIR (Mavelikara): Mr. Speaker, Sir, I wish to draw the attention of this House and through the House, of the Government of India to the grave crisis developing in Kuttanad, the rice bowl of Kerala. The cost of cultivation of paddy has

[Shri B. K Nair]

reached exhorbitant levels, the yield has been steadily going down, damage and crop-failures widespread and frequent and currently the price has been going down to such low levels that the farmers in large numbers are constrained to abandon cultivation and leave their holdings fallow. According to an official estimate made some time ago, the loss incurred was Rs 500 per acre. In actual fact, in most cases it may be anything upto six or seven hundred rupees

Kuttanaj comprises of about 60,000 hectares of paddy land. The cultivators number about a lakh and the workers dependant on agricultural operation number about four lakhs. The entire area, the entire population is facing desolation

I take this opportunity to make a fervent appeal to the Government of India to make available whatever assistance and relief they can to save the situation. A Committee of experts may be appointed immediately to study the whole problem and suggest remedial measures. The scope and dimension of the measures needed are entirely beyond the capacity of the State Government to provide

(iv) REPORTED ATROCITIES ON HARJANS IN KARNATAKA, ANDHRA PRADESH AND MAHARASHTRA ..

श्री शरद यादव (त्रवलपुर) अध्यक्ष  
मद्रास, नियम 377 के अन्तर्गत में एक महत्वपूर्ण विषय को आर मरका का ध्यान खीचना चाहता ह। मदन में कई बार हरिजनो पर अत्याचारो के मामले में बहम हुई लेकिन मुझे देख के साथ कहना पडता है कि मैंने कई बार कर्नाट, आन्ध्र और मद्रास में हरिजना पर हो रहे अत्याचारो के सम्बन्ध में मामला उठाता चाहता लेकिन उठा नहीं सका। जब अन्य राज्यों में हरिजनों को जनाया जाता है तो उनको तो मेरे कायेसी मित्र हरिजन मानते है लेकिन जब उनके हो राज्या में उनका जिदा जलाया जाता है

तो उनको बे जानवर मानते हैं। मैं यह जानता हू कि इस देश में, किसी भी भाग में, एक भी हरिजन की हत्या इस देश के लिए कलक है। मेरे कायेसी मित्र बिहार या अन्य राज्यों क बात ना यहा उठाते है लेकिन कर्नाटक, आन्ध्र और महाराष्ट्र में हरिजनों के सम्बन्ध में यहा सवाल नहीं उठाते। इसीलिए मैं आज़ कर्नाटक, आन्ध्र और महाराष्ट्र में हरिजनों पर हो रहे अत्याचारो के विषय में मदन और सरकार का ध्यान आकर्षित करता हू।

कर्नाटक में देवनहारी देहात जो बगलौर के नजदीक है, उसमें एक हरिजन का कत्ल कर दिया गया। आन्ध्र में गुटूर जिले में एक देहात के हरिजनों पर हमला हुआ, मकान जलाये गये और उसमें एक हरिजन महिला का जिदा जला दिया गया। 9 मार्च 1978 का बम्बई के भा. शहरी विभाग में माया विमान पर हमला हुआ जिस में उनकी मृत्यु हुई। दूसरे हरिजन यवन और जावा का छत्र में भाग कर घायल कर दिया गया। पुणे जिले में शानवड तहसील में कर्नाट देहात में श्री. जगन्नाथ भीमले नामक हरिजन युवक पर हमला हुआ और उन्हें घुरी तरह से पाट गया। बृहाना जिले में हरिजना का जातकारी अधिकार मिने है वह क्रम में लान में उठे गवा गया है और इसके कारण उनका मिने टूट खेतों में वे काम नहीं कर पा रहे है।

इन मारे सबानों का ले कर महाराष्ट्र में जा हरिजनों पर कायेस रेजीम में, कर्नाटक में, आंध्र में जल्म हो रहे है और जा अन्याय हो रहा है उसका ले कर हरिजन नेता श्री विठ्ठलराव चानखेडे ने आराम दाह की घोषणा क. आ गठ आ म दाह वह अगले महीने की नी तरीख का करने वाले है। कहने का मतलब यह है कि हिन्दुस्तान में आज श्रीमती इंदिरा गांधी तीस वरस से दबी और पिछडो और कगाल जनता पर लगातार जो अबदेस्त हमले होते रहे है उनको कराती

रही हैं। इस चीज को मैं बहुत ही गलत और अन्वयायपूर्ण मानता हूँ। इस सरकार के चलते एक भी हरिजन पर अग्रज जुल्म होता है तो मैं इसको इस सरकार के भांषे पर कलक मानता हूँ। लेकिन कांग्रेस पार्टी की श्रीमती इंदिरा गांधी भूतपूर्व तानाशाह राज हिन्दुस्तान की कगाल और गरीब जनता को जिस तरह धोखा दे रही हैं उसको लेकर मैं यह कहना चाहता हूँ कि हरिजनों के मामले में वह गिद्ध की दृष्टि रखती हैं उनके भास को नाच जाना चाहती हैं और उनके राज्य में जो चीज चली और जा झूठ उन्होंने बोला और बोल रही है मैं कहना चाहता हूँ कि उन से बड़ा झूठा इस सेचरी का भ्राज दुनिया में कोई आदमी नहीं होगा। वह झूठ बाल कर हिन्दुस्तान के लोगों को गुमराह कर रही हैं— (अध्वधान) बनारस में जो व्यवहार श्री जगजीवनराम जी के साथ जा कि पिछड़ी जातियों के एक जाने माने नेता हैं जिन्होंने उन के लिए सब से ज्यादा काम किया है, जा हिन्दुस्तान के कगालों के एक मात्र नेता हैं, उनके साथ जा हुआ बड़ श्रीमती इंदिरा गांधी ने करवाया। कर्नाटक में जा हा रहा है वह उनके दलान कर रहे हैं। जहा पर इन लोगों का राज्य है वहा पर अग्रज जुल्म होते हैं ता इनके मुह से एक शब्द भी नहीं निकलता है, वहा पर जुल्म होते हैं और हरिजन जलाए जाने हैं, मारे जाते हैं ता एक शब्द भी नहीं निकलता है। मैं सरकार में कहता हूँ कि कहीं भी हरिजन अलया जाता है ता दावी व्यक्तियों का अन्वमान निकाबान में जेन में भेज कर दस साल की सजा दी जाए। मैं यह भी कहना चाहता हूँ कि ऐसा करने वाले व्यक्ति की नागरिकता का भी ममाप्त कर दिया जाए। साथ ही साथ जिस मुख्य मंत्री के रहते पाच एट्रोसिटीज हरिजनों पर होती है तो उसका काला मुह कर उससे इस्तीफा लिया जाए, फिर चाहे वह कांग्रेस का मुख्य मंत्री हो या किसी और पार्टी का हा, हमारी पार्टी का हो।

ये जो घटनाएँ हो रही हैं इन पर व्यापक बहस करने का मौका दिया जाना चाहिये। बानखेडे साहब नौ तारीख को आत्मदाह करेगे और यह कलक दल को आ करके सारे देश पर लगेगा। जो दगे हो रहे हैं, जो जातीय सघर्ष हो रहे हैं, हिन्दू मुस्लिम दगे हो रहे हैं, हरिजनों के ऊपर जो गिद्ध धूम रहा है, तानाशाह का पुतला मडरा रहा है और देश में फिर से तानाशाही जो लाना चाहता है उसको ले कर मैं सभी लोगों से अपील करना चाहता हूँ, जो तानाशाही में विश्वास नहीं करते हैं, जो जनतंत्र धर्म निरपेक्षता में विश्वास करते हैं, इच्छते हो कर तानाशाही के पुतले का मुकाबला करे। उनको मैं इस सताब्दी का सब से बड़ा झूठा मानता हूँ। वह सारे देश में जगह जगह झूठ बोल कर गिद्ध की तरह घूम रही है। फिर से वह देश में गुलामी लाना चाहती है। 62 करोड़ लोगों को फिर से गुलाम बनाना चाहती हैं। जिस पजे ने, जिन कुटिल हाथों ने लोगों की आजादी का हडपा था वह फिर हिन्दुस्तान की गरीब, भूखी जनता को गुमराह कर रही हैं। भागे आ रही हैं और झूठ बोल रही हैं, उसको रोका जाए और सारे देश को इस पुतले से बचाया जाए। मैं समस्त जनता का, नौजवानों को श्रीमती इंदिरा गांधी के तानाशाही पुतले से सावधान करता हूँ और अपील करता हूँ कि वे इसका मुकाबला करे। बड़ मंत्री और राज्य मंत्री बैठे हुए हैं। व इस बात का जवाब दे। तीन प्रातों में जहा कांग्रेस का राज्य हुआ है वहा पर कितनी ही बार इस तरह की घटनाएँ हुई हैं और कितनी ही बार मैंने कार्लिंग एटेशन नोटिस दिए हैं लेकिन आप हमारे साथ पक्षपात करते हैं, उनको तो आप जकर मौका देते हैं लेकिन हम को नहीं देते हैं। हमें आज आपने 377 में अपनी बात कहने का मौका दिया है। तीन चार प्रातों



[श्री शरद यादव]

का यह मामला है। 377 में वीका दे कर आपने हमें चुप करा दिया है।

श्रीमती मृगाल गोरे : (बम्बई उत्तर) : इसके बारे में जी\*\*

MR. SPEAKER: Do not record.

MR. SPEAKER: No, No. Nothing doing. Do not record. Rules do not permit me

SHRIMATI MRINAL GORE: \*\*

SHRI UGRASEN (DEORIA): \*\*

MR. SPEAKER I understand yesterday one of the Chairman on the Panel of Chairman allowed somebody to make a statement which is totally against the rules. You have given the Calling Attention notice today which can be considered for Monday. I cannot change the rules. If somebody has allowed it, it is totally illegal. Once I allow, it will become a precedent. So, do not record.

SHRIMATI MRINAL GORE.\*\*

MR. SPEAKER: There are many champions for ladies but the rules do not champion them. So, I will not allow. Do not record anything. I do not want to set a bad precedent.

SHRIMATI MRINAL GORE: \*\*

MR. SPEAKER: I told you already it would be a bad precedent. I will not allow it. I will never set a bad precedent.

SHRI MOHD. SHAFI QURESHI (Anantnag): Sir, I would like to know whether my 377 has been accepted.

MR. SPEAKER: No, no. Not today. Now Mr. Sivaji Patnaik,

(v) REPORTED TERMINATION OF AGREEMENT FOR SUPPLY OF WORKERS BY CENTRAL EMPLOYMENT EXCHANGE (LABOUR) GORAKHPUR TO HINDUSTAN STEEL LTD.

SHRI SIVAJI PATNAIK (Bhubaneswar): Sir, I beg to submit the following under Rule 377. Consequent to the termination of agreement for supply of workers by the Central Employment Exchange (labour) Gorakhpur to Hindustan Steel Ltd. (Kalta Iron (Mines) 550 workers are likely to be terminated after 17th April, 1978. The action of the HSL management is arising out of the successful struggle of the workers to win a higher rates of wages and improvement in living conditions. When the management of Rourkela Steel Plant is purchasing iron ore of 20,000 tonnes and manganese of 7000 tonnes from outside, the retrenchment notice to these workers is clearly meant to recruit new cheap labour by throwing on Street these 550 workers who worked for 5-6 years in this mine.

The decision of the Hindustan Steel management amounts to an unfair labour practice and the Government should take immediate steps to prevent the management from indulging in such malpractices. The workers who were opposing the retrenchment orders were lathi charged on 26th March while 55 workers including women with children were arrested. Further, the petitioner, Shri Rabinarayan Naik, that is, the first signatory to the petition to Lok Sabha which was presented just in few minutes back today, has been arrested in this connection. I would request the Government to intervene in the matter so that job security of these unfortunate workers is assured.

12.50 hrs.

DEMANDS\* FOR GRANTS, 1978-79—  
Contd.

## MINISTRY OF SHIPPING AND TRANSPORT

MR. SPEAKER: Now, we come to Budget discussion. The House will now take up discussion and voting on Demands Nos. 75 to 78 relating to the Ministry of Shipping and Transport for which 4 hours have been allotted.

Hon. Members whose cut motions to the Demands for Grants have been circulated may, if they desire to move their cut motions send slips to the Table within 15 minutes indicating the

serial numbers of the cut motions they would like to move.

Motion moved:

"That the respective sums not exceeding the amounts on Revenue Account and Capital Account shown in the fourth column of the Order Paper be granted to the President out of the Consolidated Fund of India to complete the sums necessary to defray the charges that will come in course of payment during the year ending the 31st day of March, 1979, in respect of the heads of demands entered in the second column thereof against Demands Nos. 75 to 78 relating to the Ministry of Shipping and Transport."

*Demands for Grants, 1977-78 in respect of the Ministry of Shipping and Transport submitted to the vote of Lok Sabha*

No of Demand	Nature of Demand	Amount of Demand for Grant on account voted by the House on 16-3-1978		Amount of Demand for Grant submitted to the vote of the House	
		1	2	3	4
		रजस्व Revenue ₹ R.	पूजी Capital ₹ R.	रजस्व Revenue ₹ R.	पूजी Capital ₹ Rs.
<b>MINISTRY OF SHIPPING AND TRANSPORT</b>					
75	Ministry of Shipping and Transport . . . . .	50,73,000	..	2,54,17,000	..
76	Roads . . . . .	17,08,68,000	16,39,14,000	85,13,10,000	81,97,07,000
77	Ports, Lighthouses and Shipping . . . . .	6,66,05,000	32,61,50,000	32,66,57,000	163,07,48,000
78	Road and Inland Water Transport . . . . .	12,09,000	1,63,00,000	60,46,000	8,15,00,000

**SHRI K. LAKKAPPA (Tumkur):** Mr. Speaker, Sir, the demands of the Ministry of Shipping and Transport are under consideration; for several years these demands had been discussed in this House. It is vital for the integration of the country and for formulating a socio economic policy based on the construction of roads and provision of

transport facilities linking every nook and corner of the country. There is no coordinated, integrated transport policy as announced by the present government, by no other person than Prof. Dandavate sometime back. The total road mileage under various categories upto 71-72 is 1,001,030 kilo-metres and of this only 4,72,000 are surfaced. That

\*Moved with the recommendation of the President.

[Shri K. Lakkappa]

means two and half times this length is unsurfaced. We have been talking of development of industries and industrial growth and economic prosperity of this country based on rural communication. Rural communication has been completely neglected and no improvement has been made so far. The planning allocation of Rs. 800 crores is meagre to meet the needs.

MR. SPEAKER: Are you suggesting that ships should be taken to Tumkur?

SHRI K. LAKKAPPA: No, Sir; this is the most important and vital aspect which has not been covered by the Planning Commission. Without rural development how can industrial growth take place without communication, organisation, investment and strategy of development?

13.00 hrs.

Road mileage increased at the rate of 9 per cent in 1955-56 and it was 41 per cent in 1965-66. In 1970-71 the rate fell down to 17 per cent from the previous figure of 25 per cent. From 1970-71 to 1971-75 it is declining. I am not categorising that this was the previous government's fault and this was the present government's fault. But the point is that the allocation of funds to rural communication has been declining. This has created a backlog in the transport movement itself. There is not even a phased or integrated programme that has been covered under the report. Besides the report has been so shabbily drafted; jugglery of figures has been given; it will not satisfy the country's requirements. Though waterways are comparatively smaller than the railways or the surfaced road, the waterways perform an important function which is not performed either by road or rail, namely, they serve to link the different interior places on the waterways directly with the outside world.

13.01 hrs.

[SHRI RAM MURTI in the Chair]

The entire coastal line from Kanyakumari in Tamil Nadu including Kerala, Karnataka, Gujarat and Maharashtra has not been covered. Even the National Highway has been completely neglected. Therefore, it is in a very dilapidated condition. This Ministry has not been taken care of for the last several years and during the last one year, it has been completely neglected.

In this regard, I would like to quote certain figures that I have got. It has to be recognised that having regard to the quantum of revenues collected from road transport, the road user has a right to expect that not only the minimum needs of such transport such as good highways of required width, with sufficient bridges be provided but amenities such as good surfaced roads, rest houses, first aid boxes etc. must be provided.

This is how the tax money collected has not been utilised for the developmental activities to provide further facilities to the travelling passengers and to increase the facilities for goods traffic. Here again, I would like to quote: The total number of vehicles in India in 1975 has been placed around 23.5 lakhs. This includes trucks, buses, cars, jeeps, taxis, station wagons, scooters, etc. Even so India has only three vehicles for thousand population as compared to Thailand, a developing country which has 24 and Japan 257.

There has been a spurt recently in passenger transport facilities. A lot of economic activities have to be taken up in the country. Many facilities have not been provided and even the meagre money at the disposal of the State Government are not properly utilised and sometimes they are diverted towards other purposes. Even though the Union Government collects a large amount of money, only a fraction of it is spent for providing facilities for im-

provement of roads, construction of rest houses, so on and so forth. While a country like Thailand spends 1.44 per cent of its national income on Highways, India spends only 0.66 per cent. This is according to October 1977 statistics. Money is not being spent for such developmental activities and the developmental activities have come to a complete halt. With more than two-thirds of our population being rural, it is imperative that roads should link the villages with urban centres. At present nearly thirty per cent of our villages are isolated lacking in approach roads. The Centre does not envisage a policy to link all the roads and see that the roads are linked with all important cities. Therefore, there is no comprehensive policy in spite of the announcement by the present Government that they would envisage an integrated transport policy of rail, road and water. So these are the important aspects of the subject. In isolation of this subject, we cannot discuss anything or we cannot have any comprehensive policy at all. I would like to say that it is lacking on the part of the present Government to create an atmosphere for formulating an integrated policy on this matter through discussions, conferences etc. Because of the industrial character of this transport system, it needs an integrated policy to be formulated.

Regarding the figures of employment potential, the calculation based on the Research studies of the National Council of Applied Economic Research shows that if we plough back into road development, no more than two-thirds of the colossal revenue of Rs. 1500 crores collected from road users and if there are no special impediments to the normal expansion of road transport, 17 million hands can find employment in it at the end of one year. Well, you are urging to fight unemployment and you require a 10-year programme or a 15-year programme or a 20-year programme for it. But how can you neglect this sector which provides jobs for 30 million people? So far

there is no integrated policy that has been formulated.

The important city transport organisations are in utter confusion. The loop line is under construction in Calcutta. The transport system in metropolitan cities like Bombay and Calcutta is in a very shabby manner in respect of its functioning as well as delays in the execution and completion of works. In contrast to Bombay, Delhi and Calcutta are hopelessly ill served by a public transport system. Starting an underground railway system and augmenting the existing fleet of buses may help, but will not offer a real or durable remedy to the deep-seated malaise. Unfortunately, construction of an under-ground railway has been delayed.

The Planning Commission will shortly appoint a team to formulate an integrated policy involving rail, road and water transport systems. This announcement was made by the Railway Minister in Lok Sabha on March 10, 1978. But they have not done anything so far. It is probably because there is no cohesive understanding between one Ministry and the other. This is one of the handicaps.

There should be improvement only of the national Highways and rail transport to link the various States. But at the same time we have to establish a link between Ganga and Cauveri under the Ganga-Cauveri canal scheme. For this purpose, we have to implement the Dastur Plan for inter-linking of rivers. Water transport provides a completely cheaper mode of transport. The Scheme when implemented, will also help industrial development, particularly in Central India. But so far, not even a survey has been made in this regard. And we are spending crores of rupees on transport. This has not even become viable. It is not enough to meet the situation. Even the new lines have not been taken up. The suggestions made in the Dastur Committee's re-

[Shri K. Lakkappa]

port have not been taken note of by Government. Indian ships carry barely 28 per cent of India's foreign trade against the minimum desirable 40 per cent. In 1975-76, as a consequence, the foreign exchange outgo on foreign bill to foreign flag carriers was about Rs. 553 crores. The Fifth Plan allotted a bare Rs. 5 crore for new ship building yards.

Paradip is one of the 8 biggest ports. It is such an important port; and it has got facilities for export and import. We are importing fertilizers etc and exporting the mineral wealth of this country. We have been urging the importance of the Paradip port for a long time. At Paradip, even the constitution of the Port Trust Board for ensuring the smooth management of the Port, has been utterly neglected. A political game has been introduced into it. Even the Union there has not been recognized. The request for verification of its membership, has not been given due consideration.

Vizag has a ship-building yard; and Paradip Port comes next. At Paradip, even to clear the cargo, there is need to have a second cargo berth. It has not been provided. In regard to the Cochin yard, there is stagnation in its work. It has not been completed according to schedule. And I am told that even in construction, there is a lot of corruption going on there. They have placed an order for a crane from Madras. But there is a lot of underhand dealings going on. Corruption and so many other things are there. Wherever there is a contract system, these things are there—always. Such contract systems have been envisaged even in these ship-building yards and in the construction of the cargo centres and cargo berths. The demand for a second berth at Paradip has not been looked into. It is necessary.

Now about the extension programme of the Kudremukh project, in Karnataka State. Kudremukh is the first

project to directly draw on the oil money assistance from Iran. Under the agreement with Iran, first shipments of iron ore to Iran have to commence from August, 1980. The project is facing formidable constructional problems and there is no indication that this target will be kept up. Apart from the timely construction of the project, port and berthing facilities at Mangalore have to be speedily expanded to accommodate ships upto 60,000 dwt. to carry the iron ore. Iran released in February, 1976 the first instalment of 100 million dollars of the total credit of 630 million dollars. If the first shipment of iron ore is not made in August, 1978, strict penalties are provided for in the agreement with Iran. If Government of India fails to ensure this, we will have to pay the penalty. I do not know whether the hon. Minister has even visited that place. There is not even an integrated programme. There is not even a mind to see that these things are done properly.

Coming to the operation of the permit system, according to this Report, they are distributing about 50 permits for the States. There are several States like Tamil Nadu, Karnataka and Kerala which are paradise for tourists. Therefore, the promotion of tourism should be linked up with the provision of certain facilities for tourists. So, I would suggest that the number of permits should be increased to at least 100 as the number of internal and foreign tourists going round the country is increasing and as it will help us to improve the economy of the country. Why should it be only a meagre 50 permits? Many States have got places of tourist interest and they should be encouraged. Road transport should be provided to all places of tourist interest, thus improving the economy of those areas.

It is a matter of regret that you could not coordinate transport by road and shipping. Now the transport industry is in a very pitiable

condition. Public sector has been completely neglected, so far as transport is concerned. You are giving more opportunities to the private sector than to the public sector. In the public sector units there is a lot of corruption and the goods despatched are not reaching the destination. Yet, the Ministry has no control over them.

There is no regular supply of chassis, tyres etc. to the State road transport organisations with the result they are suffering. In fact the whole system is collapsing in various States. There is also a lot of corruption. Therefore, I would conclude by saying that there should be a national policy for coordination of functioning of the three vital organisations so that the country can prosper.

**SHRI PURNA SINHA (Tezpur):**  
I beg to move:—

"That the demand under the head 'Roads' be reduced by Rs. 100."

[Need to convert the North Trunk in Assam into a National Highway (3)].

"That the demand under the head 'Roads' be reduced by Rs 100."

[Need to provide bridges over the Brahmaputra (4)].

"That the demand under the head 'Roads' be reduced by Rs. 100."

[Employment of bonded labour in Border Roads Development Boards in Northeast (5)].

"That the demand under the head 'Road and Inland Water Transport' be reduced by Rs. 100."

[Failure to make Brahmaputra navigable (8)].

"That the demand under the head 'Road and Inland Water Transport' be reduced by Rs. 100."

[Working of the Central Inland Water Transport Corporation (6)].

**SHRI ANNASAHEB GOTKHIHDE (Sangli):** I beg to move:—

"That the demand under the head 'Roads' be reduced by Rs. 100."

[Need to declare Ratnagiri-Kolhapur-Sangli-Miraj - Sholapur - Osmanabad - Nanded - Yavatmal - Nagpur road as National Highway (6)].

"That the demand under the head 'Ports, Lighthouses and Shipping' be reduced by Rs. 100."

[Need to augment the present fleet of Mogul lines that operates on Konkan Coast (7)].

"That the demand under the head 'Road and Inland Water Transport' be reduced by Rs. 100."

[Need to raise the quota of National Permits, for public goods vehicles, to 1000 permits for Maharashtra (10)].

**DR. VASANT KUMAR PANDIT (Rajgarh):** I beg to move:—

"That the demand under the head 'Ministry of Shipping and Transport' be reduced by Rs. 100."

[Need to check malpractices in the Shipping Corporation of India, the delays, red-tape and harassment of claimants with ulterior motives forcing the parties to settle accounts to the disadvantage of the SCI (16)].

"That the demand under the head 'Ministry of Shipping and Transport' be reduced by Rs. 100."

[Need to curb extravagant expenditure on non-productive items, such as, entertainments, foreign travels, luxurious establishments and other facilities in the context of increasing losses by the Shipping Corporation of India and the likely economic setback due to the freight-war in the shipping world and the

[Dr. Vasant Kumar Pandit]

urgency of the problem to re-organise the whole administration (17)].

**SHRI VINODBHAI B. SHETH** (Jamnagar): Sir, we are passing through a time when the shipping industry throughout the world is passing through a crisis. With 42 million tonnes of world tonnage laid down, this is the time when every national Government is coming to the help and rescue of the shipping industry. I congratulate our Shipping Minister, Shri Chand Ram, for convening a meeting of all shipping interests in the country, including the ship-yards, shippers and ship-owners, where the problems facing them were discussed at length, on the basis of which this budget for this industry has been framed.

It is heartening to note that a sum of Rs 79 crores has been earmarked to make provision for giving loans to the shipping industry and Rs. 13.93 crores as subsidy to shipping. There is a representation from the Indian National Ship-owners' Association that this is the proper time for the Government to come to the aid of this industry. I am sure our hon. Minister of Shipping and Transport will give sympathetic attention to this aspect.

They want that a part of the soft loan should be in the form of foreign exchange. Then, for some other loans they plead that the rate of interest should be lower.

At a time when so much of world tonnage in the shipping industry is laid down, none of our ships are laid down because the name and integrity of the shipping of this country in the world is proved to be very high. And the credit for that goes to the vision with which both the Ministry and the industry are facing the crisis.

I would like to give the background. The total DWT in the world is 638 million, in which our share is about 80 lakh tonnes. Our GRT is

approximately 53.14 million tonnes. We have got 371 ships, out of which 75 are coastal and 296 overseas. I would request the hon. Minister to see that coastal shipping survives. It is almost dead. Sufficient attention has to be paid to this side also.

The world capacity for construction of ships is 40 million GRT, and today the world demand is 13 million GRT, only 33 per cent, from which we can understand to what extent this industry is facing a crisis in the international market also. Formerly cargo was chasing the ships, today ships are chasing the cargo. And some of the policies of our Government are not satisfactory both of this Ministry and other Ministries also. Public undertakings should pay proper attention to the shipping of this country. When there is an export contract, it should be on the c.i.f. basis, and when there is an important contract it should be on the F.O.B. basis, and yet the reverse is done. This fact was also discussed at the meeting convened by the hon. Minister. We have to carve out the slogan that Indian cargo should be carried under the Indian flag. Today there is cut-throat competition. There are underhand practices even by foreign shipping companies. These should be checked as our shipping industry suffers a loss because of them.

Today there is the argument that since there is an international crisis in the shipping industry, why should we go in for shipyards? We should not look at it from today's point of view only but from the point of view of the future also. Our capacity is very much limited. I wish to congratulate the hon. Minister for calling for tenders for detailed project reports for the two shipyards of Paradeep on the east and Hajira on the west coast. I would request the Finance Ministry and the Planning Commission to see that work on them starts as soon as the project reports become available. Sufficient provision should be made in the interim Budget for the construction of the shipyards.

I may recall a very eminent man in the shipping world; Mr. M. A. Master, who, ten or 15 years ago, said: "I don't understand why we should not have a shipyard in the country. Why should we import ships from other countries?" Even Mahatma Gandhi said at the time of the British rule that Indian shipping may die so that British shipping could flourish! Those days are gone. We have gained freedom and independence, and our self-reliant economy as envisaged in our manifesto should be implemented. It is not only a capital-intensive industry, it should be treated as an employment-oriented and export oriented industry.

There are three points to be noted here. Firstly, we should make optimum utilisation of the present shipyards. Unfortunately our shipyards have not delivered the goods to the extent we expected of them. I do not know the reasons behind this but it requires some scrutiny. Secondly, expansion of the shipyards should be expedited. Sufficient funds should be provided for the import of machinery also, in case it is not available in the country.

Thirdly, when we think of establishing a shipyard we should think in terms of an integrated system. We should construct shipyards not only for the construction of ships but for repair and dry docking also. For the last 30 years we have not got any facility for dry docking and repairing. We are utilising more than Rs. 25 crores in repairs. We send our ship to Hongkong and Singapore. Small countries like Japan, Korea, Norway, Yugoslavia and some other countries have established shipyards at the cost of Indian shipping. The total tonnage constructed by the Indian shipyards is hardly 10 per cent. There is monopoly of only one shipyard from Japan which sells ships to us. This should not be there in the competitive market. We should see and we must issue tenders in the world to get the ships at a very very

cheaper rate. Of course, now most of our industries suffer losses. The Shipping Corporation of India is a major owner in the country under the public sector. Now, there is a change in the entire administration of the Shipping Corporation under Dr. Raghunath Singh and Admiral Kishan Dev. I hope, they will take measures to minimise the losses as far as possible.

When the ship owners are demanding all the facilities from the Government, they should also observe discipline. Some of the big owners have declared huge dividends and some of the loans which were earmarked were not utilised for the purpose for which they were meant. When the shipping industry gets loans and subsidy from the Government, some sort of discipline is expected of them.

Our Shipping Development Fund Committee through which these loans are channelised, is working most efficiently. They are taking complete security from the ship owners and Rs 577 crores loan has been given to the shipping industry till now, out of which Rs 330 crores is in public sector, Rs 238 crores in private sector and about Rs 9 crores in shipyards. When we are going to increase their facilities of loan etc there should be some popular representation also in the SDF Committee.

In order to have efficient working of shipyards there should be orders in series and standardisation. Unless and until there is standardisation, it is difficult to meet the requirements. This aspect should be kept in mind.

Now, so far as ports are concerned, now the Minister is going to arm them with powers by extending the limit of all major ports. In fact, I would request the Minister that when we are extending the limit of major ports and taking some of the minor ports under the arm you should give sufficient compensation to the State concerned. I cite the example of Kandla port, the limit of which has



[Shri Vinodbhai B. Sheth]

been extended to Salaya port. The State Government has requested you to construct a dry cargo jetty and the repayment can be scheduled by way of sharing the port dues, wharfage and other charges between the Centre and the State Governments. We should not keep the entire take with us.

So much of import is done by the Government. There are ports of Salaya and Pipawav which are natural ports in Gujarat. The port of Okha is dying because there is no traffic and there is no proper dredging of the port. I would request the hon. Minister to pay particular attention to this port. The dredging is being done with the M.O.T. dredger. Only yesterday I discussed it that in Okha the dredger is not properly working. The Gujarat Government is paying a huge amount for this dredger. But that is not doing the quantum of work which it was expected to do. It is not delivering the goods. I would request the hon. Minister to look into this matter also.

There are very important ports, like, Porbunder, Salaya and Pipawav. These are natural ports. The Government should not be very much adamant in saying that they will give assistance only for the development of one port in one State. That formula should end now. The Government should develop some very good ports in Gujarat, particularly, Salaya and Pipawav ports.

A provision of Rs. 80 lakhs has been made for the DPR of the shipyard. I heard Mr. Lakkappa saying that it requires a lot of vigilance and that it cannot deliver the goods as per schedule. That shows the unsatisfactory working of the shipyard. There is the shipping piracy. Sometimes, the ships are diverting the goods to some other foreign countries, thereby cheating the Indian exporters. Our Indian shippers have

also got some responsibility. If our Indian shippers and ship-owners exercise control and have a proper liaison, this problem can be thrashed out. A part of the responsibility should be placed on the brokers and the agents of the shipping companies, as has been done in some countries, I mean, in the Persian Gulf countries.

Now, there is a talk of centralisation and aggregation of cargo. That is a good idea. But it should not remain only on the files of the Shipping and Transport Ministry. The cargo should be imported and exported and exported at a proper time. We are seeing what is happening at the Bombay port. There is a lot of congestion. The dock workers are going on strike; the labour is going on strike. The clearing agents are also going on strike. Even the pilots are going on strike. There are about 60 ships at the Bombay port which are waiting for berth. Sufficient attention should be paid to this matter. I think, the hon. Minister should be very strict in this matter and see that the Indian import and export trade does not suffer.

The shipping industry has done a very good job. There is an increase in the tonnage from 4,79,880 in 1956 to 53,46,000 upto end of 1977. The total investment is of the order of about Rs. 1500 crores out of which there is a big investment by the Government. The space occupied by Indian shipping is about 41 per cent. There is a target of 50 per cent to be reached within a short time. That is our expectation and, if we stick to the policy that the Indian cargo should be carried by Indian ships, we can achieve that target. Only then, I think, we will be able to achieve the target.

I would like to draw the attention of the hon. Minister to one more thing. Some concession in tax should be given to sea-farers and officers employed in the merchant navy. In every maritime country, there is some tax concession given to them.

These people have to pass their lives in foreign countries, leaving their families behind. All other countries are giving some tax concession. I would urge upon the hon. Minister to request the Finance Ministry to look into this matter also.

So far as the roads are concerned, of course, much has been said. I am told, there are no funds or there are very meagre funds available for the construction of roads. When the hon. Minister visited Gujarat, our Chief Minister told him that hardly one-third of national highways provision has been made. Only one-third of it has been constructed in Gujarat and two-thirds remains to be constructed. Gujarat has a coastal highway. It is a very strategic State. There is a Pakistan border nearby. I would request him to pay sufficient attention to the problem of construction of roads in Gujarat.

In short, the general attitude of the Ministry towards shipping and transport business is sympathetic. I would request the Minister to at least move further and further and see that in view of the self-reliant economy and export and employment oriented industry we must have shipyards in the country—one in the eastern coast in Paradeep and one in the western coast in Hajira.

SHRI PURNA SINHA (Tezpur):  
Mr. Chairman, Sir while speaking on the Ministry of Shipping & Transport, I have two cut motions to move. Though it is not expected of me, being on this side, to move any cut motion, yet I have certain complaints to make along with the compliments which I would like to give to the Ministry for presenting this budget. The complaints are mainly on the neglect of the backward north east area. I have gone through the Ministry's Report that was given to us (1978-79).

After our Party has come to power with all the responsibility of looking towards the interest of the backward areas and development of communica-

tions, I would only like to remind our Minister that during the last Assembly elections, when our 83-year old Prime Minister had taken the road transport for the purpose of his party work, his bones must have been shattered because of the worst condition of the national highway, a single national high way which serves the whole of Assam. It is to be noted that, only those who have the misfortune to take road transport from Gauhati onwards to Shadiya, know that the condition of the national highway is so bad that it cannot be compared with other roads in the country. In spite of spending money by the staff there because of the bad road work, at the same time, defective alignment, this road which is considered to be the life line of the people in the north-east, has remained in the worst condition. This road is not comparable to any other road in the south.

I have toured most parts of the country and I have also driven on certain roads, but the road in Assam, north-east, though consumed a lot of money, is not comparable to the roads in other parts of the country. Assam has only one national highway along the south bank of the river Brahmaputra which was previously the State trunk road and that road is the pride of the people as a contribution by the Centre. But the area on the north bank which is most under developed, which is also important from the defence point of view, was considered fit to be taken up by the railway administration only after the Chinese aggression. This road, north trunk road, is neglected. When the hill streams damage the road, it is diverted to further north without bridging the river. Whenever there is erosion, whenever it is damaged, it will be diverted through the hills and at last there will be round and semi round circles upto Shadiya.

We have to consider it not only from the defence point of view but also for the development of the economy of that area. A road that passes

[Shri Purna Sinha]

through Cooch Behar along the north bank of the river upto Shadiya should be taken up by the Centre as a national highway and be developed for which not much expenditure will be necessary, because the road is already there. the State PWD road; it needs to be widened and strengthened where necessary and some bridges are to be constructed. It is not that because there are some cities or big industries that a road has to be laid for development. It is the other way. To wherever there are roads, development goes there, progress goes there. Why should I, as a citizen of this country living in the North East, confine my thinking only to this that the North East region will always be confined by hills, will be hill-locked and land-locked, will be a terminus, a one-way traffic, will be the dead end of the country? I ask our Minister. Could I not think of there being an international road to the new areas of friendship? Would you always remain at loggerheads with China, as enemies? Are you not going to make friends with them based on eternal friendship with them? Are you not going to receive the new generations coming up in Vietnam, Cambodia and Laos where our civilization spread? Cambodia is full of Hindu temples. Our forefathers could go there to spread our civilization and religion. Can you not lay a railway line or a road to reach the East Asian shores of the Pacific? Can you not make that nearer our home? Will we remain always land-locked like this? This is my demand on the Government. Government should take this view that we are not going to remain closed there for all time to come. Let us not think that we are going to remain confined there. Unless there is a road leading to the other countries of the world on the east, there will be no development in the north-east. The people will have parochial and tribal minds, remaining confined in their own social atmosphere, in their own

narrow thinking, thinking about their own clans and tribes. Let them have some light of civilization and some international relations. It will not bring only danger for us; it will bring in happiness, culture and friendship. You may think that, if you build such a road, perhaps some day there will be a conflict and the other countries will exploit. We need not have this fear. There was the stillwell road in the last Great War, the road through the Patkai hills into Burma. Did it bring the Japanese? No. But it brought lakhs of Indians who were forced to leave Burma and come to India for shelter. That was in 1942. There was the road to Pallel through which Netaji Subash Chandra Bose brought the Indian army, the Azad Hind Force, to make India free. Therefore, roads also bring blessings for us roads of which we can take enough pride

So, I submit to the Government that this region should not be neglected. There are provisions for building roads by the Centre in the Union territories. Will the hon. Members believe if I say that even now people have got to rope-walk in order to reach certain stations in Arunachal Pradesh? Not to speak of hanging cane bridges, rope-walking! The officers who are posted there do not go for fear that they may fall down thousands of feet if they miss—just like that acrobat in America who, walking on a rope fell down and died. Therefore, roads have to be developed. The per capita expenditure in Nagaland is the highest in India. To go to Nagaland, to visit Kohima and Mokakchung, there is no good road, passable throughout the year. I have been there. I have the experience. A stretch of 45 kms. will take you six hours. Even today roads which are financed by the Centre and built by the State Governments or the Central PWD are not fit to be used all the year round.

Now, I would say something about the Border Road Organization. In this Organization, there are forty thousand

civilians as othe civilian employeoes of the Government of India. Their services have been lent to the General Reserve Engineer Force for building border roads but they are serving under military officers like slaves. Whenever they are tried for any complaint, they are punished under the army rules and put under quarter guard; they are locked up. Even to ask favours, two jawans escort them on both sides for producing them before the Commanding Officer. They do not have the liberty like civilian officers serving under the Government. While they are under this Ministry, their grievances need to be looked into properly.

As we know, there is a quota reserved for scheduled castes and scheduled tribes in services. The hon. Minister of Defence and the Minister for Shipping and Transport belong to the weaker sections of the people. I make a complaint to them that for the last thirty years more particularly after 1962 the quota reserved for the scheduled castes and scheduled tribes has been denied in the matter of recruitment as civilians in the Border Roads Organization or the General Reserve Engineer Force. According to the reservation quota of 22.5 per cent for scheduled castes and scheduled tribes there should have been 8820 people belonging to these communities in this total strength of 40,000 but no single soul belonging to scheduled castes and scheduled tribes of North East has been recruited. The recruitment centre is at Poona. People living in North-East have got to run to Poona for taking employment at their own expenses. Can they go there to appear for their recruitment test? They cannot go. The persons who are already employed in the Border Roads Organization bring in their relatives and village men. The quota reserved for scheduled castes and scheduled tribes is being denied.

I, therefore, want that the Border Roads Organization which is under this Ministry should be completely overhauled. In my town Town, Tez-

pur, there is the Eastern Base Workshop. There the civilian mechanics, attendants, cleaners and others work like slaves under military commanders. I am well conversant with their difficulties. In the last assembly elections, I had to write to the District Magistrate as they were not allowing the persons to go out to cast their votes. If they go, they do not get wages for the day; if they avail themselves of leave by one or two days they do not get wages for two more days also. These are the true complaints and I stand by what I say. Why is such treatment meted out to these people? They are civilians, employees and should get the privileges of other civilian employees.

I Would also like to tell the hon. Minister that these civilian employees are temporary and casual. They are kept for two months and twenty nine days and then after a break of two days are again employed for two months and twenty-nine days. Like this they have been continuing for the last 10-15 years. This requires to be completely changed and the employees treated properly.

Now, I come to the question of bridging Brahmaputra. I would request the hon. Minister to go through the Report of his Ministry for 1977-78. There is a provision for the Central Government taking up roads connecting different States. Now, North-East is a composition of several States and Arunachal is a curve surrounding the North-Eastern tip of Assam. There is no road connecting the either part of the State across the river Brahmaputra. There has been a persistent demand for the last 11 years for a bridge over Brahmaputra from Tezpur to Silghat. This has to be done by the State Government because the connecting road is in the list of State roads. But this bridge, if built, would connect the two parts of Arunachal Pradesh through Assam and then to Nagaland, Manipur and Meghalaya. This is the shortest route. It costs Rs. 27 crores.

[Shri Purna Sinha]

A survey has been made. But the money is not there. The North-Eastern Council has submitted a proposal and it is pending with the Planning Commission. What is the Planning Commission? It is a clog in the wheel of progress in this country. The Planning Commission does not give clearance for years together for projects submitted by backward regions and the Governments of backward states. In the north east which is neglected for the last 30 years why 30 years? even more—the North-Eastern Council has demanded the money. They have submitted project reports but they are not being accepted yet.

So, Sir, while making my demand once again for the construction of Sighat-Tezpur bridge which costs only Rs. 27 crores, I will continue to do until the Government makes a declaration granting it. I am coming to the question of making the Brahmaputra navigable. While there are no roads, the Brahmaputra is the only means of communication in Assam and in the north-east region of the country. After the 1950 earthquake the river has become shallow. There are two dredgers stationed at Gauhati for the last so many years. The dredgers are there to dredge the river and to make the bed navigable but they are lying idle. There is no driver to operate it. There are no technically-qualified people to run it. Some little work was done 2-3 years ago and good results were obtained. Up to Dibrugarh the river was navigable and could be made navigable even to-day provided some labour is done and some effort is made. But we find that it is going to be completely silted and filled up with sand, water overflowing the banks, eroding them and destroying the villages and the entire civilisation of the people. This is the eastern granary. What is Assam? Assam is two arms stretched both sides along the river Brahmaputra. It is producing 30 lakhs tonnes of rice every year. It is feeding itself, the hills, its rice is being sold to other parts of the country

and smuggled outside. Assam produces tea which earns us valuable foreign exchange. That is the black gold and the road transport is helping to carry it to the markets of Calcutta. Incidentally, it also helps to carry tea into the smugglers' markets of Amritsar. Wagibunder, Sundernagar, etc. Trucks are coming every day—diesel trucks of transporters of different parts of the country. They carry thousands of truckloads of tea. Our valuable tea is being smuggled out into Pakistan and through Tripura to Bangladesh and other countries without paying the revenue to the government. This is also to be noted. Amritsar is the clearance depot for all the good tea into Pakistan and then onwards to other countries without paying the necessary customs and excise duties. That is also to be noted.

I submit that these three are the basic demands of the people of Assam which should be taken up by the government and improvements made and sufficient money allocated. Of course there are figures which, for want of time, I will not quote. These figures will show how much discouraging it is for the people of Assam and the north-east. These figures should be considered.

MR. CHAIRMAN: Please conclude.

SHRI PURNA SINHA: Sir, you will be surprised to hear it. For Maharashtra—I am reading from the statement showing the cost of schemes and expenditure incurred upto 1976-77 from the Central Road Fund—the allocation is Rs 2341.97 crores; Rs. 1269 crores for Tamil Nadu; Rs. 1674 crores for West Bengal; Rs. 705 crores for Delhi; even for the centrally administered Nagaland it was Rs. 24 crores; Meghalaya—Rs. 22.28 crores. Comparison of these figures is more discouraging. I want that more money should be allocated for the development of the backward areas of the north-east, along with the other backward areas too, as the north-east claims a special preference because of the neglect for the last 30 years by the erstwhile government.

With these demands I thank you very much for giving me time. I conclude.

**SHRI C. N. VISVANATHAN** (Tirupattur): On behalf of Anna D.M.K. I support the demands for Transport and Shipping. I am also proud to say, as the hon. Minister knows very well, that Tamilnadu is leading in the road transport as compared to any other State in India. But, unfortunately, due to cyclone road link has been affected very much. The loss in Highways has been roughly of Rs. 20 to 35 crores. Though the grants were very much less, yet he has to look into Tamil Nadu National Highways and also State Highways.

Regarding Highways in Tamil Nadu, we are proud that nearly 75 per cent of the roads had been covered with the black surface and also with the metal. But, unfortunately, due to cyclone, there was huge loss on the Highways. IRTDA meeting was held on 5th October, 1977. It was clearly stated that Tamil Nadu and Andhra rural roads are of much importance. The Minister of State in Tamil Nadu, Hon'ble Ponniyar, also suggested that rural roads will be developed by the persons who will get permits. Those permits will be given to those persons who will undertake the development of rural roads and laying of panchayat roads. This is the first time that this has been introduced in Tamil Nadu and Andhra Pradesh. The road permit will be given to the owners who will undertake the responsibility of repairing the rural roads and repairing of the panchayat roads. I am suggesting that this method may be followed throughout India. The hon. Minister also supports this view to make rural roads very efficient.

Our industries and other departments are dependent upon the rural roads.

I am very much thankful to the hon. Minister to have made a statement on February 27, that he wanted

Transport and Shipping Department to be included in the core sector. This may be included without any delay.

I also support the statement made by the hon. Minister on February 27 in the Conference of the Association of State Transport Undertakings. The Minister very well stated that this sector is of great importance in the country which is giving ample opportunity for employment. But, unfortunately, for the last 30 years this sector has not been given proper grants and proper money.

I am requesting that the Janata Government which is in power must recommend to the Planning Commission to include it in the core sector.

14. hrs.

In the Conference, the Chairman of the Conference—Shri S. V. Ranade—had, also stated that the Government policy should be that transport must be in the core sector. Government should not make any delay in this regard. I request that this Government should take immediate steps to strengthen this Department by including Transport and Shipping in the core sector. Further, Sir, we have to see the position of India is in respect of vehicles compared to other countries. I am not taking the European nations. I am only taking the eastern Asian nations. According to the statistics of 1975 our vehicles in India are to the tune of 23.5 lakhs. If you compare it with the population in India the position is this. The vehicles ratio is three vehicles to thousand persons in India while in Thailand it is 24 vehicles per thousand persons and in Japan, 257 vehicles per thousand persons. This is the position in those countries. So, it will be seen that India is very much poor in this respect.

Then, what about the income from the Transport Departments? In 1975-76 Rs. 1320 crores was the income from the road transport departments alone. But, the expenditure of both the Cen-

[Shri C N Visvanathan]

tre and the States comes to Rs 320 crores alone. That is to say the net profit from transport the Government is making is Rs 1 000 crores.

But unfortunately Sir the Government is not looking to the transport and highway needs of the country in a proper way. Therefore I request the hon Minister to kindly look into this. I request the Minister who had seen the Vishakapatnam port which had been damaged by the cyclone also to come and visit Nagapattinam, Pondicherry and Cuddalore. These places have been hit by the cyclone and there has been a complete damage. I request him especially to visit Nagapattinam which has been completely ruined. This has been a very good port which has been exporting salt and tanneries to the neighbouring countries.

But now this port has been completely damaged. So I request the Minister to visit Nagapattinam once again so that proper steps are taken in this regard so that the exports from this port will go on smoothly.

Lastly I wish to refer to one thing which has been stated by one Dr Srinivasan who is an expert in traffic. He has been awarded a Nadirshah award. He has given a very good suggestion to the government regarding national permits. He has suggested that 5000 to 10000 national permits may be given without delay. I do not know why the Governments the Centre and the States do not give these national permits. If these permits are given automatically the unemployment problem will be solved to some extent. It may be said that the cost of diesel etc which we are exporting may affect these things. But, at the same time it must be remembered that lot of employment opportunities will be given to automobile industry, tyre industries etc. I request him through you that more national permits should be given. I request him to use his good offices and ask the State Governments to

make 100 per cent improvement in respect of issue of national permits compared to what the old Government did. There will not be any bargaining or any corruption in granting the permits. If we improve the system of giving national permits for lorries etc we will improve the income by way of taxation both to the Centre and to the States.

With these words I conclude and I thank you very much for giving me the time.

**SHRI SASANKASEKHAR SANYAL** (Jangipur) Sir my friends the previous speakers have very ably (and affectionately I should say) exposed the apathy of the Government towards this matter. In the matter of shipping and transport I would only plead because we from these benches are friendly critics and the friendly watchdogs of the Government though we are not identifiable with them that they should shake off the apathy and resumption the dynamic energy that they exhibited when they took office.

I come from a place where Farakka is situated. Farakka is an international proposition. When Farakka complex was contemplated in the map there was an inland harbour. After this House came into existence in the course of several sessions I put the question whether the harbour is a part of the project or not they said that it was part of the project. But nothing has been done. Why nothing has been done as yet? That is a part of my constituency. Still nothing has been done. If the national harbour is put into harness then in Haldia and in Calcutta as also in Farakka there will be sophisticated vessels, powerdriven ships, steam boats can come up and goods traffic will flow. There will be brisk movement of goods and passenger traffic. Why has that not been done? This is my friendly question. Secondly it has been stated that originally it was a part of the plan. From Farakka to Allahabad it is navigable. Now

they say that is not navigable. Why, because Congress managed to get illegible 40,000 causes of water. Indira Gandhi managed 24 channels in the upper stream in U.P. and through booster. The result is much of the flow has been lowered down even in the lean weeks. If we withdraw some of the flow of water through the channels, there will be sizeable quantity of further flow of water and between Allahabad and Haldia or at least from Calcutta to Haldia there will be flow. There will be blooming factory and mills on either side of the rivers from Farakka to Hooghly basin.

Now, the C.I.W.T.C. Corporation, has been pleading with Government for facilities to carry on goods traffic and passenger traffic along the river route through the Sunderbans upto Assam and upto Bangladesh and even beyond. We can have international relations through these channels. But why have they not been doing anything in this behalf? My submission is this that when once you have taken up the matter, to keep the project idle and throw money on it is the worst crime of the Cabinet. I am not saying in anger but in anguish. The people held high hopes, threw up the Janata Government to the heights propelled by their velocity of their own enthusiasm. But, is that remaining still? They are either static or even retrograde. Delhi has found the fall of many an empire. They went away and they never came back. Indira Congress went out like the Britishers and like the Britishers Indira Government will not come back. But, if this is the way the Janata Government behaves, you will also go away and you will never be able to come back.

THE MINISTER OF STATE IN CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (Shri Chand Ram): Therefore, you will come back.

SHRI SASANKASEKHAR SANYAL:  
I am hoping also at this age of 77

that we shall go there. I shall be the Minister of Shipping and Transport. I do not want to waste your time.

Mr. Chairman, you have been good enough to call me out of turn. Regarding the shipping, one matter I want to touch. In Bombay freight charges for loading and unloading are absolutely minimum. So, the goods which are sold, by carrying them in ships, in Bombay market are much cheaper than the goods which are sold in the eastern and north-eastern ports including U.P. We have to pay more because we have to pay more for the freights. Therefore, I will plead with the Government that this is a matter which the Corporation should consider and the suggestions I have given may be accepted. This will improve employment potential. There will be plenty of people who will be provided with employment if the national artery and the spinal chord of the international forum is taken up—I repeat that—I am still entertaining high hopes for this Government. But, unless the Government is on its legs, writing on the wall is very clear.

SHRI B. K. NAIR (Mavelikara):  
Sir, I only want to make certain observations on these Demands for Grants. It is not my intention to find fault with this Government or proposals made by this Government. After all this country will go on for centuries and Governments will come and go. The previous Government had shortcomings. There are certain distortions. But then, Sir, how can we overlook the colossal achievements made by the previous Government. My friend here was referring to empires. Now, the old thrones in Delhi are being occupied by the successors of Moghal Kings. The latter day Moghals had set up a tradition. As the father grew old, the son and his accomplice joined together and put the old man in jail. Later when it came to sons turn, he also shared the same fate. Let us not follow their example. Let us recognise there are



[Shri B K Nair]

good things done in the previous years. Of course we want our country to progress even further. But I am sure of one thing. Even after the Janata Government goes out of office, may be after 5 years, may be 10 years, if they like after 200 years, even then problems will remain in this country. Even then I am sure the Ganges will not be flowing with honey nor the Jamuna with milk. Shortages will continue to be there. It is a huge country with 80 crores of population. There are many problems. So what is the use of casting aspersions like this unless it is intended to cover up their own weaknesses, short comings. Sir, this is a national question in so far as the transport is concerned. There are three means of transport—one the railway, the other the roadways and the third shipping. With regard to railways and in fact with regard to all the three means of transport there is a lack of clear policy. Mr George Fernandes was explaining the new schemes for expansion of industries. He intends to set up about 450 District Industrial Centres. These district industrial centres—a good many of them a few hundreds of them—are going to be situated in backward and hilly areas. If the industries are to be established in these areas whether large scale or small scale transport is the basic infrastructure. We do not say that Kerala is a backward State either from the point of view of education or from the point of view of availability of raw materials or skilled personnel. But in the matter of railways

Now what is the average mileage of railway lines in our country? The total length of railway lines is over 60,000 kilometers and the total population of our country is about 60 crores. So it works out to one thousand kilometers per crore of people. The total population in Kerala is about 2 crores. We are legitimately entitled to two thousand kilometers of railway lines whereas actually our share

is only about 800 km. It is certainly on the low side. To make up the shortage of railway transport system we have got to depend upon road transport which is comparatively costly. For the improvement of industries we have got to provide the basic infrastructure that is transport. I expect Mr Barnala too would be coming forward with his own big schemes for agricultural development. How are we going to transport these goods we are going to produce without sufficient road and railway systems? Without transport facilities, establishment of industries in the rural areas cannot be a success. This is a basic thing. Priority should be given first to the backward States and backward States and backward districts for the development of transport system. But we are lagging in this respect. We have miles to go before we satisfy our transport needs in all respects. But even now, there is no policy with regard to development of transport.

There is the other aspect. Mr Fernandes was also emphasising the need for generally improving the backward areas. So, Sir, in laying down the transport schemes priority should be given to backward states and backward districts. All this talk of development and improvement in rural economy cannot succeed unless due attention is paid to internal transport development. Mr Fernandes' scheme of district industrial centres within a period of four years cannot succeed unless the backlog of rail and road transport is made up, otherwise it will not succeed even in 10 or 20 years. It will take a lot of time and we are in for a lot of an appointment even after the Janata rule.

Of the three main transport systems we have—rail, road and ship, the entire railway system is owned by the state, except for about a few score miles. With regard to road transport also private transport is very limited in the case of passenger

transport because all the States are running their own state transport Corporations. In regard to shipping also, the state's share is substantial, though it is not a majority share. So the state's responsibility in respect of all the three systems cannot be overlooked or minimised. Therefore, unless the state lays down its policy and comes out to meet its obligations with regard to the development of transport, none of our other development programmes will go ahead to the extent we want them.

Now I come to the road transport system. I have spoken about the shortage of the railway system in Kerala. I am particularly referring to the Alleppey district. This area is in a mood to develop. It was supposed to be a backward area; strife-ridden and all that and a lot of time has been wasted. But now industries are coming up. But when we talk of extended railway line to Alleppey, the Railway Minister asks unless you develop and unless there is scope for future development, how can you put in railways; the railways have to be economical. On the other side, my question is: how can we develop without the railways? The point is: which should have precedence? Railways or development. Give us the railway and we will develop. All the possibilities are there. The raw materials are there; some small industrial units are already there; also big units coir industry, fishing industry mining industry. They are all coming up. A stage has been reached that unless we get the Ernakulam-Alleppey railway line further development will suffer a serious set back. We have always been crying house about it. But somehow the old-tradition continues in regard to Kerala. There is a saying in Kerala: Delhi door ast; Delhi was always far away so far as Kerala was concerned. Even now it is so Nobody listens. We are not political heavyweights. Kerala is a small state. Nobody cares not even in the Janata dispensation. Unfortunately, people did not have the good

sense to elect a Juvalthan man to Parliament. We are all on this side; we are neglected in general. Maybe it is part of our heritage; the old scheme of things continues; being far away we are unable to pull the strings.

I was referring to the Railway Minister's insistence on having development first and then railways coming. Nevertheless, I feel that priority should be given to the basic need of having a railway line, the Alleppey-Ernakulam line. I did not raise this issue so far this time because I had given up hope getting anything like that done by the Janata Party. I am however taking this occasion to mention this aspect because it is also part of the transport problem.

With regard to the road transport, Kerala State had submitted a number of schemes to the Central Government. There are five or six instances of bypasses having to be constructed, a few miles, five or ten kilometres each just to avoid cities or big towns. The entire Kerala is a semi-urban complex. There are areas in Kerala where we have a population of three thousand per km. in many places and in my own district Alleppey, it exceeds that figure and still our Railway Minister does not condescend to give us the much-needed Railway line. Leave that apart, these by-passes are intended just only to by-pass the centres of heavy population such as are—Quilon, Alleppey, Calicut, Cannanore, Mahe and Tellicherry. These are on the highways which cannot be allowed to pass through the big towns because a lot of land is required and there is a lot of congestion and the speed of traffic cannot be maintained. The Government of Kerala have asked for these by-passes and that representation has been pending with the Government for over five years. Even the other day, a representation was submitted by so many of us, MPs from Kerala, and we waited upon the Prime Minister.

[Shri B K Nair]

But the Prime Minister had an alternative to suggest. He asked "why do you not meet your requirements out of your own resources?" Our resources are limited. Already the State Government is spending its maximum possible on roads. Even that is not sufficient. It is a developing area. I would request the Minister to look into this proposal about the six by-passes, which I have mentioned.

There is also the question of realignment of the National Highways—Nos 17 and 47 which will help connect Bombay to Kanyakumari and it will be a big step of advancement, a step towards further integration. It will also speed up transport and facilitate the movement of goods. It is a much needed amenity that should be provided for. Even in that case Shri Morarji Desai has not been very considerate, but I hope he will still give it proper consideration.

Let us take the question of shipping. In shipping as I was submitting the majority is under the private ownership. But still the State Shipping Corporation has its own political commitment. The entire world of shipping is passing through a crisis. Mainly it is due to the hike in oil price and secondly it is also due to International recession. We are also suffering on that account. Even though our friends would say that oil price has nothing to do with it, it was a big factor in creating recession in the world. But although we got a small share of it, others had to pay a high price because of the hike in the oil price. Because of that, the world of shipping is in doldrums. However in India we have been able to do a substantial lot to save our shipping industry. The Shipping Corporation of India I should say has been doing some good work. But then two things can be done by the Government by way of substantial assistance to our shipping. One is, mainly we are going in for industrial and agricultural growth and export expansion. We are going to export

even wheat and other foodgrains. How are we going to export them? We should remember that when we got a loan and gift from USA, many years ago—they were sending us a bad quality wheat and calling it a charity—they insisted that the entire wheat should be carried in their vessels so that whatever loss they incurred because of the supply of wheat at cheap rate or free of cost they could make it up in part because of the shipping freight. Even the USSR they were insisting when we had to repay the two million wheat that the entire wheat should be sent in their vessels. Whether it is a capitalist country or a socialist country every country is insisting on this and they look to their own trade and their own profit.

Why should then we not do it? When we go in for a big programme of export why should we not why a poor country like ours should not insist on this particular aspect that whatever we export whether it is iron or mica whatever stuff we export including the export of engineering goods to the Arab countries that all these exports should be in our own ships? There is another aspect of it. Because of the clear case of high price of oil all this set back is there. So, why should we not go in for a large-scale subsidy of interest to the shipping companies? It is necessary that we go in for a scheme of subsidy. It is in our own interests.

In Kerala State we have some minor ports. Apart from the major port that is Cochin. The Cochin harbour had a big dredger Lord Willingdon. It had been in service for 50 years. The Cochin harbour including the Willingdon island had been created by the efforts and labours of this remarkably serviceable dredger. The other day, on 21st February last, this dredger went down sea. There has been a lot of hue and cry by the workers and members of the public that the dredger should be salvaged. But the port authorities said: 'We are giving it up. It is not worthwhile. We

will rather go in for a new dredger." That approach should not be there. I understand it sank only the day after it was taken into the waters after repairs. That was due either to the neglect of the Engineering Department or the repairing workshop or it was due to careless handling. In any case I suggest that efforts should still be made to salvage this invaluable piece of equipment and make it serviceable once again because a new one may not be able to serve the purpose equally well.

Sir, the bridge in the Alleppey port is well over 60 years old. The bridge serves the purpose of taking the goods out to some distance into the sea for loading into the country boats. Now the bridge is unserviceable and so shipping of goods at the present has become absolutely difficult. As a result, about 3000 workers remain unemployed. Hardly any ship calls at Alleppey port. I would, therefore, suggest that the Government should take immediate interest in assisting the State Government in repairing the bridge at the Alleppey port.

Another thing is about waterways in Kerala. The main excuse given by the authorities for not giving us our own share of the railways is that we have extensive waterways. No doubt waterways used to provide the cheapest means of transport and if developed properly that will continue to be the cheapest means of transport. But the waterways in Kerala are now unusable because of silting up and being overgrown with weeds. When we are going in for Highways and when we are going in for the development of railways and long-distance roads, why not we give proper attention to the development of major waterways in the country? There is no question of having to build new waterways at least in Kerala. They are there. It is only a matter of repairing and maintaining them properly and making use of them. Unless the Central Government pays some attention and takes upon it the responsibility of partly

meeting the expenses on waterways, the State Government by itself will not be able to meet the entire burden as it is entirely beyond its means. We have to give a new look to the entire problem.

Let me re-state the new aspects of policy which I would like to emphasise. First, there should be priority for backward areas, backward States, next development of roads and railways and then putting our shipping industry on a healthy footing. From that point of view I would suggest that all our export and import trade should be handled by our own ships.

SHRI BAPUSAHEB PARULKAR (Ratnagiri): I rise to support the Demand's presented by the Ministry. At the same time, I congratulate the hon. Minister for the performance of his Ministry during the last 12 months. Many good things have been done by his Ministry. As the time at my disposal is short—I believe it is only 15 minutes—I don't intend to dwell upon them. I intend to make a few suggestions on the different wings of his Ministry.

The Report which has been presented, gives a very sorry and, if I may say so, dismal picture regarding the representation given to the Scheduled Castes and Scheduled Tribes in the various wings of the Ministry. Just a look at pages 152 to 157 will show that the Ministry has totally violated the directions given in Article 46 of the Constitution which lays down that the interests of the Scheduled Castes and Scheduled Tribes are to be promoted with special interest—I would emphasize the last two words—and we should protect them from social injustice. If we read these schedules in Appendix 13, we will find that in Groups A, B and C of the services, the percentage under scheduled castes and scheduled tribes is somewhere between 7.5 and 12; while in Group D under non-Sweepers, the Harijans are recruited to the extent of 17 per cent whereas under Sweepers, Harijans and Scheduled Tribes are re-

[Shri Bapusaheb Parulekar]

cruited to the extent of 100 per cent in all the wings—namely, the Transport Wing, the Roads Wing and all other wings. If I may be permitted to say so, this is most deplorable. And I have no words to express my agony about this. (Interruptions) I wish that in the coming year, the Ministry would give a better performance in this particular connection. At least a foot-note was expected to be given by the Ministry. There may be some difficulties for them.

I went through all the report. But I did not find a word as to why 100 per cent in Group D (Sweepers) posts given to Harijans, especially when my friend, Mr. Chand Ram is heading the Ministry.

The second point is regarding the inland water transport I went through the entire Report; and I feel that the performance is not very much inspiring. Everybody knows that Edmund Hillary came from his country and made a feat by going from Calcutta to Gangotri, that too against the current. Instead of taking any inspiration from this, we find that many of the services in these inland waters, creeks and rivers have been discontinued.

I would invite the attention of the Minister to page 88. There, we find that the river service on the Ganga between Patna and Ghazipur has been discontinued from 31st October, 1977 because of losses. I am unable to agree with this thinking of the Ministry. I will dwell upon it in detail when I come to the question of Moghul Lines. That there are losses, has been mentioned in the Report. But the figures of the losses are not given. I do not know whether it is a mistake or not. That place has been left blank. I would invite the attention of the Minister to the four lines from the bottom of the first paragraph of page 88. It says:

"This service carried about nine thousand tonner of cargo from November, 1976 to October, 1977

and earned Rs. 2,65 lakhs by way of freight resulting in loss of Rs. lacs during this period...."

(Interruptions) No explanation has been given for the loss. This is not the only service which is being discontinued.

At page 91, we find it mentioned that the service between Calcutta-Karimganj-Calcutta, and Calcutta-Dhubri-Calcutta routes is to be discontinued; and the result is that 631 persons would be out of employment. In the days of growing unemployment, I feel this performance is adding fuel to the fire. No reasons have been given; the only reason given is that it is not profitable. At least these services should be treated as public utility concerns and not as commercial undertakings.

Again, I find from page 88 that the landing craft tanker service between Colgong and Karagola, which was started from 23rd August, 1976 is to be discontinued from 30th June, 1978. I would suggest that this inland water transport should be developed. The people living on both sides of the rivers and creeks of this country have no other means of transport. Bearing this in mind, I would request the hon. Minister to do better next year, as far as this is concerned.

Coming to the question of co-ordination of transport, I would support the suggestion of Shri Lakkappa that there should be co-ordination between the three services. At many places we find that there is no co-ordination. To give an example from my constituency, if I were to go by steamer and get down at Ratnagiri port, there are no buses. People have to wait overnight. If we are at Kolhapur, to get bus for Konkan we have got to wait for hours in Osmanabad district the position is the same. I would request the hon. Minister to have a national transport policy so that there could be coordination between all these wings or different systems of transport.

At the same time, I would also request that there should be a similar scheme for metropolitan transport. I find from the Report that Bombay City is the only city which is running its State transport on profit. In the other metropolitan cities like Madras, Delhi and Allahabad the State transport is running at a loss. Since they are industrial towns, where the population is increasing rapidly, I suggest that some policy should be chalked out for them.

Another suggestion that I would like to give to the hon. Minister is with regard to the crew and the sailors working on the countrycraft. In the West Coast of Maharashtra a number of countrycrafts are operating and goods are transported. Though there is a compulsory insurance scheme for the sailors working on ships and liners, unfortunately, for the poor sailors and crew working on the countrycraft there is no insurance. Many a time in the accidents due to cyclone or other reasons, the ships sink and the sailors and crew lose their lives. Their family members are just thrown to the winds with nobody to look after them. So, I would request the hon. Minister that there should be a compulsory insurance scheme for those working on the countrycrafts.

Then I come to the performance of the Mughal Lines. In this connection, I have written a letter to the hon. Minister on the 23rd November. He informed me that the matter would be examined. I waited for three months. I again sent a reminder on the 14th March. I am sorry to mention that no reply, not even an acknowledgement, has been received. Therefore, I feel it is my duty to ventilate here the grievances of the people of Konkan, as far as the services offered by the Mughal Lines Limited is concerned.

The Report at page 15 mentions that these Lines have completed 100 years of their existence in 1977 and

the overall operating results of the Company showed a gross revenue of Rs. 31.49 crores and gross profit of Rs. 3.84 crores in 1976-77. While this is the gross profit, the Report also mentions that the Konkan Passenger Service run by the Mughal Lines is incurring a loss and in the year 1976-77 the loss is Rs. 50.24 lakhs. The reason given for this loss is the uneconomical freight structure—that is what is mentioned at page 16. With due respect, I would like to inform the hon. Minister that this does not seem to be correct. I would request him to examine this question again.

This Line was nationalised in 1973, and you will be surprised to know that within one year after the nationalisation, the fare was increased 100 per cent, a unique feature of this particular company, and Government sanctioned that increase. To Unstarred Question No. 4208 dated 20th July, 1977, a reply has been given to me where it has been mentioned that increases were sanctioned as under: in November, 1973—30 per cent; in April, 1974—10 per cent, in November, 1974—60 per cent. So, between November, 1973 and November, 1974, there was a hundred per cent increase. And to give relief to the Konkan passengers the fare was reduced by 14.5 per cent, thereby keeping the increase at 85.5 per cent.

Now, in spite of this increase, no service is being rendered to the people. The number of ports of call is being reduced and the Report mentions that this can be remedied by increasing the fare. I would like to utter a word of caution to the Government that this would be improper and doing injustice to the lakhs of passengers who travel on this particular line.

In this connection, Mr. Raghunath Singh, Chairman of the SCI, has made certain suggestions, and I would like to bring to the notice of the hon. Minister two suggestions as far as the passenger services and the cons-

[Shri Bapusaheb Parulekar]

tal service are concerned In his address to the Board of Directors on 28th January he has said

Nowhere in the world passenger services have been a paying proposition

So that should not be taken as a criterion for deciding whether the ports of call should be cancelled He says further

The operation of passenger services is quite different from that of liner and bulk carrier services Passenger services require special attention I am therefore of the view that a separate organisation is necessary for handling our coastal and overseas passenger services "

I would request the hon Minister through you to consider this valuable suggestion made by the Chairman

The second suggestion which he has made is this

Coastal shipping is already languishing The cost of operation has already become prohibitive because of the increase in wages port dues etc The recent hike in the oil price and the increase in excise duty will further aggravate this position It is necessary that the coastal operators are compensated for this increase

I would request the hon Minister to consider this suggestion also

MR CHAIRMAN Please wind up

SHRI BAPUSAHEB PARULEKAR

Regarding losses I would like to invite the attention of the hon Minister to one fact In the first meeting of the Consultative Committee he declared that the losses were borne by the Government of Maharashtra the Government of Goa and the Centre in the ratio of 40, 35 and 25 So, the hon's share of the loss is being borne by the Maharashtra Government And what is the return that has been given

to the persons of that State? The number of ports of call has been reduced from 20 to 4 Some private operators were calling at 20 ports, others at 16, but immediately after nationalisation the Moghul Lines started calling only at four ports

One important thing to which I would like to draw the attention of the hon Minister is this that in the first meeting of the Consultative Committee of the Ministry he declared Government's policy that the Konkan service would be run on the same basis as that of the previous year You know what was the response of the Moghul Lines They reduced the ports of call from 16 to 4 and since last October the ships are not even touching Ratnagiri where the Government of India have spent Rs 107 lakhs for the construction of the all weather port I therefore request the hon Minister to consider this

As for the reason given why the ports of call have been cancelled, there is a grave discrepancy I would invite the attention of the hon Minister to two Unstarred Questions and the replies to them—firstly to Q No 4208 dated 20th July 1977 where I was told that the ports touched en-route are decided by the State Governments thereby suggesting that the Centre has no concern To Q No 2077 the reply was They do not call at other ports because of limited transit period But if I may be permitted to say so both these answers are contradictory to the reasons given in the Report of 1976-77 at page 21 The Report mentions that Study Group has suggested various measures in order to bring about increase in revenue and economy in expenditure like reduction of the number of ports of call and these measures have already been implemented So it is because of the decision of the Central Government that the ports of call have been cancelled and not because of any decision of the State Government The real reason I would like to tell the hon Minister is that the

ships have gone very old. They consume more fuel. Many times, there are breakdowns. Service is not regular. Formerly, six ships were being operated. Even the Mogul Lines started operating with three ships and now only two ships are operating. And it is because of these reasons that there is reduction in the number of ports of call. Lastly, there is no proper check on ticketless travelling. All these factors contribute to losses and the losses are not due to any uneconomic fare structure. I, would, therefore, request the Minister to consider all these aspects and direct the Mogul Lines immediately to take all the ports of call which this very company was taking prior to May, 1977. This would serve the need of thousands and thousands of people living in that area.

With these words, I support the Demands of the Ministry.

**श्री पद्मभास्करन साधुन्तसिहेरा (पुरी) :** पिछले साल बजट बहस में मैं उड़िया में बोला था। मैं उस वक़्त स्पिकर साहब आनरेबल सजीव रेड्डी में मिला भी था और आठ एम पीज ने उनको पत्र भी लिखा था कि यहाँ उड़िया के मामलटैनियस इन्टरप्रेटेशन का प्रबन्ध होना चाहिये। लेकिन अभी तक यह नहीं किया गया है। इसका कोई इतजाम नहीं हुआ है। इस लिए इस बार मैं उड़िया में न बोल कर हिन्दी में बोलना चाहता हूँ।

इस मन्त्रालय की जो बजट अनुदान की मांग है उनका मैं स्वागत और समर्थन करता हूँ। मन्त्री महोदय को मैं बधाई देना चाहता हूँ कि कुछ नई चीजें वह लाए हैं। मैं चाहता हूँ कि जो भी चीजें वह नई करना चाहें उसको धमल में भी लाने का प्रबन्ध करें। जो इन्फ्लेमेंटेशन पार्ट है उस पर उनको खास ध्यान देना चाहिये।

मन्त्री बहुत कई स्टेट्स में गए हैं और उन्होंने वहाँ जा कर जरा एक्सपीरियेंस गेन करने की कोशिश की है, वहाँ की वास्तविक

जो स्थिति है उसको देखने और जानने की कोशिश की है। यह बहुत अच्छी बात है। मैं भी उनकी सेवा में कुछ सुझाव देना चाहता हूँ :

इस में लिखा हुआ है कि शिपिंग डिप्लेपमेंट फंड में 1349.95 करोड़ का लोन सैक्शन किया गया। लेकिन उस लोन का डिमबर्समेंट बहुत कम किया गया है। केवल 635 करोड़ ही डिमबर्समेंट हुआ है। इसका क्या कारण है यह मैं जानना चाहता हूँ। लोन सैक्शन किया जाता है लेकिन उसका डिमबर्समेंट नहीं होता है, यह ठीक नहीं है। क्यों जिन को यह सैक्शन होता है उनको नहीं मिलता है। इसकी तरफ आपका खास ध्यान जाना चाहिये।

हम पब्लिक अंडरटैकिंग कमेटी के साथ अद्यतन निकोबार गए थे। वहाँ पर हमने शिपिंग के बारे में जानकारी ली थी। हमें यह बताया गया है कि शिपिंग कारपोरेशन को लाभ होता है। गवर्नमेंट को देखना चाहिये कि लाभ न हो, किम तरह में इसको पूरा किया जा सकता है, इसके उपाय होने चाहिये। माडर्न युग में ट्रांसपोर्ट की आवश्यकता निर्विवाद है, ट्रांसपोर्ट की सुविधा पर ही सब कुछ डिपेंड करता है। मैं समझता हूँ कि ट्रांसपोर्ट के बारे में आपकी एक सर्मान्वत नीति होनी चाहिये, जनरल पालिसी होनी चाहिये। आपने लिखा है कि मुगल लाइज में लाभ होता है। क्यों लाभ होता है इसको आप देखें। 25 परसेंट किराया बढ़ा दिया फिर भी नुकसान होता है। कारण इसका मिसमैनेजमेंट है। इस तरफ मन्त्री जी को ध्यान देना चाहिये।

1967 में इन्लैंड वाटर ट्रांसपोर्ट कारपोरेशन बना, लेकिन उसमें लघातार घाटा होता है। जब कि उसके पहले जो कंपनी इस सर्विस को हैंडल करती थी उसको लाभ होता था। लेकिन कारपोरेशन को तब से 21 करोड़ का नुकसान हो चुका है। इन्लैंड



[ श्री पदमाचरण सामन्तसिंहरा ]

ट्रांसपोर्ट कार्पोरेशन में पिछले साल ऐन्टर-टेनमेंट में 70,000 रु० खर्च किया गया। जो बहा के अधिकारी वर्ग है, ऐम्प्लॉयडिब अफसर या मैनेजिंग डायरेक्टर आदि उनको जो तनख्वाह मिलनी है उसके अलावा 300, 400, 500 रु० प्रति माह ऐन्टरटेनमेंट के लिये मिलता है। कार्पोरेशन का लाभ हो या नुकसान इसमें उनको कोई मतलब नहीं है। इस कार्पोरेशन की व्यवस्था को ठीक किया जाये।

कोचिन शिपयार्ड के लिये 100 करोड़ रु० मेकअप हुआ था और बिहार था। 1976 में यहाँ में जहाज बन कर निकले। लेकिन अभी तक उस कामप्लेक्स का कस्ट्रक्शन पूरा नहीं हुआ है, जब कि 79 करोड़ रु० खर्च अब तक हुआ चुका है। रिपोर्ट से मालूम होता है कि अभी तीन, चार साल का समय और लगेगा, जिसका परिणाम यह होगा कि कस्ट्रक्शन का काम टुमनी हो जायगी। इसको जल्दी बनाना चाहिये।

रिपोर्ट में लिखा हुआ है कि गुजरात में और उड़ीसा में पारादीप में नया शिपयार्ड होगा। इस रिपोर्ट में जिक्र किया गया है।

'It has been decided to get detailed project reports prepared by foreign consultants in respect of two sites, viz Hazira in Gujarat and Paradip in Orissa for setting up a new shipyard'

Please omit the word "a". जब तक "a new" शब्द का अर्थ नहीं करेगा तब तक काम नहीं चलेगा क्योंकि इस का मतलब ना यही निकलता है कि एक शिपयार्ड ही बनेगा। आप गुजरात में शिपयार्ड बनायें इस पर हमें एतराज नहीं है, लेकिन पारादीप में भी जरूर होना चाहिये क्योंकि वहाँ का पोर्ट इस काम के लिये बहुत ही फेवरेबिल है। मंत्री महोदय ने वहाँ अनाउन्स भी किया

है, दो बार आप बहा गये है, और कहा है कि शिपयार्ड पारादीप में होगा। इसलिये मेरा निवेदन है कि उस आश्वासन को पूरा किया जाय और रिपोर्ट में जो "a New" शब्द लिखे हुए हैं उनकी निकाल देना चाहिये।

पारादीप पोर्ट 1966 में सेन्ट्रल गवर्नमेंट को हूड ओवर किया गया और उम समय तक उड़ीसा सरकार ने 16 करोड़ रु० खर्च किया था जो कि उसको वापस मिलना चाहिये। यह सरकार ने ऐडमिट भी किया है। लेकिन अभी तक वह रुपया उड़ीसा सरकार का वापस नहीं दिया गया है। 10 साल हो गये है अभी तक पैसा नहीं दिया। अगर उड़ीसा सरकार सेन्ट्रल गवर्नमेंट से लोन लेती है तो उम पर इटरेस्ट लेती है, लेकिन जो हमारा पैसा वह भी हमका नहीं मिलता है, इटरेस्ट की बात ना पूर रही।

1977 में जो सैम्पल सर्वे हुआ था सेन्ट्रल गवर्नमेंट का उसमें उन्होंने माना है कि उड़ीसा के देहाना में 92 प्रतिशत लोग गरीबी की रेखा के नीचे रहन है।

During the Congress regime while in 1974-75 it was 65 per cent, in 1975-76 it was 78 per cent in 1976-77, it was 85 per cent and in 1977-78 it was 92 per cent तो यह नीचे गिर जाता है। जा गरीब से गरीब प्रदेश है, उनका देना चाहिये। आपको मालूम होना चाहिये कि उड़ीसा की इकनामिक कडीशन दूसरी स्टेट के मकाबले में बहुत नीचे जा रही।

पचवर्षीय योजना में मेजर पोर्ट्स पर 521 करोड़ रुपये खर्च करने के लिये रखा गया था। तन माल में 348 करोड़ रुपये खर्च होता था, लेकिन खर्च हुआ है सिर्फ 325 करोड़ रुपये। 1977-78 में जो रुपया दूसरी पोर्ट्स के डेवलपमेंट के ऊपर खर्च करने के लिये रखा गया है उसमें पारादीप का नाम नहीं है। इसलिये मिनिस्टर साहब को इस तरफ ध्यान देना चाहिये।

मेजरपोर्ट के बाद मैं माइनर पोर्ट्स की बात कहना चाहता हूँ। इनमें चांदपुर, घामरा और गोपालपुर की डैवलपमेंट के लिये उदादा पैसा देना चाहिये। हमारे मिनिस्टर बहाल गये थे, इस बारे में उनकी रिपोर्ट श्री सैन्ट्रल गवर्नमेंट के पास है।

गोपालपुर पोर्ट का डैवलपमेंट होना चाहिये क्योंकि जिनका इम्पोर्ट और एक्सपोर्ट हो रहा है वह सब पोर्ट्स के ऊपर डिपेंड करता है। सारे जाल का आना और जाना पोर्ट्स के जरिये होता है। इनके डैवलपमेंट न होने से इम्पोर्ट एक्सपोर्ट की इनकम कम हो रही है।

इन्डिया वाटर ट्रान्सपोर्ट सर्विस के बारे में भगवती कमिटी ने 1970 में अपनी रिपोर्ट दी थी, लेकिन अब तक उस पर कोई काम नहीं हुआ है। मग्न लाइन्स में लाम होना है। भगवती कमिटी की रिपोर्ट में लिखा हुआ है कि ईस्टर्न रेलवे में ब्राडगेज में जो माल जाना है उस पर 1 किलोमीटर के लिये 4 रुपये 40 पैसे पर टन खर्चा होगा, नार्थ ईस्टर्न रेलवे में 5 रुपये 40 पैसे पर किलोमीटर पर टन खर्च होगा, नार्थ ईस्ट फ्रियर रेलवे में 11 रुपये 70 पैसे पर किलोमीटर पर टन खर्च होगा, लेकिन इन्डिया वाटर ट्रान्सपोर्ट में 600 किलोमीटर पर 12 रुपये 50 पैसे पर टन खर्च होगा। शाट लीड में 200 किलोमीटर में कम पर 5 रुपये, इलाहाबाद में हल्दिया 2 रुपये 40 पैसे और पटना से कलकत्ता पर 2 रुपये 60 पैसे खर्च आयेगा। गांवा वाटर्स में आयरन और की मूवमेंट के लिये 4 रुपये खर्च आता है।

तमाम इंडिया में जितने रेड्स हैं 1 हजार बर्ग किलोमीटर में 12 किलोमीटर रोड्स है जब कि उड़ीसा में 8 किलोमीटर ही है। 1 लाख की पापूलेशन पर 88 किलोमीटर रास्ता है लेकिन उड़ीसा में एक लाख की पापूलेशन पर सिर्फ 41 किलोमीटर ही

रोड्स हैं जो कि थ्राल इंडिया एवरेज में 50 परसेंट कम है। इनको बढ़ाया जाना चाहिये। 15 hrs.

खडगपुर के लिये जो नेशनल हाईवे है, उसके बारे में चीफ मिनिस्टर को 2,3 डी० प्रो० लिखे हैं। उसमें खडगपुर में बालेश्वर और बहा से कलकत्ता - The length is 190 km If this road is repaired, then 64 km will be reduced.

इस सबक के न बनने से हर रोज एक लाख रुपये का लाम होता है। यह लास पब्लिक और गवर्नमेंट का है। इस की वजह से ट्रान्सपोर्ट मफर कर रहा है।

स्वर्णरेखा ब्रिज बन रहा है और उस के लिए बहुत रुपये का प्राविजन किया गया है, लेकिन उस का काम पूरे जोर में न चलने की वजह से उस के पूरा होने में बहुत देरी हो रही है।

समापति महोदय : माननीय सदस्य अब समाप्त करें। उन का टाइम पूरा हो गया है।

श्री पद्मशरण सामन्तसिंह : चाटक ली कटक रोड को मिनाने के लिए ब्राह्मणी और वैतरणी नदियों पर ब्रिज बनाये जाने चाहिये। इस के अतिरिक्त महा-दी पर भी बनाया जाना चाहिए, ताकि कटक-ब्राह्मण रोड को मिलाया जा सके। यह जेनेरल पानिसी बनाई जानी चाहिए कि स्टेट हैडक्वार्टर और जिला हैडक्वार्टर के बीच थ्राल-वैदर रोड हो। इस समय स्थिति यह है कि फुलवाणी डिस्ट्रिक्ट हैडक्वार्टर ब्राह्मण के कारण भुवनेश्वर से चार महीने तक बटा रहता है। इस लिए महानदी पर पुल बनाना आवश्यक है।

बालेश्वर - जलेश्वर - खडगपुर - कलकत्ता थ्राल-वैदर रोड बनाने के लिए हमारे चीफ मिनिस्टर ने एक डी० प्रो० नेटर लिखा है। डिपार्टमेंट की ओर में जवाब दिया गया है, लेकिन अभी तक वह काम नहीं हुआ है। मेरे एक अनस्टांडिंग क्वेश्चन के उत्तर में कहा गया

[ श्री पदम चरण सप्तसिंहेरा ]

है कि गवर्नमेंट इस का कन्सिडर कर रही है।

समाप्त करे और बाकी बातें लिख कर मंत्री महोदय का दे दे।

श्री पदमाचरण सप्तसिंहेरा गवर्नमेंट न 1968 म यह तय किया था कि एक किलोमीटर रोड की मरम्मत के लिए 2200 रुपये सैकशन लिये जायेंगे। इन दस मालों में महंगाई बढ़ने के कारण सरकार का यह निर्देश देना चाहिये कि एक किलोमीटर रोड की रिपेयर के लिए 6000 रुपये सैकशन लिये जायें।

चिल्का लूक में टायपॉट के लिए लाख सविस की व्यवस्था की जानी चाहिये।

समाप्त महोदय अब समाप्त कीजिए। आप का टाइम हा गया है। बाकी बातें मिनिस्टर साहब का लिख कर दे दीजिए।  
डा० हेनरी आस्टिन।

15 02 hrs

[SHR N K SHETIAKAR in the Chair]

DR HENRY AUSTIN (ERNAKU LAM) Mr Chairman Sir in view of the limitations you have imposed or perhaps we had to accept I shall make my intervention very brief

Let me start with some of the urgent problems which my own constituency faces I hope I will not be accused of being parochial

The hon Minister knows I had occasion to exchange views with him regarding the very serious situation that is annoying or engaging the attention of the people in the Kerala State particularly in my constituency Recently a few weeks back one of the

best dredgers in the country Lord Willingdon all of a sudden sank just outside the mouth of the harbour It is a matter which affects all of us because when our surveys and looks back to the history of Lord Willingdon the dredger, one will find that it was the sole dredger or ship that reclaimed the Wellington Island and made the Cochin harbour I would not like to plead for that name Willingdon—because it is associated with a very bad background one does not want to recall the name 'Lord Willingdon' formed viceroy who suppressed the Congress movement—that apart the dredger 'Lord Willingdon' all of a sudden sank and then some kind of an inquiry was ordered I do not know what happened to that inquiry Now it is rumoured—I have come back from my constituency only yesterday—that this ship is going to be blasted or dynamited because they have been finding it unable to salvage the ship This has created a lot of anguish and disappointment to the people connected with shipping and harbour I urge the Minister to take a statement allaying the fears and anxieties of the people of the State and the country itself why such a ship has to sink The Shipping Corporation of India or the Directorate of Shipping Organisation or other concerned authorities should issue a categorical statement and you should also tell us as to how a ship of that size and importance could be sunk like this This is because sabotage is feared in this As I said Cochin is a big harbour and if things like this happen it would adversely affect the operations in the Harbour

Again Cochin harbour is one of the most natural harbours in the world I had the opportunity of travelling extensively different parts of the world, different countries and I think this is one of the most natural harbours but the way that is being neglected is most deplorable In the interest of brevity I would just say that conscientious efforts should be made to see that

Cochin harbour is brought on standard with other major harbours. Now that another harbour has come close to Cochin i.e. Mangalore on the northern side and Tuticorin on the southern side, people are fearing that this harbour will decline in its importance. I am not worried, because after all I view this country as one and Cochin, Tuticorin or Mangalore are parts of the same country; but I would say that steps should be taken to see that all the three ports come up including Cochin harbour. It was in this connection that the Super Tanker Berth project should be thought of. The Government had announced the commencement of the project and the authoritative spokesman, no less a person than the Prime Minister, had said in a public meeting that the project was cleared and they had spent Rs. 2 crores already, but it is still hanging fire. We want to know what has happened to that project and what steps the Government is taking to allay the anxiety of the people in this regard.

Sir, pamphlets after pamphlets are coming to us with regard to the national highway bridge Moothakunnam-Valiapanikkanchuruthu-Manimokkom. The Minister came and laid the foundation stone. I do not want to go into the details because of lack of time. Unfortunately, this problem got intertwined with communal problems; I do not want to go into that and would like to extricate myself from that, however, one central point remains to be answered. According to the original survey this 850 metre-long bridge should have been shortened to 316 metre-long bridge, if the original proposal to have Gothuruthy-Kottappuram bridge had been implemented. When that clear report was made available, what were the circumstances under which this longer distance had to be taken for this bridge. I do not want to go into the merits, but kindly allay the fears because we are receiving a number of letters in this respect daily.

There is another thing. I would request you to kindly take some interest and expedite the work on the Cochin by-pass. This work has been going on for a long time. Kindly do attend to this.

THE MINISTER OF STATE IN CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CHAND RAM): There is no dearth of money. It is for the State.

DR. HENRY AUSTIN: Regarding Cochin Shipyard, the keel had been laid down and the first ship is supposed to be launched next year. I hope, there would be no difficulty in this respect. We are also trying to see that the labour situation is kept normal.

SHRI CHAND RAM: This has been sanctioned.

DR. HENRY AUSTIN: I would now like to touch briefly on the national problems. As has been pointed out by my esteemed colleague, who initiated the debate, a national shipping policy is vital for our country. I had the occasion to take an over-land trip from UK to India after my studies abroad. I drove back along with two other friends. At that time there was no Asian Highway and at the Bosphorus we had to take a ferry boat. But to-day, the Asian Highway is nearly getting complete because over the Bosphorus a huge bridge has been completed. But we stop somewhere around Afghanistan. So, our government should take interest and see that the Asian Highway is brought up to our eastern borders so that India and Burma can have a highway and we go right upto Thailand. This project should be taken up. We should not always look inwards, we should also look outward.

In the same way, the West Coast road is nearing completion and with the completion of some bridges, the Bombay-Kanyakumari road will be complete. But it should not stop

[Dr. Henry Austin]

with Kanyakumari, it should go upto Tripura and beyond from there and there should be an integrated East Coast road.

There is another point. The present government is emphasizing rural development. But how on earth can the objective of rural development be realised unless we have a wide network of road systems throughout the country? There are important States in our country like the Uttar Pradesh where it is said one has to go over some 40-50 miles to reach a village. So, unless the necessary road infrastructure connecting all the villages with the nearest important road is made, there is no possibility of rural reconstruction. So, a wide network of roads linking the villages with the urban areas is a *sine qua non* for any development in the country.

These are the only points I have to make although I have got more to speak. This Ministry is a very important Ministry because if one surveys the history of British imperialism, he will find that the Britishers were able to conquer India because they had a very good merchant shipping fleet. They had very good naval facilities. Again, to consolidate their conquest of India, they built up huge railway and road systems. But, here, there is no integration between our railway system, the shipping system and the inland water transport. For instance, to get coal for our industries in Kerala, we have to depend on the railways for wagons which come after 2 months or 3 months from Eastern India. Suppose there is a good shipping system, then coal can be transported by ship from Calcutta and people in Kerala can get it in a couple of days. So also we can have coastal shipping from Bombay to Cochin and from Cochin to Calcutta.

Then, Sir, the concept of the Ganga-Kaveri link connecting all the rivers should be revived. The Dastur report is there. Connecting all the rivers will relieve the pressure on the railways as also on shipping.

These are the points I had in mind. Thank you very much for accommodating me. I have exceeded my time. I hope there is still some more time for my friend here.

**SHRI ANNASAHEB GOTKINDE:** (Sangli): I would like to know Minister/Saheb kindly listen. Sir, I will take only 2 or 3 minutes.

I would like to know the thinking of the Ministry regarding the National Highways. All along we have been told in the Consultative committee meetings as also when we raised the question in the Parliament, this Ministry has been advised by the Finance Ministry to keep the entire question of new additions to the National Highways system in abeyance. It is said, "The better your roads in the country, the cheaper your food." But here is a Ministry, the Finance Ministry. I know, but I want to know the thinking of the Janata Government regarding the whole National Highway system in the country and whether they want to keep the entire system in the cold storage for the Sixth Plan period also. I want to know whether the Minister will give us an idea regarding the next Plan allocations for National Highways in the entire country and Statewise. That will allay the fears that this particular vital sector of the economy is totally neglected by the Janata Government. Please allay these fears.

So far as this particular aspect is concerned, I refer to one of my suggestions that I have mentioned in my cut motion which relates to the need to declare the Ratnagiri-Kolhapur-Sangli-Miraj-Sholapur — Osmanabad Nanded Yavatmal Nagpur road as a National Highway.

My point is that this is the one Highway suggested by the State Government in the Fifth Plan period. It has not been sanctioned. It connects the backward area like Konkan and opens the same for development. Then it will join Western Maharashtra, Marathwada and Vidarbha regions.

Marathwada is such a region where there is not a single mile of National Highway. I would urge upon the dynamic Minister of this new Ministry to sanction this particular new Highway.

This has been suggested by the State Government. It will have a sort of emotional link with all the regions of Maharashtra if this road is declared as a National Highway.

I have another suggestion to make. I would refer to the system of National Permit which was started by the Government. No doubt, it is a very good system. Encouraging response has been received from all the States. The Maharashtra Government has urged upon the Government of India to sanction additional permits on the basis of vehicular population. What has happened? At random, on parity basis, a particular number of permits has been assigned to so many States without attaching any importance to the vehicular population.

I have moved a cut motion demanding increase in the quota of National permits. Formerly when 250 permits were sanctioned for Maharashtra, the number of applications was 126. When additional 200 permits were allotted to Maharashtra, the number of applications rose to 1563. This shows that there is a large demand and Maharashtra has the largest population of goods vehicles in the country and the number of public carriers registered in the State is as much as 58111 on 31st March, 1977.

THE MINISTER OF STATE IN-CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CHAND RAM): But we have adopted this formula of vehicular population.

SHRI ANNASAHEB GOTHKINDE: On these grounds the request of the Maharashtra Government should be accepted both on the basis of demand and the number of good vehicles that

they have. Additional quota, as requested by the State Government of Maharashtra should be sanctioned as early as possible.

SHRI SHAMBHU NATH CHATURVEDI (Agra): We are discussing the Demands of the Ministry of Shipping and Transport. This is a very important portfolio. Transport whether by rail or road not only provides arteries of trade and commerce but carries benefits of growth and development and civilisation also to the interior areas. It provides employment to hundreds and thousands of people. The importance of roads in this country cannot be exaggerated. There are many areas where roads are to be constructed so as to bring them into contact with the rest of the country. It is, therefore, regrettable that the progress of road construction has not kept pace with the needs of the people. The targets in this regard have not been fulfilled. As a matter of fact there has been a great backlog. The spill over of the Third Five Year Plan is not likely to be completed even by the end of the Fifth Plan. This is the present position.

In this connection I would like to quote the observations of the Public Accounts Committee. It says:

"The history of road development in the National Highway sector from the dawn of independence upto the beginning of the Fourth Plan presents a picture of unfulfilled promises of wide divergence between programmes and actions grapping gulfs between estimates and actuals and the pronounced disparities between assurances and implementation.

In April 1947, the Central Government assumed the responsibility for development of National Highway, which then numbered 34 and had a total length of about 21,440 Kms. At the end of the Third Plan, followed by three Annual Plans, i.e. April, 1969, the total mileage of National Highway stood at 24,000 kms. This indicates that in a period of over 22 years a length of only 2800 kms. at an average

[Shri Shambhu Nath Chaturvedi]  
rate of 116 kms. per year was added to the total length of 1947.

Against this, keeping in view the future trends of road traffic pattern and development activity, the length of National Highways under the Road Development Plan (1961-81) was to be raised from 23,770 k.ms. in 1961 to 52,000 k.ms. in 1981, which meant, on an average, an addition of 1400 k.ms. per year. At this rate, the length of National Highway in April, 1969 should have been about 35,000 K.Ms. as against the then existing total of 24,000 K.Ms. Thus, there was a heavy shortfall of about 11,000 K.Ms.

I am sorry to say that even during the year 1977-78 the achievement is also falling short of the target. For example on the construction of missing links bye-pass and diversions, the target was 160 K.M. but the achievement is not likely to exceed 70 K.M.

I would also like to draw the attention of the Minister to the other observations of the PAC regarding the need for detailed study of availability and capability of resources of men, material and equipments sufficiently in advance before inclusion of the projects in the plans. Institutional arrangements which would provide an in-built check on timely completion of works and to ensure that these conform to quality specifications.

I have very little time at my disposal I will go into other matters, except to draw attention to an item with regard to the Chambal bridge, which is mentioned in item No 231, Appendix VII of the Annual Report which provide for repair, reconstruction and strengthening of the existing damaged submersible bridge across the Chambal river near Dholpur This bridge was completed in December 1959 and thrown open to traffic in March 1960 While the bridge was still under construction a junior engineer reported large-scale theft of cement and other materials and substandard execution of work. A technical expert was asked

to look into it and he is said to have made a very superficial report saying that the allegations were not borne out. Meanwhile pressure was brought to bear upon the junior engineer Shri Gurdial Upadhyaya to turn a blind eye to these malpractices and fall in line, which he refused to do.

He was therefore subjected to all sorts of harassments of which I shall speak later.

But thirteen years later, the bridge collapsed at precisely the same point, Pier No. 17 on which sub-standard work and pilferage of cement and other materials was reported by the Junior Engineer. Another expert committee went into the matter and gave the verdict that the substandard work was not the cause of the breakdown of the bridge.

I put the question on the subject to which a written answer was given on the 1st August saying that the matter has been looked into and there is no need for any further enquiry into the matter

I wanted to get hold of the report of this Expert Committee to which this matter was referred. But I could not get it. However I looked up the record of the earlier proceedings of both the Houses and found that in the Rajya Sabha on the 25th of July, the following reply was given as to the cause of the breakdown

"Post failure subsoil investigations have revealed that the bed rock in the river is overlaid by a cap rock consisting of clay matrix conglomerate of varying thickness and is not considered safe foundation strata".

In the Lok Sabha, on the 26th August 1974, the reply was

"The foundations of pier No 17 were resting on a highly altered zone of the clay matrix conglomerate and this strata was not strong enough to withstand the loads coming over it."

Sir, the contract for the repair and reconstruction of the bridge was given for Rs. 297.23 lakhs and lakhs must have been spent on the ferry service being run since 1973 for carrying passengers and vehicles across the river.

Now, Sir, a number of questions that arise. Why, in spite of this heavy loss, nobody has been held accountable for the defective construction of the bridge if sub-standard work was not the cause of the breakdown of the bridge even though it broke down precisely at the point pier No. 17 on which pilferage of cement and sub-standard work was reported. Then what else was responsible for its collapse. From the replies given in the Rajya Sabha and Lok Sabha, extracts of which have been cited above, it would appear that shorn of its jargon, in plain language the foundation of the bridge was unstable, and so the bridge collapsed. If that was so, then the top most engineers must be held accountable. It was their duty and responsibility to see that the foundations were laid on hard and stable strike otherwise what they were there for if they could not do even this much. As a matter of fact there have been gross malpractices and embezzlements of money. All these are being hushed up. I have to request the Minister to look into this matter not only because about Rs. 3 to 4 crores of public exchequer's money is involved but also because the person who had the guts to expose and stand against malpractices, Shri Gurdial Upadhyaya, had been subjected to every type of harassment. He has been under suspension now for 18 years. Every effort is made to put off the matter. So that by the time it is disposed of he will have retired from service. Shri Upadhyaya was forced to enter the lunatic asylum at Agra so that he may be declared as a man of unsound mind.

Sir, but this design did not succeed. We have seen during the emergency, what was the morale and standard of even the highest officials in this country? For fear of transfer or other

adverse entries in their rolls, they compromised with their conscience and had no compulsion in inflicting all sorts of atrocities on the people and here was a person of a very small status who despite all the harassment by the department stood his ground. If no enquiry is made, I wonder if anybody will have the courage to stand up against malpractices and shady dealing in the department.

So, my appeal to the hon. Minister is to please see that a probe and a sifting inquiry, into this matter by the C.B.I. or other independent agency. Otherwise every effort will be made to hush up the matter as has been done during the last five or six years. If this is allowed to happen, then it will be the greatest disincentive to upright and honest people in the services. Men like Shri Upadhyaya, will continue to be victimised and, as I said, he has been under suspension for 18 years. Sir, this is a matter therefore which calls for immediate enquiring and action. All the records pertaining to the case should be seized and examined. There are so many points that remain unanswered. Was Shri Upadhyaya given an opportunity to substantiate his allegation was the mortar of the collapsed bridge subjected to chemical test and analysis to ascertain if composition. It is a fact that the cracks extend to the remaining part of the bridge also. The cost of the entire bridge was in lakhs of rupees only and now for the repair of a portion thereof it will cost about Rs. 297.23 lakhs. That is about Rs. 30 crores. Only an impartial and independent enquiry will bring to light true facts and I hope the hon. Minister will order it in the interest of integrity in the services and to protect honest people from being victimised in the manner that has been done in this case. Thank you.

MR. CHAIRMAN: Now, the discussion will continue later on. Now we come to Private Members' Business.

SHRI K. RAMAMURTHY (Dharmapuri): Sir, I am on a point of order.



[Shri K. Ramamurthy]

In the Private Members Resolution, in the previous list of business dated 17th March, I was considered to be the co-mover of the Resolution along with Mr. S. D. Somasundaram. But today in the list of Business, I find that my name has been omitted and I do not know what happened to the Secretariat.

MR. CHAIRMAN: The information is that the mover is only one and so the mover's name is mentioned in the list of business.

SHRI K. RAMAMURTHY: No, Sir. In this Resolution, my name has been found in the second place in the ballot.

MR. CHAIRMAN: That is not denied.

SHRI K. RAMAMURTHY: I have given a letter to the Secretariat also stating that this Resolution may be clubbed if it is permissible under the rule.

MR. CHAIRMAN: The second person's name will come only when the first person is not there.

SHRI K. RAMAMURTHY: Your Secretariat has informed me that my name has been clubbed along with Mr. S. D. Somasundaram. Now the same thing is also printed in the List of Business for last week and this week I find even without intimating me, my name has been dropped. Does it not show the authoritarian attitude of the Secretariat? I am not able to understand this.

MR. CHAIRMAN: Actually the names will come here along with the other names. When it is already moved, of course, there is no necessity of putting the names again.

SHRI K. RAMAMURTHY: I could not find anywhere this sort of thing. I have also gone carefully through the rules and procedures.

MR. CHAIRMAN: It will be checked up.

SHRI K. RAMAMURTHY: I do not give up my right. Firstly, my name is to be there. But it is not there. They have not informed me about this also.

PROF. P. G. MAVALANKAR (Gandhinagar): Sir, may I help my friend? It seems very genuine that since he had given resolution on the same subject and since his name was clubbed together with Mr. S. D. Somasundaram two weeks back, his complaint is why it is dropped today. Let me tell for the information of the House, if I am right, that only at the initial stage all the Members who have given notices of a resolution on the same subject are listed on the Order Paper. The first Member who is present and if he moves the resolution and when that resolution is carried forward for two weeks or three weeks, whatever the period, then it is that Member only who has moved the resolution and actually spoken whose name continues in the Order Paper, and other names are automatically dropped.

MR. CHAIRMAN: That is what I am stating. The clubbing of names is only for the purpose of noting.

SHRI K. RAMAMURTHY: Supposing I had mentioned in my letter that my resolution need not be clubbed, then the entire resolution would have been in my name. If it was possible to accept the first, I have given an alternative resolution also and the Secretariat itself told me that my name was clubbed with the name of Mr. Somasundaram.

MR. CHAIRMAN: According to the rules, once the Resolution has been moved in the House, only the name of the person who has actually moved the motion will continue. Originally more than one name was there because if the person whose name appears first in the list is not present to move it, the person second in the list could move.

SHRI K. RAMAMURTHY: I am losing my chance.

MR. CHAIRMAN: You will get your chance.

15-35 hrs.

COMMITTEE ON PRIVATE MEMBERS' BILLS AND RESOLUTIONS

FIFTEENTH REPORT

SHRI NIRMAL CHANDRA JAIN (Seoni): I beg to move:

"That this House do agree with the Fifteenth Report of the Committee on Private Members' Bills and Resolutions presented to the House on the 29th March, 1978."

MR. CHAIRMAN: The question is:

"That this House do agree with the Fifteenth Report of the Committee on Private Member Bills and Resolutions presented to the House on the 29th March, 1978".

*The motion was adopted.*

15.36 hrs.

RESOLUTION RE. CONTINUANCE OF ENGLISH AS ADDITIONAL LINK LANGUAGE—Contd.

MR. CHAIRMAN: The House will now take up further discussion of the following Resolution moved by Shri S. D. Somasundaram on the 17th March 1978:—

"This House do urge upon the Government to amend the Constitution so as to implement Pandit Nehru's solemn assurance to Parliament that, besides Hindi being the link language, English would continue as additional link language so long as non-Hindi speaking people want it."

SHRI SAUGATA ROY: (Barrack-pore): I was speaking in support of the resolution moved by Shri Somasundaram and cautioned friends from all sides of the House not to take the language issue on an emotional plane because history has proved time and again that language can be and is a very touchy and a very emotional issue. We all know about the birth

of, Bangla Desh, when the new nation was born by the efforts of the people who protested against the imposition of another language on them. Bangla Desh never resented Urdu but when Urdu was imposed on them and when Urdu was forcibly made the official language in the whole of Pakistan, the people of Bangla Desh rose in revolt against the alien rule. Here also, in India one may have emotional links with one's language. Personally speaking I should support, I would dream in the same way as Mahatma Gandhi had dreamed that one day Hindustani would become the lingua franca of India. As a patriot I also think that if really an original Indian language could become the lingua franca of India, it would be the best thing possible. It has happened in other countries like the Soviet Union which is a multinational country with a large number of languages, but Russian is used as a link language. Unfortunately the same was not followed in our country and the whole introduction of Hindi was done in such a way as to wound the feelings of the Non-Hindi speaking people, as if to give them the feeling that they were second class citizens in India it is against this that we must caution today. As it is, India has got a lot of problems, problems such as poverty, unemployment and language is not an issue which should be tinkered with and dealt with callously. It is unfortunate that after the Janata party has come to power due to the enthusiasm of some zealots, in their zeal to propagate Hindi, they have deprecated the other Indian languages, like our Health Minister Mr. Raj Narain who said in London that English was the Rani and the Tamil and other Indian languages were Dasi... (Interruptions)

AN HON. MEMBER: He did not say that.

SHRI SAUGATA ROY: These are the words which offend the sentiments of non-Hindi speaking people Ours is a country which is essentially

[Shri Saugata Roy]

multinational; people speak many languages. We have many problems at hand. The sentiments of the non-Hindi speaking people are already etched against the imposition of Hindi. Instead of pursuing this policy of imposing Hindi with unnecessary zeal, government should come out with a practical solution of the problem and a practical solution to the problem was shown by Pandit Nehru long time back. Long time ago, he said in the Parliament that besides Hindi being the link language, English would continue as additional link language so long as non-Hindi speaking people want it. I agree that English was the language of the Imperialists in India; I agree that English was the language of the people who were foreign to India and who exploited this country. But it is a fact of history that English has become entwined with the Indians, with the Indian culture, with the Indian languages today. I quote, not from any political leader, but from one of the greatest linguists and Philologists of our times, Dr. Suniti Kumar Chattopadhyay, who recently passed away. He said:

"English is not so foreign any longer. After some two hundred years, it has virtually become an Indian language. Its vocabulary far transcends that of any other language, either living or dead. English alone, and no other Indian language, not even Sanskrit, can meet with our new type of intellectual hunger and our eagerness for knowledge, which have come to us in the modern age. We accepted English voluntarily. It was never forced upon us, in the way that Hindi is sought to be forced on the non-Hindi parts. In the work of the Sahitya Akademi, our national institution for the advancement and coordination of Indian literatures in the different languages, English serves as the only effective bond or link. English has opened to the whole of India—and

the world in addition—the treasures of old Tamil, of Kannada, of Marathi, of Sikhism, of Ghalib and Urdu poets of Ramakrishna Paramahansa, Vivekananda, of Rabindranath, and of Puran Singh."

Even when he was the President of the Sahitya Akademi which is meant for propagating the Indian languages, he spoke it not as a zealot, but he spoke it as a word of caution because he felt that today renouncing English will be to close our window to the outside world, as Pandit Jawahar Lal Nehru, who himself came from a Hindi-speaking state, once said that English is our window to the outside world.

At this stage the only possible practical solution could be first to continue with Jawahar Lal Nehru's formula and secondly to start an experiment with the three language formula, which was decided upon in the Chief Ministers' Conference in 1961. It was then decided that every student in North India will have to study apart from Hindi and English, an extra Indian language. Similarly every student in South India and other parts of the non-Hindi speaking parts of the country will have to learn English and Hindi in addition to his or her mother tongue. If the three language formula had been followed up instead of trying to impose Hindi, as it is being done today, then the problems would have been resolved to a greater extent. I submit to you in all humility that when we write to the Minister in English and they reply to us in Hindi, they may be practising their own zeal for their language or their own particular political culture, but it does offend the sentiments of those who do not speak Hindi or those who do not understand Hindi. If a Minister of the Government of India writes a letter in Hindi in reply to a letter in English, it is a sort of insult to a person who does not speak Hindi.

I will quote another great Bengali, Dr. B. C. Roy, what he spoke while speaking on the language issue in West Bengal Assembly when the issue was discussed. He said:

"It is a fact that constitutionalists who were discussing this problem were obsessed with the idea of a country having one language, but they forgot that India is a polyglot country, that there is a large volume of people who have developed their culture and tradition on the Dravidian languages. The Mongolian language also has got a fairly great and large influence over the language of some people of the country. Therefore, in a country which is a polyglot country so far as language is concerned, the question of having one language only need not be such a difficult problem and it is possible to have in a country like this more than one language, which may be called the official."

Sir, while we are pleading for continuing English as an additional link language, I remind you of the example of Belgium where they also have a language problem and in a small State like Belgium there are two official languages. In a small State like Switzerland there are four official languages. Then why can't we in India have two official languages? And when you say that English is not an Indian language, do you not offend the sentiments of our Anglo-Indian friends, two of whom are nominated to Parliament? To an Anglo-Indian English is his mother-tongue and he has no other mother-tongue. It is at this point I would give a word of caution to my friends sitting on Government benches. I can understand their zeal for either the Hindi language or for Dr. Lohia's own doctrine on the language problem in India. But in their zeal they should not do anything in haste which will endanger and weaken the unity of the country the integrity of the country and offend the sentiments of non-Hindi-speaking people, make

them feel like second-class citizens in this country of ours when the country has already a tremendous problem in front of it in the shape of acute poverty in the shape of unemployment, of hunger, lack of food and clothing. That is why, in the present situation, till we adopt the three-language formula and till in India we are able to sort out this problem of languages on a national basis, Pandit Nehru's assurance to the Parliament which he gave after 1962 when the Chinese aggression was there—there was Pandit Nehru's poster all over the country and in the poster below the smiling Nehru was the caption which read:

"English will continue as an associate language, and I would not take it away till I am asked to take it away."

This was done for national integration. Does it mean that at the moment you don't have an external threat and you turn back from that assurance? It is not proper either to the people of India or to the integrity of this great country. If you are going to fritter away your energy in pursuing a fruitless policy which unfortunately some of the Janata Party people seem to be following even on political considerations, I remind my friends in the Janata Party that it caused them a lot of votes in Karnataka and Andhra when Mr. Charan Singh and Mr. Raj Narain refused to speak in English in South. They possibly understood to their peril that language fanaticism cannot have its sway in a big country like India.

With that, Sir, I strongly support this Resolution and urge upon the Parliament, this august House representing the people of India to adopt this Resolution for the sake of unity, integrity and solidarity of our great country.

THE MINISTER OF STEEL AND MINES (SHRI BIJU PATNAIK): Only to set the record straight on what Mr. Saugata Roy said, I recollect Chau-

[Shri Biju Patnaik]

dhuri Charan Singh having spoken in English in Bangalore for two-and-a-half hours. I am only setting the record straight.

SHRI SAUGATA ROY: I don't think the Minister is making a correct statement. In Bangalore city he refused to speak in English.

SHRI BIJU PATNAIK: That was not correct because I happened to be there. You were not there.

श्री विनायक प्रसाद शर्मा (सहरसा) :  
इसमें मेरा एक अमेंडमेंट था जो सफुलित भी  
किया गया है। मैं इस उम्मीद में था कि पहले  
आप मुझे अपना अमेंडमेंट सूब करने का आदेश  
देंगे उस के बाद ये भाषण चलते रहेंगे।

सभापति महोदय : जब आप का नम्बर  
आ जायेगा तब आप कर लेना :

SHRI B. P. MANDAL (Madhepura):  
When an amendment has been circulated, it means that it has been accepted to be quite in order and the hon. Member's amendment has to be circulated to all the Members and he should be allowed to move it

\*SHRI KUDANTHAI N. RAMALINGAM (Mayuram): Hon. Mr. Chairman, Sir, I am very happy to participate in the discussion on the Resolution of my hon. friends Shri Mamamurthy and Shri S. D. Somasundaram seeking constitutional status to Nehru's assurance to non-Hindi speaking people that English would continue so long as they want it.

Though Shri Saugata Roy, who preceded me, belongs to the other Congress Party, I am duty bound to commend his unstinted support to the Resolution. Language is the most instrument of national integration. Some Janata Ministers unreservedly express their readiness to honour Nehru's as-

surance to the non-Hindi speaking people. Some other Janata Party Ministers repudiate everything Nehru said and did. Shri Raj Narayan and Shri Charan Singh, day in and day out, chirp and chime that Nehru's policies have brought the nation to this sorry pass. Shri Jagjivan Ram, Shri Bahuguna and others have loudly acknowledged Nehru's contribution to our nation's economic growth. They still remember with the legitimate pride the role of the Congress Party in getting India a premier place in the comity of nations. Since there is this acute conflict in the Janata Government about Nehru's principles, policies and programmes, we are afraid that Nehru's assurance regarding language may be buried deep in the bowels of earth and that is why we want constitutional status and protection to that.

Shri Morarji Desai was recently in Coimbatore to address the Janata Party Conference. He stated that Hindi would never be imposed on the non-Hindi speaking people. On his return here, he said that Hindi is being spoken by 60 per cent of the people and that the patriotism of non-Hindi speaking people would persuade them to learn Hindi. I would ask him: is this the way to foster national integration? Does this mean that those who do not want English to go are less patriotic than those who want to impose Hindi on others? According to our Prime Minister, 36 crores of people speak Hindi.

Dr. L. M. Singhvi from Rajasthan, a reputed constitutional expert, has stated that so many other languages have been sewn together to swell the number of Hindi speaking people. While speaking on a Resolution in the West Bengal Legislative Assembly, the then Chief Minister, Dr. B. C. Roy referred to India as the mosaic of many races, religions and languages. Dravidian languages have nurtured Indian culture. Mongolian languages

\*The original speech was delivered in Tamil.

have made significant contribution in the growth of Indian culture. It cannot be claimed that Hindi alone is the torch-bearer of Indian culture. Shri Satyanarayan, a member of the Language Committee of the Constituent Assembly, delivering his 1975 Gandhi Memorial Lecture, pointed out that Khadi Boli, true Hindi, is being spoken only by less than 2 crores of people. So many dialects have been grouped together under the head Hindi to make it a majority-speaking language.

Our Prime Minister and his colleague may not place much reliance on these statistical arguments. But I hope that they will accept the statistical truths presented in a pamphlet published by the Central Government. The Pocket Book of Population Statistics published in 1972 says that according to 1971 Census 16.25 crores of people, i.e. 28 per cent of the population, speak Hindi in the country. But 47 dialects are being spoken by these 16.25 crores of people. In view of this, the claim that 36 crores of people speak Hindi do not hold good.

Shri Raj Narayan said on the floor of this House that he would not speak in English because his parents were not English. My parents do not know Hindi. If I say that why should Hindi become the official language, especially when it is not known to my parents or if I say that since Hindi is not known to my parents, it is a *dasi* language, will he accept this contention?

After his first visit in his life to Madras recently, our Home Minister suddenly developed a love for regional languages. He has stated that within two years all the regional languages should become the official languages of the concerned States and he would offer any amount of money for that purpose. What happens if regional languages become the official languages and English is done away with?

India is a vast garden of fragrant flowers in different hues. Unity in diversity is the unique concept given to the world by the Government. Language is the outer exhibit of the inner heart-beat. It should be settled in an atmosphere of amity and appreciation. *Lingua franca* should not lead to linguistic fracas. If you fan the linguistic fanaticism, it will not be easy to flush it out. I warn that anger will be paid back in anger. Tirukkural has been translated in many international languages, but not one authentic version of Tirukkural is available in Hindi which seeks to claim the status of the only official language. English is an international language and it has become an inherent part and parcel of Indian culture. We should have constitutional guarantee to choose our language in terms of Nehru's assurance.

Shri Morarji Desai and his colleagues may feel that Nehru had not given much to the nation. I wish that their revolutionary fervour reflects in their readiness to move a legislation incorporating Nehru's assurance that so long as non-Hindi speaking people want English to continue as the additional link language, it will continue.

Extending my support to this Resolution, I conclude my speech.

16 hrs.

MR. CHAIRMAN: Before I call on Mr. Mavalankar, regarding the point of order raised by Mr. Yadav, the office informs me that he has already been informed yesterday that the amendment cannot be taken into consideration because it was not moved immediately after the motion. On this point there are decisions already of the Assemblies as well as of the Lok Sabha to the following effect:

"Amendment, to a motion of which notice has been given, but which is not moved immediately after the motion is made, cannot be moved at a later stage."

[Mr. Chairman]

"Amendments should not be moved in the debate proceeds from day to day. There is no objection to tabling of agreed amendments or those which are really necessary for the purpose of the debate, subject to the discretion of the Chair."

In this case, the Chair was not agreeable. So, I am sorry the amendment cannot be moved.

श्री विनायक प्रसाद धादव : सभापति महोदय मेरा अमेंडमेंट सरकुलेट हो गया है।

सभापति महोदय : मैंने चेक अप किया है सरकुलेट नहीं हुआ है।

श्री बी० पी० मण्डल : सभापति महोदय, आपको डिस्टिक्शनरी पावर्स हैं, उनको आप जुडिसिसली एप्लाई करके इसको ले लीजिए।

सभापति महोदय : इन्हे आप स्पीकर साहब के सामने रखें।

श्री० पी० जी० भावलकर (गांधीनगर) : सभापति महोदय, मैं सामान्यतः अंग्रेजी में बोलता हूँ लेकिन आज मैं कुछ शुरु में हिन्दी में थोड़े से शब्द आपके सामने रखना चाहता हूँ। मेरा हिन्दी प्रेम और अभ्यास किसी से कम नहीं है। मैं ऐसा भी मानता हूँ कि हमारे देश में हिन्दी का अभ्यास और प्रचार बढ़ना चाहिए। लेकिन सवाल यह है कि हिन्दी की प्रतिष्ठा और गौरव कैसे बढ़े। यह मैं मानता हूँ कि यह बढ़ना चाहिए, लेकिन यह कैसे बढ़े ? यह प्रश्न हमारे सामने है। हम किस ढंग से हिन्दी का प्रचार करें और किन लोगों को साथ रख कर करें यह भी हमें सोचना है। हिन्दी के सम्बन्ध में हमें कितना काम और भी करना है ? लेकिन यह सब काम जबर्दस्ती से तो नहीं हो सकता है। लोगों को साथ ले कर ही हो सकता है। आज हमारे देश में हजारों ही नहीं, लाखों की तादाद में ऐसे लोग हैं जो यह मानते हैं—मच मानते

हैं या गलत मानते हैं यह बात दूसरी है—कि भाषा के इस प्रश्न में हमारे साथ जुलम हो रहा है। अगर देश के इतने लोगों में यह भावना हो तो हमारे दोस्तों को, हिन्दी प्रेमियों को क्या यह नहीं सोचना चाहिए कि आखिर हमें हिन्दी भाषा चाहिए, स्वदेशीपन चाहिए या अग्रनापन चाहिए क्या हिन्दी को जबर्दस्ती लाने की बात हमें करनी चाहिए या हिन्दी को समझाने से, प्रेम से, ग्राहिस्ता-ग्राहिस्ता, क्रमशः, जिनका हिन्दी का अभ्यास नहीं है, उनको साथ में ले कर करनी चाहिए ? यह एक बैसिक और बुनियादी सवाल है। इस वास्ते मैं अपने हिन्दी प्रेमी मित्रों से कहता हूँ कि हमने तीस साल तक कहा कि हिन्दी आनी चाहिए, हिन्दी आनी चाहिए यह मैं मानता हूँ कि हम एक आजाद देश के नागरिक हैं और हमारे देश से विदेशीपन दूर होना चाहिए और देश में अग्रनापन आना चाहिए। लेकिन मैं बड़े अदब के साथ अपने दोस्तों से पूछना चाहता हूँ कि हिन्दी को पढ़ाने के लिए हमने कितना प्रयास किया, हिन्दी की शिक्षा देने का कितना प्रयास किया। तीस साल तक अंग्रेजी और अंग्रेजियत का विरोध करते हुए भी हम इसे नहीं हटा सके हैं। हम अंग्रेजी भाषा के खिलाफ थे जब हम गुलाम थे। क्यों ऐसा था ? इसका कारण यह है कि यह शाही हुकूमत की भाषा थी। उस जमाने में हम लोगों के सामने अंग्रेजी भाषा एक जुलम करने वाली हुकूमत की भाषा की प्रतीक थी और उसका इस्तेमाल करना हमारे स्वदेशीपन के, अग्रनेपन के, आजादी की हमारी आकांक्षा के, स्वभाव के विरुद्ध था। आजादी के बाद सारा मामला पलट गया है।

Now, Sir, I will continue the rest of my speech in English. We do not want English because it is a foreign language, we do not want English because it is even used by many more people including our own people in India, but we want English because Hindi has not yet become acceptable

in all parts of this country. If that is so, then in spite of my great love for Hindi, not Hindi as language alone but Hindi as symbol which makes me feel that I belong to my own country, I must go gradually. After all, that sense of belonging to my country must not come merely by compulsion or force but it must come through persuasion, education, propaganda and so allowing a certain time factor. If that is so, I ask this question to myself: have we done anything in the last 30 years to get rid of English bossism? What about bureaucracy? Look at our ministerial ways of functioning. Look at our universities. Look at our House here how we behave, how much English imperialism is there, how little English language and its culture and refinement is there. We are not against English language and its culture, we are against English bossism. That was before Independence. Independence has come and the whole climate has changed. Because of this change, what is this English-Hindi controversy now? If English were so easy to be replaced, the makers of our constitution in 1950 would have said let us have Hindi alone and no English at all. But they were wise and very practical people with lot of common-sense. They had, therefore, put in certain constitutional provisions. They will not go into those details for want of time but I will only suggest that they have mentioned that although Hindi in devnagari script is the official language of the Union that for a period of first 15 years, upto 25th January, 1965, English shall also remain as an official language side by side with Hindi, and only after 15 years, if at that time the people thought, this Parliament thought that Hindi is not yet being able to replace adequately English, it will continue for such a period as is practicably found necessary and essential both for official purposes as well as for integration and for unity. If that is so, then obviously, English will continue as long as Hindi has not become acceptable in all parts by the people. That is my contention.

Some people are arguing that Article 343(3)—in fact, the whole Article 343—needs to be amended. My friend, Shri Somasundaram and his colleague, Shri Ramamurthy have even asked in this Resolution that, if necessary, let the amendment of the constitution take place and let English become as an additional language, as a link language as long as non-Hindi speaking people are not able to converse freely and conveniently in Hindi, which is the only official language under the constitution. Mr Ramamurthy's and Mr. Somasundaram's Resolution makes mention of Pandit Nehru. I want this hon. House to recollect what Pandit Nehru said. Here is my friend, Mr. Barrow sitting, one of the two Members of the Anglo-Indian community. It was on August 7, 1959 that a private Member's Resolution was moved in this House and that was moved by my friend, Shri Frank Anthony. He wanted English to be included in the Eighth Schedule of our Constitution. That Resolution was discussed on the floor of this House. At that time what was it that Pandit Nehru said? I want those people who talk about Pandit Nehru and respect him to remember these words with great care and attention. He asked as to why English should continue? Not because English is spoken by many people in India, not because English is the language of Shakespere and Milton but because it is practicable and it is a window to the world for us. But before I am able to come to argue on "a window to the world", I want to read out two very important and significant paragraphs from Pandit Nehru's speech on that occasion, on August 7, 1959. I quote:

"I believe also, two things. As I just said, there must be no imposition. Secondly, for an indefinite period—I do not know how long—I should have, I would have, English as an associate additional language which can be used, not because of facilities and all that, though there is something in that, but because I do not wish the people of the non-Hindi areas to feel that certain doors



[Prof. P. G. Mavalankar]

of advance are closed to them, because they are forced to correspond—the Government, I mean—in the Hindi language, they can correspond in English. So, I would have it as an alternate language as long as people require it and the decision for that, I would leave not to the Hindi-knowing people, but to the non-Hindi-knowing people."

Further, in the same speech, Pandit Nehru said:

"I will repeat what I mean. Hindi progressively develops; I try for that but I have English to come into the picture to the used as long as people require it. Some States have followed it; they can go on using it and gradually allow languages to develop and to replace English."

Then, very briefly, I would refer also to Rajaji, another great leader. Don't forget that Rajaji was one of the pioneers in south India for the development and propagation of Hindi language. The *Dakshin Bharat Hindi Prechar Sabha* was founded by him. Even he came to a conclusion, after seeing the over-enthusiasm of Hindi zealots who were talking of Hindi but not doing much to propagate Hindi which is significant, and he gave this message in the *Swarajya* (Annual Number 1969). I quote a couple of lines from Rajaji's message:

"You should never think of foisting Hindi on the peoples of non-Hindi States against their will. Your unthinking zeal harms and will continue to harm the cause which you are espousing. You should know the elementary fact that to all men their mother tongue is as near as their skin. It is woven into the warp and woof of their thought. Your insistence on Hindi as the link and the official language harms the cause of national integration. Hindi-jingoism naturally arouses the ire and opposition of the non-Hindi-speaking people."

What is the situation now? In the last Parliament, this question hardly arose. I remember vividly we never quarreled, whether Hindi or English, all the more because simultaneous interpretation was there. While I am talking of simultaneous interpretation, may I also make a point lest I forget it. It is an important point. The simultaneous interpretation in all the languages in spite of thirty years having been gone by has not become a practice in this Parliament of our country. I find, among the south Indian languages, only in two languages there is simultaneous interpretation. Only Malayalam and Tamil are being interpreted simultaneously by the interpreters. But what about Telugu, Kannada, Gujarati, Marathi, Oriya and many other languages? For Bengali, of course, it is there. All these languages are yet to be simultaneously interpreted. The hon. Speaker has been telling us that there are difficulties, that advertisements have gone but the interpreters are not available.

How can they be available? If the interpreters are given such a small salary, such a small pittance, how can they be available to the Parliament of India? In the United Nations where there are five major languages, and now the sixth language, Arabic having been added to it, an interpreter gets as much as Rs. 5000 per month. If you are prepared to give them adequate and decent salary, they will come forward. The interpreters' job is not only to sit in this House from 11 A.M. till the House rises but they have to go on simultaneously interpreting the speeches in all the languages. My God, at what speed! At the speed of 'Rajdhani Express'! They will go on doing the simultaneous interpretation. They are our alter-ego. Only a thin glass separates them from us in this House. What do we pay them? We pay them very little. This aspect of the problem has to be tackled. Their grades have to be improved to such a level that more talented and expert people will be available to this Parliament of India. On this, money cannot be the

only consideration in selecting these people. If that is so, I conclude by saying that this question had not arisen in the last Parliament, but this time it has arisen. Why? The reason is obvious. Politically speaking, it so happens that my friends from the Janata Party who are in a majority, most of that majority happens to come from the northern belt. They are happy about it. Speaking for myself I am happy that the Janata Government came into power because of the emergency and the authoritarianism of the erstwhile congress Government which had now been demolished. So far so good. But do not let this enthusiasm drive you too fast and too quickly! Do not let you feel that because you are in a majority from a particular belt, that therefore you are considering the entire country equal to your own northern belt! The northern belt is part of India, but the northern belt is not the whole of India. Therefore, do not let the unity of India be endangered—that is my sincere, humble and honest prayer—and let not the integrity of this country be put into jeopardy by equating your present mood of majority with the entirety of the nation and thereby doing something which even Pandit Jawaharlal Nehru and many other leaders did not do for 30 years for the obvious practical common sense reason. Why do you want to participate matters and do things which are very sensitive, which are very explosive?

The recent elections in the South have given us a warning. Do we want the repetition of that thing to happen? Do we want that authoritarian tendency to come back again on the political scene under the same sort of excuses? If you give that excuse, then authoritarian tendencies are only too ready, too willing, too eager to come on the horizon. Shall we give them some excuses, or shall we rather say that language is important, but joining hearts is more important? If that is so, I want my friends from the Janata Party to remember vividly the example

of Canada. The Canadian federation has faced many explosive situations because of their difficulty with English and French, and the moment they tried to do one thing or the other, the balance was upset and the entire Canadian federation was in jeopardy. Therefore, we are a federal polity, we are rich in diversity. Let this diversity remain, as long as they are able to get one link language. Let second or additional language English continue; and let it remain so, as long as people in the South feel that Hindi is not yet their language and until a day comes when they are able to own it, they are able to understand it, they are able to study it. I can tell you one thing about Hindi. If we got to south—as I have sometimes gone—you will find that Hindi is spreading here. But let us spread it naturally, let us spread it in an educational way, let us spread it in a persuasive way and not in this coercive way and certainly not in this dictatorial way which has come after this new party came into power thinking because they are speaking Hindi, automatically they are patriots and somebody not speaking Hindi is unpatriotic. Why do you become so uncharitable? Why do you become so irrational? I may speak the English language but I may not be less patriotic in terms of patriotism and love for my motherland than any one of the people speaking the Hindi language. It is not a question, in which language you speak. It is a question of attitude and the general eagerness and the enthusiasm to keep the country together.

If that is so, I am concluding my speech by asking three simple questions in three simple propositions. I am asking this question. Is this an urgent issue? Is the language issue an urgent issue? If somebody says in Hindi that he is poor and if somebody says in English that he is poor, the fact remains that both are poor. Which language they use is not important. The fact that both are poor is important. Therefore, let us do something to eradicate poverty rather than

[Prof P G Mavalankar]

create this artificial controversy and divide this country meaninglessly. That is my question No 1 Secondly, what has happened to our priorities? Supposing everybody speaks in Hindi Would you say that India is a better country with all the poverty, with all the diseases and with all the exploitation merely because they all speak Hindi? Therefore, what is the priority? And thirdly (?) Why this coercion? If you answer all these questions which I think are simple and they ought to be simple, then I sit down by saying that let us have persuasion, let us have education and let us not make this issue unnecessarily a hot political issue let us not have any controversy on this

Let us remember the eternal message of the ancient scripture old Rig Veda, the Rig Veda philosophy is also known by the people in the south. Of course, Sanskrit language has gone everywhere. Common words of Sanskrit are everywhere. What does the Rig Veda say? In one of the walls of the Committee Rooms in the Parliament House, there is an inscription about it and I want to quote only the first three lines of that long and beautiful quotation I would conclude by making an appeal to my friends in the Janata Party especially to those who come from the northern belt I am with them in the propagation of Hindi but I am not with them if they try to dictate or dominate by the fact that they are in power at the moment. That is not the way. What does the Rig Veda say? It says let us all go together let us all think together. Why? We all belong to the same country. India has been one land. India has had one culture in the midst of rich diversities. There were many languages, in the past today also there are many languages. Languages have never divided the country. But too much insistence on a particular language has divided the country. Languages as such have never done that. Our unity depends on culture

our unity depends on our way of living on our past heritage and on the ancient message which is, even now, fresh and modern. The Rig Veda says

म गच्छन्व स वदन्व स वो मनसि  
जदताम् ।

This is the message I, therefore, make this request to my friends in the Janata Party let us all go together, let us sit together, let us do things together and not carry on something at the cost of many people being felt injured or insulted or humiliated. I hope my friends in the Janata Party will take this point in the spirit in which I have tried to offer these views

16.22 hrs.

[SHRI DHIRENDRANATH BASU in the  
Chair]

श्री हुस्न देव नारायण यादव (मधुबनी):

सभापति महोदय, भाषा का सवाल बहुत ही नाजुक सवाल है। लेकिन मैं बड़ी विनम्रता-पूर्वक यह निवेदन करना चाहूंगा कि इस देश में जा बड़े से बड़े राष्ट्रीय नेता या समाज-सुधारक हुए हैं चाहे वह बिबेकानन्द जी हों, महापि दयानन्द सरस्वती हों महात्मा गांधी या नेताजी सुभाषचन्द्र बापू हों और चाहे रवीन्द्रनाथ टैगोर हों। जिन्होंने हिन्दुस्तान को हिलाने का सोचा जिन का मन में यह कामना थी कि देश हिन्दे देश में परिवर्तन आये और देश के लोगों की आध्यात्मिक राजनैतिक मानसिक और नैतिक शक्ति का अभ्युत्थान हो उन्होंने किसी विदेशी भाषा का सहारा नहीं लिया बल्कि हिन्दुस्तानी भाषा का सहारा लिया।

मैं साफ कहना चाहूंगा कि हम लोग हिन्दी समर्थक नहीं हैं हम नाग भ्रष्टेजी विरोधी हैं। जा नाग भ्रष्टेजी का समर्थन करते हैं और हम लोग पर हिन्दी-समर्थक होने का इन्जाम लगाने हैं, मैं उन में सख्त निवेदन करूंगा कि हम लोग हिन्दी-समर्थक नहीं हैं,

बल्कि अंग्रेजी-बिरोधी हैं। हम लोग चाहते हैं कि देश से देशी भाषायें प्रायें।

SHR. C. N. VISVANATHAN (Tirupattur): Hindi is also a foreign language of Tamil Nadu and other non-Hindi speaking states.

श्री हुक्म देव मरामण बाबू : मैं हाथ जोड़ कर प्रार्थना करूंगा कि माननीय सदस्य मलबालम, तमिल, कन्नड़, तेलुगू, बंगाली, उड़िया या गु. रानी में बोलें। वे अपनी मातृ-भाषा के प्रति सम्मान दिखायें। जब हम खुद अपनी भाषा के प्रति सम्मान नहीं रखेंगे, तो हम कैसे उस भाषा का विकास कर सकेंगे ?

जब शंकराचार्य ने दक्षिण भारत से उत्तर भारत में आ कर अपने अध्यात्म का शंका गाढ़ा था, तो उन्होंने देशी भाषा का सहारा लिया था। तमिल और तेलुगू भाषा में जो रामायण लिखी गई, उन में जो सरसता और लोच है, वह कभी अंग्रेजी भाषा के माध्यम से नहीं आ सकती है। हम लोग चाहते हैं कि मुलयालम, तमिल, कन्नड तेलुगू, उड़िया आदि भाषाओं के शब्दों के मिलान से एक हिन्दुस्तानी भाषा बने, एक सही, प्रमली और मजबूत भाषा बने। भाषा का प्रचार बोलचाल के माध्यम से होता है। उस का घिसाव अदालतों और कारखानों में होता है। जब आम जनता कोई भाषा बोलेगी और संसद में उस भाषा में बहस होगी, तब कहीं वह भाषा जेजेगी।

कहा जाता है कि अंग्रेजी अन्तर्राष्ट्रीय भाषा है। जितनी दूर अंग्रेजी भाषा का विस्तार हुआ है, उससे ज्यादा दूर तक पाली भाषा और फारसी भाषा का विस्तार हुआ था और पालो तथा फारसी जिव की भाषायें बनी थीं। जब कभी फारसी बोलने वालों का राज दुनिया में अधिक दूर तक फैला था तो फारसी भाषा का भी प्रचार उतनी दूर तक हुआ था। जब महात्मा बुद्ध ने अपने धर्म का डंका दुनिया में बजाया था तो पाली भाषा का भी विस्तार उतनी दूर तक हुआ था।

जो कहते हैं कि अंग्रेजी भाषा से ही दुनिया की तरक्की हो सकती है, मैं उन से कहना चाहता हूँ, कम में अंग्रेजी भाषा नहीं है, चीन में अंग्रेजी भाषा नहीं है, जापान, जर्मनी वगैरा जितने देश हैं क्या उन की अपनी मातृभाषा है या नहीं और क्या उन भाषाओं के होते हुए उन देशों की तरक्की हुई या नहीं ? -

मैं यह कहना चाहता हूँ कि यह लोक सभा है, जिस को हम कहते हैं लोक-सभा। हम अपनी भाषा के मार्फत जो हमारी भाषा है जिस भाषा में हम अपने प्रदेश की आम जनता में, मजदूर से, किसान से, छोटे तबके के लोगों से, मेहनतकश लोगों से बातचीत करते हैं, उनसे बात लेते हैं उस के प्रति यहां आने के बाद सम्मान नहीं रहता है।

ये बार बार कहते हैं कि दक्षिण के लिए हिन्दी भी फारेन लैंग्वेज है। मैं नहीं कहता कि आप हिन्दी को मानिए। मैं तो कहता हूँ कि वहां की जो प्रादेशिक भाषा है उस भाषा में वहां की सरकार का कारोबार चले, तमिल में चले, तेलुगू में चले, कन्नड में चले मलबालम में चले जिस प्रदेश की जो प्रादेशिक भाषा है उसी प्रादेशिक भाषा में सरकार का कारोबार चले। उन्हीं प्रादेशिक भाषाओं की आप चलाए। उन्हीं प्रादेशिक भाषाओं को आप मान्यता दें। हमारे अन्दर उनके लिए सम्मान है। हिन्दी के प्रति जितना सम्मान है तामिल, तेलुगू आदि के प्रति भी उतना ही सम्मान है। वह भी हमारे ही देश की भाषाएं हैं। वह भी हमारी ही मातृभाषा है।

लेकिन एक बात मैं कहना चाहता हूँ। एक दिन मैं बैठा था तो हमारे दक्षिण के जो अम्मा डी० एम० के० के साथी हैं उन्होंने कहा था कभी बनारस वाली घटना पर बोलते हुए कि दक्षिण में ऐसा है कि हरिजन और पिछड़े वर्ग के लोगों का विकास हो रहा है। मैं उन से यह प्रार्थना करूंगा, दक्षिण के जो हरिजन या पिछड़े भाई हैं वे चाहे अंग्रेजी के

[श्री हु।म देव नारायण यादव]

मार्फत भागे बढ़ सकते हो लेकिन जो हिन्दुस्तान का हृदय प्रदेश है, उत्तर प्रदेश, बिहार, राजस्थान, मध्यप्रदेश, गुजरात, इन प्रदेशों के हरिजनो और पिछड़े लोगों के प्रति आप के दिलों में धाँडा भी सम्मान ही तो आप को यह सोचना चाहिए कि अंग्रेजी के रहते इन का कभी भी विकास नहीं हो सकता है क्योंकि अंग्रेजी भाषा में ये कभी कम्पिट नहीं कर सकते हैं, उस में ये कभी भागे बढ नहीं सकते। इसलिए अंग्रेजी भाषा ने हिन्दुस्तान के हृदय प्रदेश के लोगों की जो दबे हुए लोंग है, जा गरीब है, जा पिछड़े है, हरिजन है, आदिवासी हैं उनके विकास को रोका है।

जो दक्षिण के भाई है उन से मैं कहना चाहता हूँ, मैं कभी-कभी बड़ी श्रद्धा के साथ नत-मस्तक होता हूँ और मोचता हूँ कि कामराज नाडर जैसे आदमी हिन्दुस्तान के नेतृत्व में आगे आये लेकिन अखिल भारतीय स्तर पर कामरज साहब को मान्यता नहीं मिल सकी। दक्षिण के अदर रामास्वामी नायकर ने एक आन्दोलन चलाया लेकिन उन के आन्दोलन को केवल तामिल-नाडु में मंजूर कर आप ने रख लिया, मम्पूर्ण भारत में उन के आन्दोलन का प्रचार नहीं हो सका क्यों कि आप ने अंग्रेजी के माध्यम में रामास्वामी नायकर को कैद खाने में कैद रखा। रामास्वामी नायकर भी अगर हिन्दुस्तानी भाषा के माध्यम से भारत के अदर निकलते तो भारत के एक छोर से दूसरे छोर तक उन के आदर्शों का प्रचार हुआ होता। इसलिए सही बात आप का माननी होगी।

जा हिन्दी प्रदेश के लोग हैं उन के नेतृत्व में एक चालाकी रही है। उन्होंने अपनी चालाकी में हमेशा दक्षिण के लोगों को एक धोखे में रखा है। नेता तो वे हिन्दी प्रदेश के थे और जवान अंग्रेजी बोलते रहे हैं। हिन्दी प्रदेश के होने के नाते में हिन्दी प्रदेश के लोगों का

समर्थन लिया और अंग्रेजी बोलने के कारण अंग्रेजी प्रदेशों का समर्थन लिया और अखिल भारतीय नेता वे इस तरह बनते रहे। नेता हिन्दी प्रदेश के और जवान अंग्रेजी, इस तरह दानो जगहों के नेतृत्व को ले कर उन्होंने नेतृत्व चलाया। हिन्दुस्तान के लिए वह सौभाग्य का दिन होगा जिस दिन कोई गैर-हिन्दी भाषा क्षेत्र का आदमी हिन्दुस्तान की इस ऊँची कुर्सी पर बैठेगा। हिन्दी प्रदेश के लोगों के लिए यह सब में बड़े सौभाग्य का दिन होगा उस दिन हिन्दुस्तानी जो भाषा बनेगी वह हिन्दी बनेगी। इसलिए, आप स्पष्ट मुन ले, अगर आप चाहते हो कि दक्षिण भारत के अदर में, गैर-हिन्दी प्रदेश के अदर से कोई नेतृत्व निकले और उस का अखिल भारतीय स्तर पर मान्यता प्राप्त हो ता हिन्दुस्तानी भाषा के मार्फत ही आप अखिल भारतीय स्तर के नेतृत्व का पैदा कर सकत है। और तब कहीं आ कर आप का भी विकास हागा और हमारा भी विकास हागा। आप हम बात को माने या न माने। लाग कहते हैं कि अंग्रेजी भाषा शब्द ज्यादा है—मैं हम बान को चुनौती देता हूँ—अंग्रेजी भाषा में शब्द ज्यादा नहीं है। हिन्दुस्तान के अदर जितनी भाषायें हैं, उन तमाम भाषाओं के शब्दों को इकट्ठा कर दीजिये, तो आप देखेंगे कि अंग्रेजी भाषा के शब्द उस के एक-चौथाई भी नहीं होंगे। अंग्रेजी भाषा में हिन्दुस्तानी भाषा के मुकाबले ज्यादा शब्द नहीं है। अंग्रेजी भाषा में हिन्दुस्तानी भाषाओं जितना लानित्य नहीं है।

महापति महोदय, श्री रविन्द्र नाथ टैगोर के गीतों को जब बंगला में गाया जाता है, तो वह लोगों के हृदयों का कितना आनन्दित करता है, लेकिन जब उस का अनुवाद कर के अंग्रेजी में गाया जाता है, ना आप बतलाइये, वह कितने लोगों को प्रफुल्लित करता है। नेता जी सुभाष चन्द्र बोस ने जब आजादी की लड़ाई का नेतृत्व किया, तब उन्होंने बंगला भाषा का सहारा लिया था, हिन्दुस्तानी

भाषा का सहारा लिया था, लेकिन अंग्रेजी का सहारा नहीं लिया था। इस लिये मैं निवेदन करना चाहता हूँ—यदि 2 प्रतिशत अंग्रेजी जानने वालों के लिये नौकरी का सवाल है, तो मैं सरकार से कहूँगा कि उन के लिये नौकरियों में आरक्षण कर दें। आप उन के लिये 20 प्रतिशत स्थान अरिक्त कर दीजिये, यदि आप इस को 30 प्रतिशत भी कर देंगे, तब भी हम तो कोई आपत्ति नहीं है, लेकिन देश के उन लोगों के लिये जिन को अंग्रेजी का ज्ञान नहीं है, उन्हें भी नौकरियों में आने का अवसर दीजिये। मैं अपने दक्षिण के भाइयों ने विशेष रूप से एक बात कहना चाहता हूँ—यदि आप अंग्रेजी को ही गट लगाते रहेंगे तो आई०ए०एम० कम्पटीगन्ज में गरीब इरिजन और पिछड़े पीछे रह जायेंगे, कम से कम अपने प्रदेश के उन लोगों का इयाल कोजिये, जो अंग्रेजी नहीं जानते है। हम आप पर कोई भाषा लादना नहीं चाहते लेकिन दुनिया के अन्दर जिनने लोग है, उन की राष्ट्रीयता, मभ्यता, संस्कृति का विकास उन की अपनी भाषा की मारफत हुआ है। जानवरों की भी अपनी भाषा है, कौवा, मीना सब की अपनी भाषा है। आप घोड़े की पीटाट कर हाथी की भाषा सिखलाना चाहें, तो वह नहीं सीख सकेगा, इसी तरह से हाथी को बैल की भाषा सीखने के लिये बाध्य करें, तो वह नहीं बोल सकेगा। जो जानवर है, उमे भी अपनी भाषा के प्रति प्रेम है, अपनी भाषा के प्रति सम्मान है, लेकिन हिन्दुस्तान में हमें अपनी भाषा के प्रति कोई सम्मान नहीं है, न मानुभाषा के प्रति प्रेम है और न राष्ट्र भाषा के प्रति प्रेम है।

इस लिये दक्षिण-भाषा-भाषी सदस्यों ने मैं हाथ जोड़ कर प्रार्थना करता हूँ कि आप हिन्दी और अंग्रेजी का सवाल मत पैदा कीजिये। मैं हिन्दी का समर्थक नहीं हूँ, लेकिन अंग्रेजी का विरोधी हूँ। हिन्दी देश की राष्ट्र भाषा बने या न बने, लेकिन अंग्रेजी को राष्ट्र भाषा की गद्दी पर बैठने का अधिकार नहीं है। आप

तमिल, तेलुगु, कन्नड, मलयालम, बंगला, उडिया और देश की अन्य सभी भाषाओं की तरफकी करें, ये भाषाये फले-फूलें, उन की मारफत हमारे देश और आप के बीच में विचारों का आदान-प्रदान हो, हिन्दुस्तान में केवल हिन्दुस्तानी भाषाये ही चले, हिन्दी न रहे, न सही, लेकिन अंग्रेजी नहीं रहनी चाहिये, और हिन्दुस्तानी भाषाओं में ही हमारे और आप के बीच में विवाद हो।

श्री के० गोपाल (करूर) : मैं एक बात कहना चाहता हूँ—हम लोगों को अंग्रेजी से कोई खास प्रीति नहीं है, लेकिन यहाँ कौनसी भाषा चाहिये, यह हम लोग डिसाइड करें। हम लोगों को अंग्रेजी भाषा से कोई प्रीति नहीं है, हम अंग्रेजी नहीं बोलना चाहते हैं, लेकिन यहाँ कौन सी भाषा चाहिये, यह हम लोगों पर छोड़ दीजिये, आप डिसाइड मत कीजिये।

श्री हुकम देव नारायण यादव : हम लोग आप पर छोड़ने के लिये तैयार है, लेकिन आप अपनी प्रादेशिक भाषा में कारोबार चलाइये, तब हम को कोई ऐतराज नहीं है, लेकिन हम अंग्रेजी के विरोधी है।

SHRI A. E. T. BARROW (Nominated—Anglo-Indians): After the emotional outburst of my friend, the previous speaker, I propose to be very factual.

I rise to support unequivocally the resolution before the House. It is unfortunate that I have to assert—although to me it is axiomatic—that English is an Indian language because it is the mother tongue of the Anglo-Indian community and the Anglo-Indian community is an Indian community. Therefore, English is an Indian language.

Judicial seal was given to this factual position that English is an Indian

[Shri A. E. T. Barrow]

language, because it is the mother tongue of Anglo Indian community in the judgement of the Chief Justice. Mr. M. C. Chagla, in 1954, when striking down the Order of the then Bombay Government, of which my friend, Morarji Desai was the Chief Minister. The order sought to debar schools from instructing children through the medium of English "who were not members of the Anglo-Indian community or citizens of Asiatic descent"

In the course of his historic judgement Mr. Justice Chagla said:

"... Therefore in the eye of the Constitution no distinction is made between the English language and the language spoken by other Indian minorities..... But in the Constitutional sense and that is the only sense we are concerned with—it is as such an Indian language to-day, as much recognised by the Constitution, and as much entitled to protection as any other language spoken by any other section of community in this country . . ."

We Anglo-Indians are proud of being an Indian community, we are also proud of our inalienable Indian birthright. Our sons and daughters have fought shoulder to shoulder and shed their blood with members of other communities, in the campaigns in Kashmir, Pakistan, Kutch and Bangla Desh, their names illuminate the scrolls of military history.

Therefore, when some members of the Treasury Benches refer to English as a foreign language or pass disparaging remarks about English whether wittingly or unwittingly, I say with sorrow it is gratuitous insult to the Anglo-India community. I as an individual can forgive them for their trespasses but the scars caused by their wounding words cannot be easily obliterated. Do not wound the feelings of the Anglo-Indian community.

I now refer to the Nehru formula. Shri Mavalankar has also referred to

it. Frank Anthony had moved a private member's resolution in this Lok Sabha to the effect that English should be included in the Eighth Schedule of the Constitution of India.

Replying to the debate on 7th August, 1959 Pandit Jawaharlal Nehru said:

"....I believe also two things. As I just said, there must be no imposition. Secondly, for an indefinite period—I do not know how long—I should have, I would have, English as an associate, additional language which can be used not because of facilities and all that, though there is something in that, but because I do not wish the people of non-Hindi areas to feel that certain doors of advance are closed to them, because they are forced to correspond—the Government, I mean—in the Hindi language. They can correspond in English. So, I would have it as an alternate language as long as people require it and the decision for that, I would leave not to the Hindi-knowing people, but to the non-Hindi knowing people. . ."

I believe that all persons whose mother tongue is not Hindi have acclaimed this as an inspired declaration of a statesman of the highest order.

Apart from this, I would like to stress the importance of the English language. Under Article 348 of the Constitution of India English is the language of the Supreme Court. It is also the only authoritative language for Acts passed by Parliament and the State Legislatures for Ordinances and for any orders, regulations or bye-made by Parliament or Legislatures.

It is also the official language in some of the North Eastern States—Meghalaya, Nagaland and also Arunachal Pradesh

It is the language of higher education. It is the only instrument of co-ordination in the reaches of higher education. This was laid down in

1962 by the Supreme Court in the Gujarat University case. The Gujarat University wanted to have two media, Hindi or Gujarati. The Supreme Court held that for coordination and determination of standards for higher education, English shall be there.

The Indian Medical Council has adopted a Resolution that in order to maintain uniform standards in undergraduate and post-graduate medical education throughout the country and to utilise fully the world literature in teaching, patient-care and research, English should continue till such time as some other link language with an adequate scientific literature is fully developed to replace it.

Sir, the Indian Council of the Institute of Engineers also passed a similar resolution.

I want to refute the canard that only 2 per cent of the population know English. A recent survey has shown that at any one time there are 25 million people from the primary stage right up to the University stage studying through the medium of English. The other important thing is this: because of historic circumstances, English has, over a period of 300 years, permeated evenly, the language pattern of the country. It is not a question of having a majority in a particular belt. It is a link language because it has permeated evenly the language pattern in this country. Therefore, English must continue to be a link language.

Whilst English—if I may emphasise this point—is the mother tongue of the Anglo-Indian community, it is the 'other' tongue of millions of my fellow countrymen. I don't use the terms first language and the second language! We are all more or less bilingual and millions of our countrymen are functionally bilingual in their own mother tongue and in English.

It is because of the utterances and attitudes of some of the Janata Party leaders, the only reassurance for non-Hindi speaking people will be, a Constitutional amendment for English to be the additional and associate link language. Because of this growing threat of imposition, Hindi today has the unique but dubious distinction of being a link language that divides. It may sound paradoxical, Sir, but it is quite in order grammatically. In English there is a figure of speech called 'Oxymoron' where two contradictory terms are combined for descriptive purposes. Because the threat of imposition is growing, Hindi is a language that divides. And, Sir, I would like to say this that, as the language of advancement, we must have English.

Sir, I am quoting from Jawaharlal Nehru:

'It is inevitable that in the present stage of our development, with our Five-year Plans, industrialisation, mechanisation, scientific progress and research, you cannot progress by all the Indian languages put together. I say that definitely today, and if you want to stick to them only without foreign languages, you do not go ahead... Science today goes into the jet age, atomic energy, space travel, automation and all that.'

Now, Sir, I also want to quote the words of Dr. Sarvapalli Radhakrishnan, our Philosopher—President:

'If, under sentimental urges, we should give up English, we would cut ourselves off from the living streams of ever-growing knowledge. English is the only means of preventing our isolation from the world and we will act unwisely if we allow ourselves to be enveloped in the folds of a dark curtain of ignorance.'



[Shri A.E.T. Barrow]

Finally, Rajaji described English as Saraswati's gift to India. Let us cherish it by enshrining it in our Constitution.

**SHRI M. KALYANASUNDARAM** (Tiruchirapalli): Mr. Chairman, Sir, this resolution does not seek anything more than what has been accepted in this House as the only way of solving the language problem. Pandit Jawaharlal Nehru, a great democrat that he was, a national leader, who was interested in the unity of the country saw to it by making English also as the Associate language. What is the purpose of a link language if that language fails to create the necessary link among the various linguistic nationalities and linguistic states of our country. The reality in this country must be recognised that we are a country of different nationalities speaking different languages.

Some of our Hindu friends are not even, I am very sorry to say so, prepared to take note of the history of our country. If English was thrust on us for over 200 years that is because our country fell under them. They built railways. They built the means of communication. So, the unity of the country was made possible because of the railways, because of the means of communication and similarly, because of English, the administration, the Central administration also was possible. They might have done it for their own purpose. But to say that English should be removed immediately and, in its place, Hindi should be made the link language will not serve the purpose for which our friends want a link language.

Now why are they in such a hurry about the language problem? Mr. Mavalankar rightly questioned but he did not find an answer. In my opinion, they are in a hurry because in the South today they have failed to get a majority. They have failed

even to gain a foothold in the North, in the Hindi belt alone they have got a majority. Now, there is a danger to that majority. They want to have that hold strengthened in the Hindi belt by raising the bogie of this language. There are more urgent problems. Their economic policies are wrong; they are reactionary. They have failed to retain the support which they gained in 1977 Lok Sabha Elections in the Hindi belt. That is why they are resorting to the diversionist tactics by raising the language issue just to show to the Hindi speaking people that they are the champions of the Hindi language. They want to retain their hold. That is why they are in a hurry in raising this language issue.

Some of the Hindi friends were telling us about the greatness of these regional languages. Then why not we have Tamil, Gujarati, Malayalam, Telugu as a link? I shall be really inclined to accept their generosity. I will even appreciate that they have such a great respect for all the Indian languages. But can I put one question in this regard? This House has passed a resolution on the 3-language formula. This Official Language Act alone is not a solution to the language problem. This Official Languages Act supported by a resolution, making 3-language formula, is also a part of the official language formula. What do we see in the Hindi regions? Three language formula means regional language, Hindi and any other Indian language. For the South, it may mean the regional language of that State. For Tamil Nadu, it will mean Tamil, English and Hindi. Similarly, for Hindi region, it will mean Hindi, English and any one of the Indian languages, preferably a South Indian language. They speak of love for the regional languages. May I ask what happened to three-language formula? There is only one language. Now, State after State—Bihar, U.P. etc. every Hindi speaking State—is declaring that they will have only Hindi, not even Urdu.

leave alone the South Indian languages. This is how they are implementing Jawaharlal Nehru's formula. When they have such an attitude to other Indian languages, how can we expect unity in our country? The unity of this country is more important than the love for some languages. I agree that language is a very sensitive issue. It will be the same for the South Indians. It is very difficult for South Indians to learn Hindi. They say that they are learning it. But it is very difficult to learn it. Even if one masters mathematics or engineering, however skillful one may be in his regional language, in Tamil Nadu, how he will be useful in Hindi region unless he masters Hindi language. So, ultimately it will lead that all non-Hindi speaking people should learn other subjects in Hindi. Then only they will be able to serve at the national level. So, it is an imposition of Hindi indirectly. They say orally that they are not imposing Hindi. So far as South Indians are concerned, they have a distinct culture, they speak a distinct language, nothing in common in between. This fact must be taken note of. The way in which Hindi is sought to be introduced, the way in which English is sought to be eliminated, will amount to a genocide against non-Hindi speaking people. That is why the assurance given by Pandit Jawaharlal Nehru, the resolution adopted by this House and the Official Language Act must be preserved and they must be faithfully implemented in all the States, not only in the Southern States but in all the States. Unless it is implemented in the Hindi speaking States, how will they have any right to ask Tamil Nadu or any other State to learn Hindi. As a reaction to this, the Tamil Nadu State Government has introduced only two languages, that is, Tamil and English and no Hindi. In my opinion, they are justified because of this attitude, because of the attitude of the Hindi speaking friends. It is not an issue between D.M.K. and the Centre, it is

not an issue between Tamil and Hindi. It is a question connected with the unity of this country, the integration of this country. So, I appeal to our Janata friends to reconsider their attitude and desist from doing anything that will be harmful to the unity of this country.

श्री नाथू सिंह (दोसा) : सभापति महोदय, मैंने यहां अपने कुछ मित्रों का भाषण सुना। उन्होंने बारबार नेहरू जी को वोट किया और संविधान के बारे में बताया, लेकिन वास्तविकता तो यह रही है कि जब हमारा संविधान बना, उस समय ही हिन्दी के साथ अच्छा बर्ताव नहीं किया गया, "भारत" के साथ अच्छा बर्ताव नहीं किया गया। संविधान में "भारत" न लिखकर "इंडिया वैट इज भारत" लिखा गया। तब से ही अंग्रेजी के समर्थन में बड़े नारे लगाये जाने लगे और यह कहा गया कि हिन्दी हमारे ऊपर थोपी जा रही है।

मैं नहीं समझता कि अंगर हिन्दी उन पर थोपी जाती तो आज अंग्रेजी का अस्तित्व कैसे रहता? अधिकतर लोग जो यहां अंग्रेजी में भाषण देते हैं, वह कैसे अंग्रेजी में भाषण दे पाते? यह सिद्ध करता है कि हिन्दी उन पर थोपी नहीं गई, बल्कि कहा गया कि हिन्दी सीखें। जो लोग अंग्रेजी जानते हैं, उनके प्रति कोई अत्याचार नहीं किया गया।

श्री सी० एम० स्टीफन (इदक्की) :  
 आप भी मलयालम सीखें।

श्री नाथूराम सिंह : मैं खुश होंगा, आप सिखाएँ। अंगर आप कहें तो आज से ही मैं आपके पास आ सकता हूँ, क्योंकि मैं विद्यार्थी था।

तो सभापति महोदय, उन्होंने कहा कि अंग्रेजी रकी जल्दी फैली है। जो चीज जल्दी फैलती है वह बीमारी होती है, उसे

[ श्री नाथू सिंह ]

महामारी कहते हैं। इसलिए अंग्रेजी भी छूट की बीमारी थी, जो बहुत जल्दी फैल गई। हमने अंग्रेजों से उनकी भाषा सीख ली, भाषा ले ली, आचार-विचार ले लिए, क्लबों में नाचने-गाने की उनकी संस्कृति अपना ली, लेकिन दिक्कत यह हो गई कि अंग्रेज जो बहुत कठिन परिश्रम करने हैं, वह हमने उन से नहीं सीखा। अपने कर्तव्य के बारे में वह कितने कर्तव्यनिष्ठ और जागरूक होने थे, वह उनमें नहीं सीखा। हमारे यहाँ 8 घण्टे काम करना होता है, लेकिन हम 2 घण्टे ही काम करना चाहते हैं। अंग्रेजी की बात ना करते हैं लेकिन अंग्रेज जो जमकर 8 घण्टे काम करता था, वह हमने उनसे नहीं सीखा। फिर कहते हैं कि पिछड़े इसलिए हैं कि अंग्रेजी नहीं अपना रहे हैं। यह बात नहीं है।

श्री मावलकर इस समय यहाँ में चले गये हैं, उन्होंने उदाहरण दिया कि अमेरिका, यू० एम० ए० में 6 भाषाएँ हैं। मैं उनमें पुछना चाहता हूँ कि जब जिमी कार्टर माहब यहाँ आये थे और उन्होंने यहाँ भाषण किया था, मैं उस समय केन्द्रीय कक्ष में था, उनका भाषण मैंने सुना था, उन्होंने अपनी मातृभाषा में भाषण दिया था। यह बात नहीं थी कि वह अंग्रेजी नहीं जानते थे, वह अंग्रेजी जानते थे, समझते थे, लेकिन उन्होंने भाषण अपनी मातृभाषा में दिया था।

परमा ही कार्रिया का एक उनीयेणन यहा आया था, उस में भी मैंने देखा कि हमारे मित्त ही जब अंग्रेजी में बोलते थे तो वह अंग्रेजी समझते थे, लेकिन जब वह जबाब देते थे, तो वह अपनी मातृभाषा में जबाब देते थे। क्या उनको सुनकर भी हमें समझ नहीं आती? इसी तरह रूस के प्रधान मंत्री भी यहाँ आये थे, वह अपनी भाषा में बोलते थे, जापान और दूसरे विदेशों में जो भी भारत में आते

हैं, वह अंग्रेजी जानते हुए भी अपनी मातृभाषा में बात करते हैं, लेकिन हम अंग्रेजी में बात करते हैं। कितने दुख की बात है।

17 hrs.

SHRI C N. VISWANATHAN: On a point of clarification He is telling the House about the Japanese Prime Minister talking in Japanese language. But the Prime Ministers of Singapore, Malaysia and Sri Lanka spoke in English. He is telling about the Japanese Prime Minister only.

श्री नाथू सिंह : मुझे लग रहा है कि उन्हें भी हिन्दी से प्रेम है इसी लिए वह हिन्दी के बारे में थोड़ा बहुत झगडा कर रहे हैं। यही देखा जाता है कि पहले प्यार में थोड़ा बहुत झगडा जाना है और फिर प्रेम हो जाता है। उन्हें हिन्दी से प्रेम होता जा रहा है। हिन्दी के प्रति उन का प्रेम बढ़ता जा रहा है। इसलिए वे यह प्रेम की लड़ाई करना चाहते हैं।

आज दक्षिण में पिछड़े हुए तबके में हिन्दी के प्रति प्रेम बढ़ता जा रहा है। उन में से कितने लोग अंग्रेजी जानते हैं? बहुत कम लोग। जहाँ हम दक्षिण में जाते हैं और अंग्रेजी में बात करते हैं, तो वे कहते हैं कि हिन्दी में आनिये, बड़ी आनिये लगती है।

जब मैं हिन्दुस्तान आजाद हुआ है, तब मैं यहाँ एक उच्च श्रेणी का तबका, क्लाम, बन गई है, जिन में मेरे सब सेक्रेटरीज और आई० ए० एम० अफसर बने बैठे हैं। इन लोगों को एक तथा-कथित उच्च श्रेणी बन गई है। आज कोई भी हिन्दी का विरोध नहीं कर रहा है। केवल यह उच्च श्रेणी हिन्दी का विरोध करती है। मैं विद्यार्थी जीवन में सीधे लोक सभा में आ गया हूँ। इसलिए मुझे पता है कि जब मेरे साथी

किसी काम्पटीशन में बैठते हैं, तो उन्हें कितनी परेशानियों का सामना करना पड़ता है। भारतीय प्रशासनिक सेवा के सारे पेपर अंग्रेजी में होते हैं। ऑफिस में लोग अंग्रेजी नहीं जानते हैं, इसलिए उन का सिलेक्शन नहीं होता है। दूसरी ओर जो बोर्डों से लोग अंग्रेजी स्कूलों से पढ़ कर आते हैं, यद्यपि उन का बौद्धिक विकास कोई बहुत ज्यादा नहीं होता है, वे बहुत ज्यादा बुद्धिमान नहीं होते हैं, लेकिन फिर भी वे चुन कर आ जाते हैं।

मेरी समझ में नहीं आता कि जिस भाषा का कोई आधार नहीं है, वे उस के लिए लड़ाई लड़ रहे हैं। अंग्रेजी में पी-यू-टी पुट है, लेकिन बी-यू-टी बट है, वुट नहीं। एन-ओ भी ना है और के-एन-आ-डब्ल्यू भी ना है। राइट का अर्थ ठीक भी है और दाया भी। जिस भाषा का कोई आधार नहीं है, उस के लिए ये लोग लड़ाई लड़ रहे हैं, वह रहे हैं कि अंग्रेजी को रद्द करने दिया जाये।

अगर हिन्दी में कोई कविता गाई जाये, ना कितनी अच्छी लगती है। इसी तरह अगर तामिल या तेलुगू में कविता गाई जाये, तो कितनी अच्छी लगती है। मेरे मित्र तामिल या तेलुगू के कवि बनें, लेकिन अंग्रेजी के कवि न बनें, उनमें यही मेरी प्रार्थना है।

मुझे ये बार्नें सुन कर बड़ा दुख होता है, लेकिन उन के प्रति सहानुभूति भी है। अपनी मा का सब प्यार करते हैं, उसे ऊंचा बनाते हैं और उस पर गर्व करते हैं। लेकिन उन का दूसरा हिस्सा है। ये अपनी मा पर गहूर नहीं करते हैं, बल्कि उन्हें दूसरे की मा पर गर्व होता है।

SHRI K. RAMAMURTHY: We do not want to be proud of your mother. We are proud of our mother. But you want us to be proud of your mother. That is the problem.

श्री नाथू सिंह : मेरी प्रार्थना है कि मेरे मित्र इसको समझें कि विषय न बनायें।

श्री सौगत राय (बैरकपुर) माननीय सदस्य मारवाडी भाषा में बोले।  
(व्यवधान)

श्री नाथू सिंह : मैं इस बात का सकल विरोध करता हू कि हिन्दी बोलने वालों पर अंग्रेजी थोपी जाये और जो लोग हिन्दी नहीं जानते हैं, उन पर हिन्दी थोपी जाये : लेकिन सभी को धीरे-धीरे हिन्दी सीखने का प्रयास करना चाहिए।

माननीय बार-बार नेहरू जी का उद्धरण दे रहे हैं। यह सुन कर मुझे बड़ा दुख हो रहा था। बहुत पढ़े-लिखे, बड़े ममझदार लोग नेहरू जी का उद्धरण दे रहे हैं। नेहरू जी कौन थे ? क्या नेहरू जी इस देश की 70 75 प्रतिशत जनता में से थे ? नेहरू जी इस देश की बहु तथाकथित दस प्रतिशत जनता जां है जा इस देश की सारी जनता का सामाजिक, राजनैतिक और आर्थिक शोषण करनी आई, उस क्लास में से एक थे और उन नेहरू जी की बात को ये बार बार कोट करते हैं, उनका उद्धरण देते हैं। आज जो व्यक्ति आई० ए० एम० आफिसर है क्या वह नहीं चाहेगा कि उस का बेटा भी आई० ए० एम० बने ? इस तरह एक क्लाम बनती जा रही है। जो आई० ए० एम०, आई० पी० एम० आफिसर है वे चाहते हैं कि उन का बेटा भी आई० ए० एम० और आई० पी० एम० बने, इसलिए उनको वे अंग्रेजी स्कूल में दाखिला दिलाते हैं। आप को सोचना चाहिए कि 80 प्रतिशत इस देश के बच्चे जो सरकारी स्कूलों में पढ़ कर आते हैं जहां अंग्रेजी उनका माध्यम नहीं होती, उन का क्या होगा ? आज वे जाते हैं, क्लर्क बनते हैं, चतुर्थ श्रेणी के कर्मचारी बनते हैं और अंग्रेजी स्कूलों में पढ़ने वाले विद्यार्थी आई० ए० एम० और आई० पी० एम० आफिसर बनते हैं क्योंकि वे अंग्रेजी

[ श्री नाथू सिंह ]

माध्यम से अंग्रेजी स्कूल में पढ़ कर आते हैं। तो जो गरीब लोग हैं, पिछड़े हुए लोग हैं उनकी तरफ आप ध्यान दीजिए।

मावलंकर साहब ने ऋग्वेद का उदाहरण दिया था। वह प्रोफेसर है। वह इस समय यहां नहीं हैं। मैं उनसे पूछना चाहता हूँ कि क्या जब ऋग्वेद बनाया गया था उस समय अंग्रेजी इस देश में थी? ... (अवधान) ...

SHRI K. GOPAL: Sir, how long this discussion will go on and when the Resolution will be put to vote?

MR. CHAIRMAN: Today up to 6 p.m.

SHRI K. GOPAL: The House is up to 6 p.m. But what is the time allotted?

MR. CHAIRMAN: We should finish it up by 5.25 p.m. So, please finish your speech now.

श्री नाथू सिंह: सभापति महोदय, यह बहुत महत्वपूर्ण विषय है भाषा का, मैं प्रस्ताव करता हूँ कि इस का समय बढ़ा दिया जाये। बहुत लोग बोलने वाले हैं।

THE MINISTER OF PARLIAMENTARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA): If there are quite a number of speakers—and this is a very important subject—and if the House feels that the time should be extended, the Government will not stand in the way.

SHRI C. N. VISVANATHAN: Sir, the mover has to say this.

श्री सवर गुरु (कन्टाई): सभापति महोदय, मुझे एक निवेदन करना है। यह

मेरा रेजोल्यूशन इस के बाद ही आने वाला है और उस का टाइम भी है, 5-25 से वह शुरू होने वाला है। लेकिन जो पार्लियामेन्ट्री मंत्री महोदय ने कहा, इसका महत्व मैं मानता हूँ, यह बड़ी गंभीर चर्चा है, यह चर्चा आप बढ़ाएँ, लेकिन मुझे दो तीन मिनट टाइम अपना रेजोल्यूशन मूव करने के लिए मिलना चाहिए।

SHRI K. GOPAL: Sir, what is your ruling?

MR. CHAIRMAN: If the House desires, we can extend the time. Since this is a very important item on language issue and since there are names of so many hon. Members on both sides to speak, if you have no objection we can extend the time.

SHRI K. GOPAL: We want to finish it by 5.30 p.m.

SHRI C. N. VISVANATHAN: The mover has to say about this.

श्री नाथू सिंह: सभापति महोदय, मैंने प्रस्ताव रखा था कि समय बढ़ाया जाये इसलिए आप समय बढ़ा दीजिए। बड़ा महत्वपूर्ण प्रश्न है। इस विषय को लेकर बहुत मड़ाई होती है।

SHRI SAUGATA ROY: Sir, I am on a point of order. The House cannot go on indefinitely debating on this issue. Last time it was extended by two hours and today Mr. Samar Guha has asked for permission to move his resolution also. Our suggestion is that up to 5.55 p.m. it is all right. But we want to put this resolution to vote. So we would like the division to be taken up before 5.55 p.m. After that Shri Samar Guha can take 2-3 minutes to move his resolution if he wants to. But let there be a ceiling; and let it be decided that to-day, we will have voting on this resolution. (Interruptions).

**THE MINISTER OF STEEL AND MINES (SHRI BIJU PATNAIK):** As my colleague, the Minister of Parliamentary Affairs said, perhaps it can be extended by another hour, to the non-official day. There is no harm in that.

**SHRI SAUGATA ROY:** We don't want an extension to the next non-official day. (Interruptions) The mover is here. He also does not want postponement.

**MR. CHAIRMAN:** If the mover wants to speak, he will certainly be permitted to speak. Now, is it the pleasure of the House to extend the time?

**SEVERAL HON. MEMBERS:** Yes.

**SHRI RAVINDRA VARMA:** It can be taken up on the next day.

**SHRI SAUGATA ROY:** Possibly, you are aware that the mover of the motion may not be in this House at the time of the next sitting of Private Members' Business, because he has already become a Member of the Tamil Nadu Legislative Council.

... जैसे श्री राम नरेश यादव यहां से चले गये, उसी तरह से इन को भी जाना है, ये बहां एम० एल० सी० हो गये हैं...

**श्री नाथू सिंह :** लेकिन यह बहुत महत्वपूर्ण प्रश्न है ।

**श्री लीगल राय :** ये बहा मिनिस्टर बन कर जा रहे हैं, इसलिए इन को जवाब देने का मौका नहीं मिलेगा ।

**श्री के० गोपाल :** वह मंत्री बन कर आयेंगे, इनको आशीर्वाद देकर भेजना है ।

**श्री नाथू सिंह :** हम भी उन को बधाई दे हैं ।

**SHRI BIJU PATNAIK:** The House will congratulate him.

**SHRI K. GOPAL:** He will be leaving to-day.

**SHRI SAUGATA ROY:** He would not be there.

**SHRI BIJU PATNAIK:** Unless you want to extend the time, nobody will be interested.

**MR. CHAIRMAN:** There are so many Members from both the sides, who have expressed a desire to speak. They want to speak. Mr. Lakkappa, Mr. Unnikrishnan and there are so many Members. It is an important issue. They are taking keen interest. What is your objection?

**SHRI S. D. SOMASUNDARAM:** I am not for postponing.

**MR. CHAIRMAN:** This is a matter of great importance. There are so many Members from both the sides.

**SHRI SAMAR GUHA:** My resolution has got the first priority for the day. Now, I want to know what will be the position with regard to my resolution, if the time is extended (Interruptions).

**SHRI SAUGATA ROY:** It automatically lapses.

**MR. CHAIRMAN:** No, no. He will be allowed to move his resolution, at six.

(Interruptions)

**MR. CHAIRMAN:** Under Direction 9A, it is mentioned:

"If time allotted for discussion of a part-discussed resolution entered in the list of business for a day is increased by the House or the Speaker and as a result thereof the next resolution entered in the list of business on the basis of the first priority obtained at the ballot is not moved on that day, the said resolution shall be set down as the first item for the next day allotted during the same session...."

Let us extend the time by one hour.

SHRI K KOPAL No

SHRI M KALYANASUNDARAM  
Sir, may I make a submission?

MR CHAIRMAN Is it the pleasure of the House to sit one hour extra today? I do not mind it even if you extend it by two hours. It is a very important item. So further extension can be allowed. It is an important item on which many Members would be wanting to speak.

SHRI K GOPAL The hon Member, the Mover of the Resolution has been elected to the Madras Legislative Council. He is going there as Minister. After 15 days he would not be here in the House to exercise his right of reply. So it should be over today. We are prepared to sit late.

SHRI BIJU PATNAIK He can come back.

SHRI SAUGATA ROY Only Janata Party members can do that not others.

श्री राम प्रबोधेश सिंह (बिक्रमगज)  
सभापति महोदय मैं प्वाइंट ऑफ आर्डर पर खड़ा हुआ हूँ।

श्री के०पी० उन्नीकृष्णन (बडगिरा)  
य भी 20 मिनट में प्वाइंट ऑफ आर्डर पर खड़े हैं।

MR CHAIRMAN Now, what is the point of order?

SHRI K P UNNIKRISHNAN Sir whom are you hearing? Shri Kalyanasundaram has been standing for the last 20 minutes.

MR CHAIRMAN The question is whether the House would agree for extension by one hour or two hours. This is a very important item for discussion. It can be continued to the next day.

SHRI SAUGATA ROY This is not the time to extend it. Let the discussion go on. Why do you want to take up the extension now? I do not understand it. Please do not be hasty to extend the time.

श्री श्रीम प्रकाश त्यागी (बहराइच) .  
यह बहुत इम्पोर्टेंट इशू है।

श्री नाथू सिंह यह मवाल देश की भावनाओं का साथ जुड़ा हुआ है। यह भाषा का प्रश्न है। इसलिए यह बहुत जरूरी है कि इस पर बहस खुल कर हो और इस पर समय बढ़ाया जाए।

श्री राम प्रबोधेश सिंह सभापति महोदय मैं प्वाइंट ऑफ आर्डर पर खड़ा हुआ हूँ। (अव्यवधान)

SHRI M KALYANASUNDARAM The hon Mover of this Resolution has been elected as a Member of the Legislative Council of Tamil Nadu and he is to be appointed as a Minister. That means he will resign his post and go before next week. So, if this is going to be taken up the next day the purpose of giving extension will not be served because then he will not be here. In order to avoid that I would suggest the extension of time for this resolution and let it be finished today itself by sitting late. Since he is going to Tamil Nadu to serve that State can you assure us that this will not lapse even if he is not present here? If it will lapse then let us discuss it today itself.

श्री राम प्रबोधेश सिंह सभापति महोदय, मैं अपने प्वाइंट ऑफ आर्डर पर खड़ा हुआ हूँ। कोई भी मामला या कोई भी प्रस्ताव जब मदन में आ जाता है तो वह मदन की सम्पत्ति ही जाता है और उस पर जो भी सदन की राय या फैसला होता है वही उसकी फेट होता है। यह नहीं होता कि यदि किसी माननीय सदस्य ने कोई

प्रस्ताव रखा है तो उसकी सम्पत्ति ही वह  
होगा। यह मेरा प्वाइंट ऑफ ऑर्डर है।

MR. CHAIRMAN: My ruling is  
that it is the property of the House  
and the House will decide.

श्री नाथू सिंह : सभापति, महोदय, एक  
मिनट मेरी मुन लीजिए। मेरा भाषण  
अभी पूरा ही नहीं हुआ है।

MR. CHAIRMAN: You have finish-  
ed your speech. Your speech is over,  
you have made it clear.

SHRI SAMAR GUHA: One thing  
has not been made clear. You have  
said the time is extended. Extended  
by what time? That has to be made  
clear.

MR. CHAIRMAN: That I shall  
declare at 6 O' Clock.

SHRI K. GOPAL: No, no Now.

THE MINISTER OF PARLIAMEN-  
TARY AFFAIRS AND LABOUR  
(SHRI RAVINDRA VARMA): Sir,  
my impression is that it has been  
decided to extend the time allotted  
for this by two hours, and those two  
hours will be taken up on the  
next Private Members' Business day.

SHRI SAMAR GUHA: By 5.25  
the time allotted for this Resolution  
lapses. Unless you extend the time  
of this Resolution you cannot discuss  
it.

MR. CHAIRMAN: Is it the sense  
of the House to extend the time by  
two hours and to take it up on the  
next Private Members' Business day?

SOME HON. MEMBERS: Yes.

MR. CHAIRMAN: Agreed. It will  
be taken on the next day for Private  
Members' Business. (Interruptions)

The sense of the House is that it is  
willing to extend the time by two hours

and those two hours will be taken up  
on the next day for Private Members'  
Business.

SHRI K. GOPAL: No, let us have  
voting.

MR. CHAIRMAN: Let the lobbies  
be cleared.

SHRI SAUGATA ROY: You take a  
voice vote first.

SHRI NATHU SINGH: I beg to  
move:

"That the time for this Resolution  
be further increased by two hours."

MR. CHAIRMAN: The question is:

"That the time for this Resolution  
be further increased by two hours."

The motion was adopted.

MR. CHAIRMAN: Mr. Unnikrish-  
nan.

श्री नाथू सिंह : मैंने समाप्त नहीं  
किया था। बीच में ही मुझे रोक दिया  
गया था। अभी मेरा भाषण समाप्त नहीं  
हुआ है।

MR. CHAIRMAN: All right, you  
finish your speech within two minutes.

श्री नाथू सिंह : मैं बता रहा था कि  
बार बार नेहरूजी का उदाहरण इसलिए  
दिया जा रहा है चूँकि जब से देश आजाद  
हुआ है वहीं छाये रहे थे और वह उन पांच  
दस प्रतिशत लोगों का प्रतिनिधित्व करते  
थे जो अंग्रेजी जानते थे और जो नब्बे  
प्रतिशत जनता थी जो पिछड़ी हुई थी, जो  
गरीब थी वह अंग्रेजी भाषा को नहीं समझती  
थी। उस गरीब जनता का ये लोग शोषण  
करते आए, उसका आर्थिक, राजनीतिक,  
सामाजिक शोषण इसलिए करते आए  
क्योंकि ये लोग अंग्रेजी के विद्वान थे और  
आम जनता अंग्रेजी भाषा को नहीं समझती  
थी। चूँकि नेहरू जी बहुत बड़े आदमी थे  
इसलिए उन्होंने जो कह दिया उसको मान  
लें मैं इसके पक्ष में नहीं हूँ।



[ श्री नाथू सिंह ]

समापति महोदय 15 अगस्त, 1947 को देश आजाद हुआ। प्रथम स्वतन्त्रता दिवस माल किले पर जब मनाया जा रहा था उस समय वहा पर राष्ट्रपिता महात्मा गांधी मौजूद नहीं थे। इसका पता लगाया जाना चाहिए कि वह वहां मौजूद क्यों नहीं थे। क्या वह तब गांधी में धूम नहीं रहे थे। क्यों ऐसा हुआ? इसलिए कि गांधी जी ने मुझाव दिया था कि कांग्रेस एक सामाजिक सस्था है और अब इसको समाप्त कर दिया जाना चाहिए। लेकिन चूकि नेहरूजी को राजनीतिक आकांक्षायें बहुत अधिक थी इस वास्ते उन्होंने इसको राजनीतिक चोला पहना दिया और इस देश के प्रधान मंत्री बने। तोम माल तक इस पार्टी ने राज्य किया है। वह चाहते थे कि उनके बाद इंदिरा जो हकूमत करे और उनके बाद सजय गांधी हकूमत करे। हमारे राजस्थान के एक मंत्री ने कहा था, देश की नेता इंदिरा गांधी, युवकी के नेता संजय गांधी, बच्चों के नेता राहुल गांधी, महिलाओं की नेता मेनका गांधी। और भाड़ में जायें महात्मा गांधी। इतना दुखदाई यह नारा था कि जो भी महात्मा गांधी से प्रेम करते थे उनको इप नारे में बडी चाट पट्टी, टीस लपी। 30 साल तक महात्मा गांधी के नाम पर शासन किया और जब सत्ता जाने लगी तो इन्होंने कहा कि भाड़ में जायें महात्मा गांधी।

श्री सौगत राय : यह क्या इनेक्शन म्योच है ?

श्री नाथू सिंह : जी नहीं। इनका यह देशप्रेम था। और फिर यह कहते हैं कि नेहरू जी ने यह कहा था। उन्होंने कहा था इसलिए उस बात को सही मान लें ? हम लोग हिन्दी धोंपना नहीं चाहते और मैं भी उस बान को स्वीकार करता हू कि हमको हिन्दी को आम भाषा और मरल भाषा बनाना

चाहिए। मुझे दुख है कि लोक सभा से जो हिन्दी में पत्र मिलते हैं उसमें इतनी कठिन हिन्दी होती है कि हम भी उसको नहीं समझ पाते हैं। हिन्दी भाषी क्षेत्र के लोग, हिन्दी बोलने वाले होते हुए भी हम उस कठिन हिन्दी को समझ नहीं पाते, इतनी कठिन कर रखी है। किसने कर रखी है? वही लोग जो बड़े बड़े अधिकारी हैं, 5, 10 प्रतिशत उच्च श्रेणी के लोग, ताकि हिन्दी भाषा इतनी कठिन बन जायें जिसको आम आदमी समझ न सके। इसलिए हिन्दी भाषा को हमें आम भाषा बनाना चाहिए, और विशेष रूप से दक्षिण के अन्दर हिन्दी का प्रचार करना चाहिए। हम उनके ऊपर जबरदस्ती धोंपना नहीं चाहते, बल्कि चाहते हैं कि उनका हिन्दी के प्रति प्रेम हो जायें और वह लोग हिन्दी को चला कर के कहे कि हम हिन्दी सीखना और बोलना चाहते हैं और अंग्रेजी को त्यागना चाहते हैं। ऐसा दक्षिण के लोग कहे तब हम खुशी हांगी।

इसलिए जो प्रस्ताव रखा है उसका स्वीकार करने की कोई आवश्यकता ही नहीं है, उनका अपने प्रस्ताव को वापस ले लेना चाहिए, क्योंकि पहले ही सर्वधान में इस तरह का प्रावधान है। इसलिए मैं अपने मित्र में अपील करता हू कि वह इस प्रस्ताव को वापस ले लें और वह लोग भी हिन्दी के प्रति प्रेम दर्शायें।

SHRI SAMAR GUHA. There is a little confusion as if I have to move the resolution today. There is no necessity. Let it be made clear that if I move the resolution the next day, even then that will be valid.

MR. CHAIRMAN: You will move it the next day. Under Direction 9A, that will be valid.

SHRI K. P. UNNIKRISHNAN (Badagara): Mr. Chairman, Sir, it is rather unfortunate, I would say, that on a

motion of this kind which is of a crucial import to large sections of our people, particularly, from the south and east the Home Minister whose direct responsibility it has decided to stay away from the House! Not that I have anything against his esteemed colleague for whom I have considerable regard, affection and respect. That is precisely the point that I would like to make, that certain things are being taken for granted by these people. In the light of the mandate which they have received last year they think that they have also a mandate for reversing the policies which have been accepted by this House and this country. With regard to this resolution, I would say, I would have liked if instead of recalling Pandit Nehru's assurances on the question of language, if it had reiterated the resolution of this House itself. In substance, it may be the same. But if some people on the other side have some allergy for Jawaharlal Nehru, if some may have allergy for Sardar Patel, then what they have gone for this country is not going to go in vain, but what is more important is the substance of what they said and did which has been reiterated in this House in more than once, if I remember aright.

On an occasion of this kind, it is possible to have or to import more passion and heat than light and also hysterics and tantrums the like of which we see very often in this House. But I would beg of everybody, on all sides, to see that there should be a rational debate on this question and on the substance of this resolution. It would be a historic fallacy if you were to suggest that we were conquered by British imperialism because of the English Language. English may have come with the conquerers. It may have done good or harmed us. That is a matter of historic judgment. But it would be wrong to assume historically; it would be fallacious to suggest that we were conquered because of English language. This kind of complex is behind most of the opposition to continuance

of English. I am not referring to it as a link language, but as a linguistic resource, as a language resource, as a social tool. What is after all a language; it is a medium by which we can express ourselves; it is meant for social use. So, much of the passion and heat can be avoided if you look at a language in that way as a matter of practical convenience, as a matter of resource.

There have been many factors of history which have conditioned the Union of India and its evolution to its present form and this must necessarily be recalled when you discuss a question of this kind. India may have been a great sub-continent and a cultural complex, but I cannot accept the premise that we were a political nation before 15th August, 1947. I do not come from a region which belonged to Emperor Ashoka's empire or a Moghul Empire. What united us and moulded a nation here was the struggle under the leadership of Mahatma Gandhi, Jawaharlal Nehru and Netaji Subhash Chandra Bose against British imperialism. That was how a nation was made and that nation was born only on 15th August, 1947. It is very important to remember this. So, this nation, I would say, is only 31-year old! It is this sense of unity against imperialism which has to be fostered and to foster this unity, national unity, we can also hold our place in the comity of nations. We decided that it shall be a union of States; it is not a federation of the kind that we have elsewhere in the world. The word 'union' is of great importance. That is why, we borrowed it from the North American Act. The very word 'union' has a particular connotation.

Now I would take you back to the question of cultural autonomy of the regions of this sub-continent. It is very important to remember this aspect because we are a union of States and these States also represent, particularly the States of South, of East and West, assertive cultural forces, assertive regional culture who demand that their languages shall be respected. Only

[Shri K. P. Unnikrishnan]

at the risk of imperilling and endangering this fabric of unity and this union can you demand that their views be not respected. This was one of my basic differences with my leader like Dr. Ram Manohar Lohia, who thought otherwise, with whom I worked for several years like Mr. Dhanik Lal Mandal. This should not be allowed to be developed as an issue between sub-nationalism and nationalism as is being sought to be done by many people. If you allow this issue to be developed as an issue of sub-nationalism versus nationalism, you will be encouraging fissiparous tendencies in this country.

If you respect the uniqueness of every State and the regional culture and language it represents, then you will also have to respect the sentiments of the people of those States. You cannot ignore this fact; you can do so only to your peril.

श्री उन्निक्रिशन ( देवरिया ) . माननीय  
चेयरमैन साहब, डा० लोहिया ने यही कहा  
था कि मातृभाषा चलाने, अंग्रेजी हटाएँ।

SHRI K P UNNIKRISHNAN I am not against Hindi, nor am I against English. I learnt Hindi as a student. I can also tell you that I have no objection to anybody learning any language of his own voluntary choice. I do not want to take up the position that I am against any language. But certainly if you call this a link language or the only national language and all that and import such concepts, then I will say that my answer to that would be an emphatic 'no', I am no longer prepared to accept Hindi as the only national language, I am prepared to accept Hindi like Tamil or Malayalam or any other language as a national language. The whole concept has to be gone into, looked into, afresh in the context and light of the needs of this country in the last quarter of the Century. We should not be swayed by emotions of the kind that have been displayed here before. We shall only

be guided by reason and also the requirements of national unity and promotion of national goals such as, democracy, socialism, secularism and economic fulfilment.

As has been pointed out by Mr. Barrow, who is not here, now, English is the mother-tongue of a minority—however small and microscopic it may be—of people who are citizens of this country. That should not be forgotten; they have their own right of self-expression. English has been accepted by the small State of Meghalaya as its language, and a large number of people—I would say, a majority of the people—in these four southern States, for good, bad or indifferent reasons, accept that it is necessary for English to be used for, as I said, practical purposes and it should continue to be used. This is not something which you can overlook. You have neither the mandate to do it nor the political right to do it, particularly in the context of what has happened in South recently.

I would also urge you that the major question regarding languages is not one of Hindi versus English or even regional languages versus English, but the demand that is raised by small, microscopic sections of minorities—those who speak Konkani, those who speak Manipuri those who speak Nepali and numerous such languages—I would also add Maithali. Their demands for inclusion of these languages in the Eighth Schedule must be accepted and Constitutional guarantees must be given to people who want to use them. And it should be the objective of the State to promote these languages as was done in the Soviet Union when their Constitution came into force in 1936.

There is also another question—regarding Urdu. Unfortunately, the Home Minister has started a controversy over the ancestry of Urdu language which is accepted by a large number of people in this country again due to historical reasons. It should also be the duty of the State to accept

and promote this language which also happens to be, for historical reasons, the language used by a minority community in different parts of our country.

Now, I would repeat, I look at English language primarily as a language resource and as a linguistic skill more than whether it is alien or Indian language. The most important factor for retaining English is not only the demand from certain sections of our population in South and various other States, but also that English is being increasingly accepted by larger sections of the international community than any other languages. A mention was made by my friend Shri Hukmdeo Narain Yadav, who said that in Russia, you have Russian, in Japan you have Japanese and in China you have Chinese etc. I would like to tell him that he is hopelessly out-of-date. Not that they do not use these languages in these countries, but according to a survey conducted by the UNESCO, the most important language which is increasingly accepted by the international community within the various countries as well as internationally is English. This is not what I say or someone else on this side of the House has said.... (Interruptions)

श्री राम अवदेश सिंह (बिक्रम मज) :  
भायरलैण्ड में जो प्रेट ब्रिटन का एक हिस्सा है अंग्रेजी के खिलाफ भायरलैण्ड भाषा को चलाने का संघर्ष हो रहा है। वे कहते हैं कि हम अंग्रेजी नहीं पढ़ेंगे। प्रेट ब्रिटन का ही एक हिस्सा है भायरलैण्ड, वहाँ यह हो रहा है।

SHRI K. P. UNNIKRISHNAN: My friend, Ram Awadesh Singh Ji will excuse me if I say that he is not exactly correct; he will have to brush up these things before he makes such tall claims in this House.

The most important thing that I want to stress is the question of abstraction for the purpose of science and

technology. The largest number of scientific and technological publications published in any language happen to be of course, for historical reasons, in English language. This is again an accepted fact.... (Interruptions)

भाषा सुन तो लीजिए। सुनिए पहले।

MR. CHAIRMAN: I would request the hon. Members to cooperate with the chair. If you have anything to say, please address the chair.

SHRI K. P. UNNIKRISHNAN: Now if you go to Japan or if you go to Soviet Union, you will find that for abstraction, English language is accepted by them. So, in their enthusiasm for Hindi, which is concealed and which is not revealed, as in the case of Shri Hukmdeo Narain Yadav, they say, they are not for Hindi, but they are for *Angrezi Hatao*.

Sir, I would like to invite the attention of this House only to two factors before I conclude and which are very important. We have three or four all-India statutory boards like Coffee Board, Cardamom Board, Rubber Board etc. Now, talking of these Boards, coffee is produced where? In Karnataka, Kerala and Tamil Nadu. Not a blade of that plant grows anywhere in the Hindi-speaking States, my dear Yadavji. Where is cardamom grown? In the high ranges of Kerala and Tamil Nadu. And rubber? In Kerala. Now, instructions have come from the Central Government that all the forms, all the registers and everything shall be maintained in Hindi. For whose purpose? Not a peasant, not a planter knows Hindi, nor does he want nor is there any use for Hindi forms in any of these States but still your government has sent out instructions that these forms shall be provided. Instructions have also gone that the staff of the Coffee Board Headquarters in Bangalore, the Cardamom Board in Cochin shall pass their test in Hindi if they want promotion. I would like to know if this is not imposition, what else is it?

Before I conclude, I want to tell you something which is of vital im-

[Shri K. P. Unnikrishnan]

portance. I would challenge Mr. Charan Singh and Dhanik Lal Mandalji to put it on the Table of the House—the new linguistic census. Why is it being hidden from this House? The linguistic census of India was not published and instructions have gone from the Home Ministry to suppress it because the number of Hindi-speaking people has gone down. This is my contention. I would like him to deny. I would like him to place it on the Table of the House.

The most important consideration involved in this debate, as I said earlier, is the recognition of diversity in the Union of India and also the fact that these people have come here on the mandate demanding the right of dissent and opposing the stifling of dissent by a dictatorial regime as they claimed it to be—they have no right to stifle diversity because stifling diversity means not only opposing the right to dissent but also striking at the roots of the unity and the fabric of the Union of India and I hope they will not do it.

MR. CHAIRMAN: Mr Yuvaraj Five minutes only. After Mr. Yuvaraj, Mr. Lakkappa and then Mr. Guha.

श्री उच्चयेन : मेरा व्यक्त्या का प्रश्न है। समय कहा है ?

SHRI K MAYA THEVAR (Dindigul): What happened to my name? I was the first to give my name? Has my name disappeared?

MR. CHAIRMAN: I hope you will get a chance....(Interruptions) All of you will get, not to-day but on the extended day.

श्री युवराज (कटिहार) : सभापति महोदय, माननीय सदस्य ने अंग्रेजी को एशियन लिंक लैंग्वेज कायम रखने के लिए कई महापुरुषों के उद्धरणों का हवाला दिया है। जिन प्रस्ताव पर हम बहस कर

रहे हैं उसके सम्बन्ध में मैं आपके माध्यम से सदन का ध्यान इस ओर आकृष्ट करना चाहता हूँ कि लैंग्वेज बिल पर बोलते हुए हिन्दुस्तान के बड़े एजूकेगनिरट, प्रो० हीरेन भुक्जो ने इसी लक्ष्य सभा में कहा था :

"Indefinite continuance of English as the official language is now a move which is being made by certain people in our country. But the categorical answer of Parliament to that should be 'No'."

सभापति जी, डा० भोविन्द दास जी इस दृष्टि के मानते हुए हिन्दी के विद्वान थे, उन्होंने लैंग्वेज बिल पर चर्चा के समय महात्मा गांधी का हवाला देते हुए बतलाया था कि महात्मा गांधी ने कहा था कि अगर केवल सभी अंग्रेजी बोलने वालों के लिए ही होता जाता निःसंदेह अंग्रेजी ही राष्ट्र भाषा होगी। लेकिन अगर रवगण्य करोड़ों भूखे मरनेवालों, करोड़ों 'निरक्षर भाई, बहिनो, बालियों को मिलनेवाला हो, तो हिन्दी ही एकमात्र राष्ट्रभाषा हो सकती है।

अभी हमारे माननीय सदस्य श्री योगत गय चर्चा कर रहे थे—मैं उन्हें बतलना चाहता हूँ—कॉन्स्टीच्यूट प्रमेम्बली में बोलते हुए माननीय श्री श्यामा प्रसाद मुखर्जी ने अपने विचार व्यक्त करते हुए कहा था— मैं उन्हीं के भाषण का एक अंश उद्धरित कर रहा हूँ।

"If you want that Hindi is to really occupy an all-India position and not merely replace English for certain official purposes, you make Hindi worthy of that position and allow it to absorb by natural process words and idioms not only from Sanskrit but also from other sister languages of India."

मैं इस बात को मानता हूँ कि हिन्दी को कायम लैंग्वेज बनाने की दिशा में जो होना चाहिए था, वह नहीं हुआ। लेकिन

यह डिम्बेशरी किस की थी ? यह डिम्बेशरी उन की थी जिन के डिम्बे तीस वीं तक इस देश का प्रवासन था । मैं अपने वक्षिण के भाइयों की भावनाओं की कद्र करता हूँ, हृद्य उन पर हिन्दी बोपना नहीं चाहते हैं, लेकिन हम यह कहना चाहते हैं कि हृद्य परमानेंट रूप से अंग्रेजी को एडोशनल-लिक भाषा के रूप में कैसे स्वीकार करें । उस की भी एक सीमा थी, 15 वरों तक नियम बना कर, संशोधन कर के वह चलती रही, बल्कि जब से इस देश का स्वराज्य प्राप्त हुआ तब से अंग्रेजी बरकरार है, इस तरह से कब तक उस को चलाया जायेगा । हमारे देश में हमारी क्षेत्रीय भाषा बने और कामन भाषा के रूप में चने हिन्दी—यह सम्भव है, लेकिन अंग्रेजी को इन्डोफिनेटली इस देश के 70 फीसदी लोग जो हिन्दी समझने वाले हैं या जो दूसरी भाषा बोलने वाले हैं, जिन की संख्या हिन्दी समझनेवालों की संख्या की आधी भी नहीं है, उनके ऊपर कैसे लादा जा सकता है । फिर भी हम उन की भावनाओं के साथ हैं, लेकिन अंग्रेजी को किसी भी स्वतन्त्र देश में, जहाँ अधिकतर लोग हिन्दी समझते और बोलते हैं, ऐसे देश में हिन्दी के साथ एडोशनल लिक लैंग्वेज के रूप में कैसे रद्दने दिया जा सकता है, यह कोई अनुासिव नहीं होगा ।

मैं इस सदन के बहुत ही विद्वान मित प्रो० सवर बुह, श्री स्टीफन तथा अन्य

सदस्यों से कहना चाहता हूँ—नामन की विजय के बाद इंग्लैण्ड की भाषा “फ्रेंच” बनी थी, लेकिन सरकार के संरक्षण और प्रोत्साहन से बंचित रखने के बावजूद भी वहाँ की भाषा अंग्रेजी हो गई । उसी तरह से यद्यपि इस देश में हिन्दी को संरक्षण और प्रोत्साहन नहीं मिला, लेकिन वह भाज, श्री जनता की भाषा बनी हुई है । इस लिए मैं कहना चाहता हूँ—यह उत्तर और दक्षिण भारत का सवाल नहीं है, यह नैशनल इण्टीग्रेशन का सवाल है । हम सारे लोग, हम सम्पूर्ण देशवासी जो बोलते हैं, जिस भाषा के द्वारा आपस में एक दूसरे के साथ विचारों का आदान-प्रदान करते हैं—वही हमारी कामन लैंग्वेज हो सकती है । रूप में भाज सैकड़ों लोकल-डायलैक्ट्स बोली जाती है, लेकिन रशियन ही एक उन की कामन लैंग्वेज है । बर्मा में, जो किसी समय भारत का ही अंग था, भाज भी 67 डायलैक्ट्स बोली जाती है, लेकिन 65 फीसदी लोग भाज भी वहाँ बर्मीज बोलते हैं और वही उन की कामन लैंग्वेज है । इस लिए, सभापति जी, इस अहम मसले पर शान्तिपूर्वक विचार करने की जरूरत है . . . . .

MR. CHAIRMAN: The Hon. Member will continue his speech on the next occasion.

18 hrs.

The Lok Sabha has adjourned till Eleven of the Clock on Monday, April 3, 1978 [Chaitra 13, 1900 (Saka)].