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Wednesday, March 03, 1982  
Phalguna 12, 1903 (Saka)

# LOK SABHA DEBATES

**Eighth Session  
(Seventh Lok Sabha)**



सत्यमेव जयते

*(Vol. XXIV Contains No. 1 to 10)*

**LOK SABHA SECRETARIAT**

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# LOK SABHA DEBATES

1

LOK SABHA

Wednesday March 3, 1982/Phalguna 12,  
1903 (Saka)

The Lok Sabha met at  
Eleven of the Clock

[MR. SPEAKER in the Chair]

श्री रामविलास पासवान : अध्यक्ष महोदय, हमने 388 में नोटिस दिया है। पूरे गवर्नर प्रसाद रोड पर तीन दिन में पानी नहीं आ रहा है। न पानी आ रहा है, न नहा रहे हैं। नार्थ गवर्नर में टेलीफोन कराब है और हम लोगों के यहाँ पानी नहीं आ रहा है। मार्ग पानी फाइव स्टार हाटेल में आ रहा है। हम लोगों के बगल में फाइव स्टार हाटेल के लिए दिया जा रहा है।

अध्यक्ष महोदय : मेरी बात तो सुनिए।  
बीछा, मेरी बात सुनिए।

(संश्लेषण)

अध्यक्ष महोदय : मैंने मन लिया है।  
बीछा, अब मेरी बात भी तो सुन लीजिए।  
.....I am very serious about it.

SHRI NIREN GHOSH: Why is the capital in such a mess? You are presiding over this House... (Interruptions).

अध्यक्ष महोदय : कौन सा महकदा है प्ला नहीं। आपका नहाने का कष्ट न हो, इसलिए यह किया जा रहा है।

श्री रामविलास पासवान : मंत्री जो यहाँ बैठे हैं। कल हमने इस मामले को नहीं उठाया, क्योंकि मध्यम में मासला संबंधित है। लगातार तीनदिन से ऐसा हो रहा

2

है। क्या आप आश्वासन देंगे कि कब तक ठीक करवाएंगे ?

अध्यक्ष महोदय : बीछिए, मैंने आपकी बात सुन ली है। भीष्म जी, जरा इस मामले को देखिएगा। बात हो गई है, अब आप बीछिए।

(व्यवधान)

DR. SUBRAMANIAM SWAMY: I would like to say that they should not get this water; it is very dangerous; you get jaundice very quickly.

MR. SPEAKER: Prevention is better than cure.

SHRI JAGDISH TYTLER: If they are not clean, they should not be allowed to enter the Parliament House.

SHRI RAM VILAS PASWAN: All right; I walk out.

Shri Ram Vilas Paswan then left the House.

## ORAL ANSWERS TO QUESTIONS

Unnatural death of women by burning  
in Delhi

+

\*146. SHRI BALASAHEB VIKHE  
PATIL:

SHRI RASHEED MASOOD:

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

(a) number of incidents of unnatural deaths of women by burning which were registered on complaints by the Delhi Police during the year 1981 and so far in 1982;

(b) the number of complaints of incidents of torture, beating and attempted suicide by women in Delhi registered by the Police during the above period;

(c) the number of cases which were followed up by police by filling charge-sheets in courts; and

(d) the number of cases which were not pursued and the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS AND DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI P. VENKATASUBBAIAH): (a) 1981—82 cases, and 1982—7 cases.

(1.1.82 to 15.2.82)

These figures do not include 453 cases of unnatural deaths of women reported in 1981 and 32 cases reported upto 15.2.1982 in 1982 where inquests were held under Section 174 Cr. P.C.

(b) During 1981 there were 24 cases of attempted suicide by women and in 1982 till 15th February, 3 cases have been reported. Figures relating to complaints of torture and beating are not immediately available.

(c) and (d). Among those cases of deaths due to burning and attempted suicide registered in 1981, 25 cases are pending trial, 23 were cancelled as in investigation no evidence was made out, 40 cases have been filed as untraced for want of adequate evidence and 18 cases are still under investigation. All the 10 cases reported during the period from 1.1.82 to 15.2.82 are pending investigation.

श्री बाला साहिब विद्ये वाटिक : माननीय अध्यक्ष महोदय, इस प्रश्न से पता लगता है कि यह कितना गंभीर मामला है। अभी 27 फरवरी का एक हाउस-बाइफ का अननं चरल डेथ हुआ है, वह क्लर्क है शोश विनिस्ट्री में। इन बातों से भी पता लगता है कि स्थिति कितनी गंभीर है। ये जो 432 केसेस हैं, यह संख्या भी सही नहीं है।

में जानना चाहता हूँ कि क्रिमिनल प्रोसीजर कोड के अन्तर्गत क्या कोई सुधार किया जाएगा कि अगर कोई अननं चरल डेथ होती है तो उसका मडर को तब 302 का मामला दर्ज किया जाए और कड़ी सजा होनी चाहिए। इसके दिना इस सभ्यता का हल नहीं हो सकता।

अपना माह में संकलन में प्रश्न उठाया गया था। जवाब में बताया गया था कि दिल्ली एंडाक्टिविस्ट्स में इन मामलों के लिए एक काम में बताया गया है उसका क्या परिणाम हुआ? इनमें लोगों को कुछ राहत मिली है या मामलों और बढ़ जा रहे हैं? इन सब बातों का पता चलना चाहिए। अभी अभी सप्रीम कोर्ट में एक केस चला था। एक्टिविस्ट्स में कोर्ट की गई थी उसका कोर्ट नॉटिस नहीं दिया, कोर्ट रजम उस केस में नहीं दिया। उन लोगों ने सप्रीम कोर्ट का एप्लीकेशन दी, पेटिशन की। मैं जानना चाहता हूँ कि होश विनिस्ट्री एक्टिविस्ट्स के शर में क्या करने का गहरी है और रजम का गहरी है कि शर कोर्ट का एक्टिविस्ट्स में क्या है, रिट पेटिशन अगर हां में सप्रीम कोर्ट का एक्टिविस्ट्स में क्या है?

मैं यह भी जानना चाहता हूँ कि श्री बी आर्इ के द्वारा भी इस तरह के कोर्ट की शर एक्टिविस्ट्स करने की कोर्ट व्यवस्था की गई है? एक्टिविस्ट्स जिन में यह हाउस बाइफ मारी मारी है कोर्ट विनिस्ट्री का कोर्ट बना कर उनको बन्ध कर दिया जाता है, उन कोर्ट की एक्टिविस्ट्स में श्री बी आर्इ के द्वारा आप करने की व्यवस्था करने का गहरी?

SHRI P. VENKATASUBBAIAH: Sir, the Hon. Member has put a number of supplementaries.

We ourselves in the Home Ministry are very much distressed and unhappy that in spite of the efforts that have been made, the unnatural deaths are on the increase and I have given the figures of 453. The Home Minister has taken a very serious view of this matter and he has given instructions to the various State Governments and

the Union Territories with regard to the unnatural deaths and with regard to Dowry deaths also. He has said:

"As part of the drive to combat offences against women, action is requested to be taken to deal with the matter from the Executive side also in all cases of deaths of young women. Steps which have been tried out and may be introduced by you are as follows:

Serious notice should be taken by police of all cases of attempted suicide or death in suspicious circumstances of young married women during the first five years of their marriage.

Such cases should be investigated by officers not below the rank of Dy. S.P.

Where postmortem is done, such post-mortem should be by a team of two doctors.

Disposal of dead bodies should not be permitted, except with a No Objection Certificate by the Police. Further, the police should not give No Objection Certificate unless the dead body has been seen by parents or guardians or other close relations from the bride side of the family."

These are certain steps that have been taken.

With regard to the question raised by the Hon. Member about the action to be taken under the Cr. P.C., we are very actively considering the suggestion that the Coroner system, as is prevalent in Bombay, be adopted in Delhi also. In such a system, the moment a report is made by the Police, they will refer it to the Coroner. It will make an independent inquiry about this matter. So, this system also is under the active contemplation of the Government.

Apart from that a cell exclusively for this purpose is also being contemplated so that all such unnatural deaths involving young women are taken serious note of.

About the question of CBI inquiry, at one time some cases had been referred to the CBI and it had gone into those matters. In 1980-81, six cases were referred to the CBI and it had gone into the cases carefully. None of the five reported in 1980 have been proved to be falling under this offence.

So, all these steps are being taken.

We ourselves, our Home Minister and the Prime Minister are not happy with the present arrangement.

In the year 1980, on the persistent demand made on the floor of this House, five cases of dowry deaths in Delhi were referred to the Central Bureau of Investigation. The CBI looked into these cases and confirmed the investigation conducted by the Delhi Police that these cases were suicide-accident, death cases.

These are the several steps that are being taken by the Home Ministry to deal with this pernicious system effectively, to combat this pernicious system leading to death of these women under unfortunate and unnatural circumstances.

श्री शिला साहिब बिस्ने पार्टील : यह तो वार्नररी जार्जोनाईजेन्स को मदद लेकर भी कुछ काम हो सकता है। लेकिन मैं जानना चाहता हूँ कि इस बारे में केंद्रीय सरकार ने कड़ी कार्यवाही करने के लिये कोई कानून बनाने का विचार किया है और क्रिमिनल प्रोसीजर कोड में सुधार करके इसको मजबूत कर कुछ कड़ी सजा देने के लिये सोच रही है कि नहीं, यह मैं जानना चाहता हूँ?

SHRI P. VENKATASUBBAIAH: In addition to that, many of them lead to dowry incidence. So, a Joint Select Committee has also been constituted to go into these matters and make stricter laws to see that such things do not happen. Apart from that, voluntary organisations should also take an initiative to have a sort of mobilization of public opinion in this regard. In this connection, I will be failing in my duty.

if I do not mention the name of the late Mr. Sanjay Gandhi who had taken up this very important issue of mobilising public opinion against this pernicious system. This is a matter which concerns not only the administrative side but also the voluntary organisations which should coordinate their efforts in exposing such anti-social elements to see that these things do not happen.

**MR. SPEAKER:** Shrimati Geeta Mukherjee. Only the lady members will be allowed now.

**DR. SUBRAMANIAM SWAMY:** I move a breach of privilege against you for that?

**MR. SPEAKER:** I am trying to safeguard their interests.

*(Interruptions)*

**DR. SUBRAMANIAM SWAMY:** We have also our plus points.

**SHRIMATI GEETA MUKHERJEE:** While thanking you for this privilege, I would like the male members also to be very much alert in putting questions. The Minister has referred to certain steps that they have asked the administration to take. So far as my knowledge goes—I say here that I believe it very much—these instructions were given quite earlier and not in this year; a year before; after that, the Minister is aware that the Supreme Court in its verdict has said that it is high time that the administration shook off its lethargy and took some drastic steps for preventing crimes against women. I would like to know, as a follow up of this stricture, what other steps are being taken by the Home Ministry and what monitoring has been done on the earlier steps that were suggested but not necessarily implemented?

**SHRI P. VENKATASUBBAIAH:** These instructions are sent to the various State Governments. So far as the Union Territories are concerned,

which are directly under our control, as I had just now enumerated we have taken several steps; and we are, time and again, asking the State Governments to expedite this matter. The States of Bihar, Haryana, Punjab, Himachal Pradesh and West Bengal have made an amendment to the Dowry Prohibition Act 1961 for their States.

**SHRIMATI GEETA MUKHERJEE:** What about Delhi which is under direct control of the Central Government?

**SHRI P. VENKATASUBBAIAH:** I had said just now that the Delhi Administration has taken steps. I have informed the hon. House about it.

**MR. SPEAKER:** Shri Niren Ghosh.

*(Interruptions)*

**PROF MADHU DANDAVATE:** He is a bachelor.

**DR. SUBRAMANIAM SWAMY:** I am happily married. Can I also qualify for this?

**MR. SPEAKER:** You are not qualified. Only a bachelor is qualified.

**DR. SUBRAMANIAM SWAMY:** They do not like women to begin with.

**SHRI NIREN GHOSH:** May I know with a woman Prime Minister presiding over the destiny of the country, why the Capital should become a crime city par excellence and women a special target of attack, rape and what not? And the administration has appallingly failed to tackle the situation, it has become a roaring scandal. *(Interruptions)* What steps have been taken? Will the Prime Minister answer it?

**DR. SUBRAMANIAM SWAMY:** Which question is he putting?

**MR. SPEAKER:** There is no question.

**SHRI NIREN GHOSH:** What is there?

MR. SPEAKER: It is irrelevant.

(Interruptions)

MR. SPEAKER: He has to put some question which is tangible. I cannot allow you here a sixer unnecessarily.

(Interruptions)

SHRI JAGDISH TYTLER: The hon. Minister has just now made a statement that a cell was... (Interruptions)

MR. SPEAKER: No question. I want a pertinent question.

SHRI JAGDISH TYTLER: The hon. Minister has just now made a statement that the cell was created. No doubt, being in Delhi, the cell exists but it does not function. It does not function, not because they do not want to function, but because they do not want to function, but because they do not have the powers. There have been cases many times when dowry deaths or attempts at suicide have been reported to the Police and action has not been taken. Only when they come to us, when we intervene and speak to the cells at different Police Stations action is taken. That means the Police has the power. And if they do have the power, why can they not take action in every case when it is reported? In case this particular cell does not have the power, they should be given an executive order so that they can deal with this kind of cases straightaway. This is important, because there are many cases which are reported, but there are many cases which go unreported.

SHRI P. VENKATASUBBAIAH: The hon. Member has given a very valuable suggestion and it will certainly be considered and all possible steps on the lines suggested by him will certainly be taken.

DR. KARAN SINGH: The rising incidence of crime against women and children is a very serious matter and I would like to know from the Government, (a) whether they realise that

it is not only a problem in Delhi, it is a national problem and therefore will they take steps to make a law in this connection which is more stringent, if necessary by introducing central legislation; (b) whether the enforcement of these laws not only in the Union Territory of Delhi, because it is a national problem—and it is a disgrace to women anywhere—is to be stricter; (c) and what steps the Government will take to try and actively involve the voluntary organisations, women's organisations and other social organisations in our country to create a climate of public opinion?

It is a very serious matter. When a case like this happens, apart from what the Government may do, the society has got to keep off the family and the family has to be socially boycotted. What are they going to do to create public opinion in this country.

SHRI P. VENKATASUBBAIAH: Apart from the administrative steps that are being taken by the State Governments and the Union Territories, the Central and State Social Welfare Boards have launched anti-dowry campaigns to bring about change in the public mind against this evil. However, the efforts at the Government level cannot alone provide an answer to the social evils of dowry. It is essential that all voluntary organisations and the people should involve themselves in creating a social awareness, to make dowry unacceptable. The mass media is also being utilised, through All India Radio and Doordarshan to highlight the evils in society. This is also being done simultaneously. About Central legislation which the hon. Member has mentioned, it is a suggestion for consideration.

**Additional employment avenues for women**

\*147. SHRIMATI GEETA MUKHERJEE: Will the Minister of PLANNING be pleased to state:

(a) whether in para 27.32 of Sixth Five Year Plan, it has been stated

"Areas and Sectors where women's employment is either low or on the decline would be identified and corrective measures initiated to promote additional avenues for employment";

(b) if so, what has been done to identify such sectors and corrective measures initiated in last two years;

(c) organised industry being one of such sectors where women's share increased only by 1.4 per cent from 1971 and 1979, what measures have been taken to correct the situation in this sector; and

(d) what results have been obtained in the last two years?

THE MINISTER OF PLANNING  
(SHRI S. B. CHAVAN): (a) Yes, Sir.

(b) and (c) In the organised sectors, as per EMI data, the share of women's employment has increased from 11.0 per cent to 12.3 per cent between 1971 and 1981 (provisional). However, between 1975 and 1981 (provisional) the employment of women in absolute numbers has increased in all organised sectors except in construction. The percentage share of women in total employment also shows an increase in all sectors except a marginal decrease in mining & quarrying, construction and wholesale and retail trade.

A number of steps have been taken to improve the employability of women, such as increase of girls education, non-formal education of women, providing more training facilities and stipends, better implementation of existing laws for establishment of creches, conferment of joint titles on houses and land under Government programmes, etc.

(d) It is too early to assess the impact of the measures initiated during the last two years.

SHRIMATI GEETA MUKHERJEE  
My question was with reference to

the sixth plan. The first sentence of the answer reads:

"In the organised sectors, as per EMI data, the share of women's employment has increased from 11.0 per cent to 12.3 per cent between 1971 and 1981 (provisional)."

With your permission, I would like to quote from para 27.13 of the sixth plan document:

"In the organised sector, the women's share increased only slightly from 11 per cent in 1971 to 12.4 per cent in 1979."

I fail to understand how, if the percentage had already increased to 12.4 in 1979, it could be 12.3 in 1981? You have added another year but your figure is less by .1 per cent. Either the sixth plan figures are wrong or the EMI figures are wrong. In absolute terms there may be a little increase, but as far as the percentage is concerned, in the organised sector the increase is absolutely nothing or negligible. By your own figures it is borne out. Will you give us the actual figures of increase between 1979 to 1981 in the organised sector and in the unorganised sector?

SHRI S. B. CHAVAN: What the hon. member said is not borne out by the figures which have been collected by EMI organisation of the Labour department. If the hon. member is interested in getting the figures for 1980 and 1981, the figures are, the percentage increase in total employment in 1980 is 2.0 per cent and the percentage increase for women comes to 3.3 per cent. In 1981, the percentage increase in total employment is 2.7 per cent and increase for women in terms of percentage comes to 4.5 per cent.

SHRIMATI GEETA MUKHERJEE  
Before putting my second supplementary, as far as this discrepancy is concerned, I want to say that if the sixth plan figures are to be relied upon, the EMI figures are wrong. Or, the sixth plan figures are wrong.

MR. SPEAKER: He has given the answer. Put the second question.

SHRIMATI GEETA MUKHERJEE: He is the Planning Minister; let him say that the sixth plan figures are wrong. I would ask him to go through the sixth plan figures and get this discrepancy corrected. Let us know which is the correct figure.

About the implementation, as early as during the last Government's time—not the Janata Government but the last Government under Shrimati Indira Gandhi—a Commission on Status of Women was set up and the Commission recommended, in view of the precarious position of women's employment "the adoption of a well-defined policy to fulfil the constitutional directives and the Government's long-term objective of total involvement of women in national development. Such a policy should be framed by a Government resolution." You will remember that this was in 1974. So far as my knowledge goes up till now there has not been any Government resolution giving out the details of this policy. Will the hon. Minister kindly bring such a resolution before the House so as to take away the discrepancies that are existing and to plug the loopholes?

SHRI S. B. CHAVAN: So far as the first part of the question is concerned, I do not think there is any discrepancy between the figures given in the Sixth Plan document and the figures I have now quoted.

About the latter part of the question, I will request the hon. Member to put this question to the Social Welfare Ministry because they will be able to give the right reply to that.

DR. SUBRAMANIAM SWAMY: The Minister has admitted a decrease in the employment of women in mining and quarrying, construction, wholesale and retail trade and the rate of growth which he has claimed, does not commensurate with the increase of literacy

and skills amongst the women population. While he is drawing up plans, is he aware that a number of Government Departments have been issuing secret circulars asking them to discourage employment of women? Even the Prime Minister has said that women are not beautiful after the age of 35 and so they cannot become air hostesses. (Interruptions)

THE PRIME MINISTER (SHRIMATI INDIRA GANDHI): I have never made any such remark.

MR. SPEAKER: But what has a Swamy to do with this?

DR. SUBRAMANIAM SWAMY:\*\* I would like to know from the Minister whether he is aware that in services like Police, Military, in varieties of trade, public sector organisations, there is a general culture. Women's organisations are complaining about it that women are being discouraged. In fact, even in the case of Indian Administrative Service, the share of women is going down. In formulating these plans, will the Planning Commission or the Planning Ministry take steps to issue a fresh circular to all the Ministries and Government Departments saying that they must increase the share of women's employment in the plan period?

SHRIMATI INDIRA GANDHI: So far as I know there is no circular discouraging women from working. On the contrary, we are constantly laying stress on women's employment, specially in the Police and other such forces. As was mentioned in the earlier question, not only are the rights of women important, but we also need women in Police and various other services which deal with women.

SHRIMATI GEETA MUKHERJEE: What about the Government Resolution? You are the person who can assure us.

\*\*Expunged as ordered the Chair.

SHRIMATI INDIRA GANDHI: I shall look into it.

DR. SUBRAMANIAM SWAMY: But there is one woman whose unemployment we are seeking.

SHRIMATI INDIRA GANDHI: That I know. Fortunately my employment is not confined to Government work. So I can never be unemployed.

आचार्य भगवान बबे : अध्यक्ष जी, \*\*  
या तां वे इसका गीता महाभारत में उद्धृत  
करके दिखायें या फिर आप इनका मदन की  
कार्यवाही में निकाल दीजिए ।

बध्यक्ष महोदय : इनका मैं दंड लूंगा  
और आपका दाद-बिदाद करवा दूंगा ।

SHRI CHANDRAJIT YADAV: The Planning Minister has given figures regarding the ratio of increase in women employment and other employment—2 per cent increase in the general employment and three point something in the women employment. Growing unemployment is a matter of great national concern today. In every Plan, instead of decreasing unemployment is increasing. May I know whether the Government has given serious thought to have a re-orientation of the Sixth Five Year Plan, as also the next Plan, keeping in view the increased potentialities for employment? Will Government give serious thought to bringing about a radical change in the industrial policy and to put a ban on the establishment of heavy industries, which are producing consumer goods, which can very easily be produced in small-scale or cottage industries? Here I may say that even in highly developed industrial societies, countries like Japan, they have gone in for small-scale industries on a large scale. May I know whether Government will give serious thought to it so that they can make an impact on the mounting unemployment, which is a challenge to our country? \*

SHRI S. B. CHAVAN: This is a very limited question about the share of employment for women. From the figures which I have given, though I am prepared to admit that the position is not very satisfactory and that more avenues will have to be created in order to see that more women are being employed, at the same time, the position is not as grim as the hon. Member is trying to paint it. So far as the other issues, like re-orientation of the Sixth Plan etc. are concerned, I do not think this is the proper occasion for me to make any comments.

MR. SPEAKER: Shri Rakesh.

SHRIMATI GEETA MUKHERJEE: Sir, please allow Shrimati Pramila Dandavate to put a question.

बध्यक्ष महोदय : आपकी वजह से बंदे  
किनाफ तां प्रिवलेज मादन जान लगा बा ।

श्री भार. एन. राकेश : बध्यक्ष महोदय,  
मैं आपके माध्यम से मंत्री जी से पूछना  
चाहता हूँ कि मंत्री से अभी एक  
बाह्य ए. एम. टूनी, जो कि नई थी,  
उसके साथ दूसरे बाह्य ए. एम. टूनी में  
बलात्कार किया। बलात्कार का केस  
रजिस्ट्रार हुआ। जिसमें उत्तर प्रदेश के  
मुख्य मंत्री, शशी जी और केंद्र के एक मंत्री  
इत्यादि हैं, तो क्या ए. एम. टूनी को  
गृहीत ? इसके बावजूद भी क्या आप वह  
समझते हैं कि आप महिलाओं को उसकी  
तरफ करवा कर रहे हैं या हिमकरवा कर  
रहे हैं ?

MR. SPEAKER: Why are you not asking a separate question? Not allowed.

श्री भार. एन. राकेश : गवर्नमेंट की  
मंत्रिीर माहित हों रही हैं, तो आप कह  
रहे हैं ।

(सबधान)

\*\*Expunged as ordered by the Chair.



अध्यक्ष महोदय : आपको क्या पता है, मैं क्या खबराना चाहता हूँ।

This has no relevance to the main question.

SHRI R. N. RAKESH: It is very relevant.

MR. SPEAKER: Next question.

### केंद्रीय मजदूरों की मजूरी

\* 149. श्री नरसिंह मकवाना :

श्री माधव राव तिरुधिया :

क्या धर्म मंत्री निर्म्मालिखित जानकारी दमाने वाला विवरण सभा पटल पर रखने की क्या करणें कि :

(क) राज्यों में केंद्रीय मजदूरों की दैनिक मजूरी की दर क्या तय की गयी है और क्या मजदूरों का इस प्रकार तय की गयी मजूरी दी जाती है और उनका नियमित रूप में मजूरी मिलना सुनिश्चित करने के लिए क्या प्रयत्न किए गए हैं;

(ख) मार्ग क्षेत्र में उपभोक्ता मूल्य सूचकांक के अनुसार स्थान मजूरी तय करने में क्या कठिनाई है; और

(ग) क्या केंद्र सरकार ने न्यूनतम मजूरी दाने राज्यों का इस बारे में कोई आदेश जारी किया है और यदि हाँ, तो तत्सम्बन्धी व्यापक क्या है ?

THE DEPUTY MINISTER IN THE MINISTRY OF LABOUR (SHRI DHARMAVIR): (a) On the basis of the information supplied by State Governments and Administrations, a statement indicating the minimum rates of wages fixed by them for employment in agriculture is laid on the Table of the Sabha. Every effort is being made to ensure that the minimum wages fixed are actually paid to workers through various measures like tripartite committees at local levels and strengthening of enforcement machinery comprising inspectors appointed by the State Governments and officials of other departments.

(b) In view of the different stages of development in the various States and also in the region within the same State, varying pattern of consumption and cost of living, a uniform minimum wage is not considered feasible. The Conference of Labour Ministers in July, 1980 agreed that while absolute uniformity was not possible, there should not be too wide a disparity.

(c) The State Governments/Administrations have been requested to implement the recommendations of the 31st Conference of Labour Ministers in July 1980 that minimum wages should be reviewed and revised, if necessary, once at least in 2 years or on a rise of 50 points in consumer price index numbers, whichever is earlier. The Ministry of Labour monitors the progress of action in this regard.

### Statement

Statement showing State-wise minimum wages in Agriculture (for unskilled workers) as on 1-2-1982 as reported by State Governments/Administrations

Name of the State	Date from which effective	Rates of Wages	Remarks
1	2	3	4
Central Government	15-9-1980	Rs. 5.10 to 7.50 according to area	Draft proposals for further revision were notified on 19-11-81.

	1	2	3	4
Andhra Pradesh	.	7-2-1981	Rs. 4.25 to 10.00 per day according to areas.	
Assam	.	28-12-1981	Rs. 8.00 to 9.00 per day without meals or Rs. 7.00 per day with one meal according to occupation.	
Bihar	.	July, 1975	*Rs. 4.50 with one meal/nasta in unirrigated areas and Rs. 5.00 without meal/nasta in irrigation areas.	Draft proposals for further revision issued on 24-10-1981.
Gujarat	.	5-1-1976	Rs. 5.50 per day.	Advisory Committee has been appointed on 5-5-1980 to advise further revision of minimum wages.
Haryana	.	2-1-1980	Rs. 7.50 to Rs. 10.00 per day with meals or Rs. 9.00 to Rs. 12.00 per day according to type of work.	Proposals for fresh revision are under consideration.
Himachal Pradesh	.	1-1-1981	Rs. 7.25 per day.	
Jammu & Kashmir	.		Minimum Wages have not been fixed so far.	
Karnataka	.	2-10-1976	Rs. 3.25 to Rs. 5.60 per day according to class of operation and type of land	Draft proposals for further revision of minimum wages notified on 21-7-1981.
Kerala	.	1-8-1980	Rs. 7.45 per day for light work and Rs. 9.80 per day for hard work.	
Madhya Pradesh	.	1-1-1985	Rs. 7.00 plus special allowance per day linked to CPI compiled half-yearly.	
Maharashtra	.	1-11-1978	Rs. 4.00 to Rs. 5.50 per day according to areas.	Advisory Committee has been constituted on 11-3-81 to advise further revision.
Manipur	.	1-11-1980	Rs. 8.00 per day	
Mizoram	.	1-3-1980	Rs. 7.50 with mid-day meal per day	
Nagaland	.	11-2-1981	Rs. 7.00 per day	State Govt. is considering revision of minimum wages.
Orissa	.	Dec., 1980	Rs. 5.00 per day.	
Punjab	.	31-1-1982	Rs. 11.00 per day with meals or Rs. 14.00 per day without meals.	

\*Minimum wages in Bihar are fixed in kind according to areas and types of land but where wage are paid in cash these should not be less than those stated above.

1	2	3	4
Rajasthan	1-1-1980	Rs. 6.25 to Rs. 8.00 according to areas.	
Sikkim		Minimum wages Act, 1948 not been extended.	
Tamil Nadu	15-9-1979	Rs. 5.00 to Rs. 7.00 per day according to type of operations except in East Thanjavur where wages rates have been fixed under the Tamil Nadu Agricultural Labour Fair Wages Act, 1969.	Committee is being constituted for further revision of minimum wages.
Tripura	1-12-1979	Rs. 7.00 per day	
Uttar Pradesh	9-1-1981	Rs. 6.50 to Rs. 8.50 per day according to Zone.	
West Bengal	For Oct. 1981 to Sept. 1982	Adults—Rs. 9.58 per day Child—Rs. 6.89 per day	
Andaman & Nicobar Islands	1-10-1980	Rs. 6.50 per day	
Arunachal Pradesh		Minimum wages have not been fixed so far.	
Chandi Administration	28-4-1979	Rs. 7.70 to Rs. 9.00 per day with meal or Rs. 9.70 to Rs. 11.00 per day according to nature of work.	Draft proposals to revise minimum wages have been notified on 14-9-1981.
Dadra & Nagar Haveli	15-4-1976	Rs. 5.50 per day	Advisory Committee to suggest further revision of minimum wages has been constituted.
Delhi Administration	1-1-1980	Rs. 9.25 per day	Delhi Administration have since revised Minimum Wages at Rs. 11.60 per day.
Goa, Daman & Diu	25-2-1976	Rs. 4.00 to Rs. 5.00 per day according to class of work.	Draft proposal to revise minimum wages have been notified on 6-2-81.
Mizoram		Fixation of minimum wages in agriculture is under consideration.	
Pondicherry			
(i) Mahe & Yanam region	1-5-1976	Rs. 4.75 to Rs. 9.00 per day according to areas and nature of work.	
(ii) Pondicherry & Karaikal region.	24-1-1981	Rs. 5.00 to Rs. 7.80 per day according to areas and nature of work.	Further proposals notified for revision in Karaikal region on 12-1-1982.
Lakshadweep		There is no agricultural worker in the Union Territory.	

श्री नरसिंह मकवाना : मैं मंत्री जी से यह जानना चाहता हूँ कि जुलाई, 1980 में श्रम मंत्रियों का जो सम्मेलन हुआ था और उस में जो निर्णय किये गये उस पर कई राज्य सरकारों ने अमल नहीं किया। 6 राज्यों में इस पर अमल किया गया, संशोधन किया, चार राज्यों ने सलाहकार समितियाँ बनाई हैं, वे कब अपना फसला देगी और कब वहाँ मजदूरी में संशोधन होगा, यह पता नहीं है। इस लिये मैं जानना चाहता हूँ—31वें श्रम मंत्रियों के सम्मेलन में जो फैसले हुए उन पर अमल कराने के लिए केंद्रीय सरकार क्या कदम उठा रही है ?

श्रम मंत्रालय में राज्य मंत्री (श्री भागवत भ्वा आजाद) : इस सम्मेलन में यह निर्णय किया गया था कि विभिन्न राज्यों में जो कार्यान्वय की मशीनरी है उसको मजबूत किया जाय। हम ने न केवल 31 वाँ, बल्कि 32 वाँ सम्मेलन भी बुलवाया था और इस बात पर जोर दिया था। प्रायः अधिकांश राज्यों ने अपने यहाँ मिनिमम-वेज में परिवर्तन कर लिया है। जहाँ पहले के एक्ट के अनुसार 5 वर्षों में संशोधन करने की बात थी, 31वें सम्मेलन में यह निर्णय किया गया कि दो वर्षों में कम से कम एक बार या कन्ज्यूमर प्राइस इन्डेक्स 50 प्वाइन्ट्स बढ़ जाय तो इस पर विचार किया जाय—इस पर सभी राज्यों का ध्यान आकर्षित किया है, समय समय पर उन से बात की है, उनको पत्र भी लिखा है तथा उनको मशीनरी को मजबूत कर के इसको कार्यान्वित करने की कोशिश की जा रही है।

श्री नरसिंह मकवाना : हाल में जो मजदूरी तय की गई है वह भी उनको नहीं मिलती है। मिसाल के तौर पर गुजरात में "साढ़े पांच रुपये" तय किये गये हैं लेकिन उनको नहीं मिलते हैं। ऐसी ही हालत दूसरे राज्यों में भी है। इस लिए जो मजदूरी तय की गई है वह उनको मिले, क्या इसके लिये सरकार कोई तन्त्र बनाया चाहती है या क्या करना चाहती है ?

श्री भागवत भ्वा आजाद : अध्यक्ष महोदय, यह सम्भव है कि देश के विभिन्न भागों में जो न्यूनतम मजदूरी राज्य सरकारों ने तय की है, कहीं-कहीं ऐसे पाकेट्स हों

जहाँ यह नहीं मिलती हो। इस बात को तरफ हम ने राज्य सरकारों का ध्यान आकृष्ट किया है कि ऐसे कई पाकेट्स हो सकते हैं जहाँ बढ़ी हुई मजदूरी न मिलने की सम्भावना हो, इस लिये उस तरफ विशेष ध्यान दिया जाये। राज्यों की जो मशीनरी है, उनके इन्स्पेक्टर्स के कार्यान्वयन के लिये जाते हैं और अगर कहीं वायलेंशन देखते हैं तो उसका सुधार करते हैं।

जहाँ तक गुजरात का उल्लेख माननीय सदस्य में किया है, उसको देखने के लिये हम राज्य सरकार का ध्यान आकृष्ट करेंगे।

**SHRI MADHAVRAO SCINDIA:**  
Sir, the effective implementation of minimum wages paid to agricultural workers affects the most needy sections of our country's population, namely, the rural proleteriat sometimes called 'Sarvahara varg'.

**DR. SUBRAMANIAM SWAMY:** You call them as 'proleteriat'?

**SHRI MADHAVRAO SCINDIA:**  
You do not have a monopoly of such terms, Dr. Swamy.

**DR. SUBRAMANIAM SWAMY:** I never used that term.

**SHRI MADHAVRAO SCINDIA:**  
This is a section which is being given priority by the Government and must continue to receive principal priority if our country is to move forward in any meaningful manner. Sir, the working group of State Labour Ministers just a few months ago had recommended that the criterion for fixing minimum wages should be related to the basic needs of workers at the level of poverty line as defined by the Planning Commission. This recommendation as accepted by the Government will change the basis for minimum wages introducing for the first time a general minimum wage formula applicable as a general slide rule formula to all sectors of employment. According to the Planning Commission, the criteria of.....

**MR. SPEAKER** Please put the question.

**SHRI MADHAVRAO SCINDIA:** I am coming to that. Sir, this is a very important question, they are the most exploited sections of our country's population.

**MR. SPEAKER:** Put it in a question.

**SHRI MADHAVRAO SCINDIA:** You are interested in the agricultural labour.

**MR. SPEAKER:** I am interested, but I am also interested in very pertinent questions.

**SHRI MADHAVRAO SCINDIA:** Yesterday you gave 25 minutes for each question.

According to the Planning Commission' criteria based on subsistence need, the minimum wage works out to Rs. 240- a month whereas most States are giving minimum wage at a rate varying from Rs. 4.50 to Rs. 6.50 per day which is far below this level. I would like to know whether the recommendations about this formula linking minimum wages to the basic needs are being considered by the Government and if so, when the Government is going to come to the decision on this.

**SHRI BHAGWAT JHA AZAD:** Sir, we fully agree that the minimum wage should relate to the needy section of the society and we should continue to lay more and more stress on this. That is why, in the first 20-point programme as also in the second declared by the Prime Minister, this has been given a high priority and a place of importance.

The only misunderstanding of the hon. Member about the recommendations of the Ministers' Conference is this. There are two classes. One is the Minimum Wages Act, 1948 under which there is a schedule of employments for which the appropriate Government either the Centre or the State is empowered to announce the minimum wage. About this general wage that you are mentioning and linking of the wage with the price, the Labour

Ministers thought that there were large number of employments which were not under that schedule. Those are not under the 217 in the State or the Central list. But there are actually a large number of employments not covered by the schedule. They have said that for those who are below the poverty line, their wages and earnings generally should be uniform in the country. At least, it should be one and should not be below that. That is one important thing to which we agree and that is why, we propose that apart from the different States having the authority to announce a minimum wage or revise it after two years or after rise of every 50-points of consumer price index, there should be a concept of general minimum wage for employments not in the schedule which should not be below what the Planning Commission has fixed. That is the recommendation and for that, we are bringing forward a Bill to amend the Minimum Wages Act where we can provide this. This is an important recommendation and I attach importance to this.

**SHRI MUKUNDA MANDAL:** You are aware that the agricultural workers are unemployed for more than nine months in a year. And because of their 9 months' unemployment in a year, they fall into the trap of the land owners in the villages. The land owners used to pay less wages to the agricultural workers. In view of this, I want to know from the hon. Minister if the Government will provide unemployment relief to the agricultural workers and create a welfare fund from which they will be given medical relief, housing facilities, pension facilities etc.? This welfare fund would benefit them. Is the Government interested in creating such a fund and at the same time, is it interested to give unemployment relief to the agricultural workers?

**SHRI BHAGWAT JHA AZAD:** It is true that in a year, after the harvesting or the cultivation season is over, the agricultural labours in the villages of India are partly unemployed. This

is true and we all know that. That is why, we propose that whatever maximum we can do from our side should be done.

About unemployment relief etc., though we wish to do it, at present, Sir, it is very difficult to think in these terms due to the magnitude of the problem.

श्री शिव कुमार सिंह ठाकुर : माननीय अध्यक्ष महोदय, यह जो स्टेटमेंट माननीय मंत्री जी द्वारा दिया गया है, जिसमें उन प्रदेशों के नाम बताये गये हैं जहाँ पर कि एग्रीकल्चरल लेबर के लिए यह कानून लागू किये गये हैं, मुझे आश्चर्य है कि इसमें वेस्ट बंगाल का नाम नहीं है।

(व्यवधान)

माननीय अध्यक्ष महोदय, मैंने देखा है इसमें इफीक्टिव डेट्स भिन्न-भिन्न हैं। मध्यप्रदेश में यह 1-1-82 से लागू किया गया है, परन्तु वहाँ पर दूसरे रजिस्टर रखे जाते हैं, एक्ट के अनुसार रजिस्टर रखे जाते हैं। मजदूरों को बढ़ी हुई तन्स्वाह नहीं मिलती है। तो जिन राज्यों में मजदूरों की बढ़ी हुई तन्स्वाह नहीं मिलती है, उन्हें पिछले समय से बढ़ी हुई तन्स्वाह मिलेगी या नहीं मिलेगी ?

श्री भागवत भा आजाद : अध्यक्ष महोदय, मैंने कहा है और मैंने स्वीकार किया है कि अधिकांश में बर्सा देश के ऐसे भागों से जाते हैं जहाँ से वे जानते हैं कि ग्रामीण मजदूरों की क्या स्थिति है। मैंने इस समस्या की विशालता और बहुलता को स्वीकार किया है। सभी जगहों पर देखा जा रहा है। जहाँ से शिकायत प्राप्त होती है वहाँ पर हम लिखते हैं, जांच भी करवाते हैं और कार्यवाही भी की जाती है। इसमें अधिक क्या किया जाना संभव हो सकता है ?

SHRI K. A. RAJAN: I would like to draw the attention of the hon. Minister to a fact that certain industries of an unorganised nature migrate from one State to another, like, handloom; bidi; cashew and so on. In his reply he has stated that they have issued instructions to see, as far as possible, that the

gap is filled up. But, unfortunately, the gap still exists to the disadvantage of certain States where those industries migrate. I would like to know from the hon. Minister whether he will take stringent measures to see that it is made uniform.

MR. SPEAKER: That is relating to industries.

SOME HON. MEMBERS rose—

MR. SPEAKER: It is impossible to accommodate everybody. I am calling one from this side and one from that side. If necessary, I can allow a discussion. It is my discretion. I am going to use it.

SHRI RAJESH PILOT: I hope you will share my views that there is a discrimination between the rural agricultural labour and the urban labour. May I know from the hon. Minister whether the Government is proposing to have a price index formula as in the case of organised labour for the poor rural agricultural labour also and, if so, when?

SHRI BHAGWAT JHA AZAD: It is a fact and a very evident fact that there is a difference between the unorganised labour and the organised labour in regard to the formula. The formula for the organised labour is the basic wage along with the dearness allowance which is linked with the consumer price index. This is at present not so in the case of agricultural labour. That is true. We think that the formula of revision every two-years or on rise of index by 50 points to which Mr. Narsinh Makwana referred to is not satisfactory. This is an important suggestion. Can we think in terms of also linking it up according to the consumer price index? This has been the recommendation of the State Labour Ministers' Conference. We are considering it.

SHRI K. RAMAMURTHY: Unless you have voluntary organisations in the rural areas, it is impossible to implement the minimum wage among the

agricultural workers. Apart from the minimum wage and its implementation, I would like to ask a question. It is a long-pending issue of the Central Act for the agricultural workers. So many committees were formed. They have also given their suggestions and drafts. May I know whether the Minister will bring forward the Bill in the present session or at least in the coming session of Parliament?

**SHRI BHAGWAT JHA AZAD:** The first part of the question is a moot one. The Hon. Member has very rightly said that for the implementation of the minimum wages in the rural areas, it is very important that we must have strong voluntary organisation and it is in this context that I appreciated the efforts of INTUC when they have organised a Conference.

(Interruptions)

Yesterday I went to them and, therefore, I appreciate.

(Interruptions)

You talk. They do. That is the difference. And, therefore, I appreciate their efforts to organise a Camp of Rural Organisers for the Grameen workers.

As regards the second part of the question about the Bill, you have rightly said that it has become old and, therefore, we propose to bring it before the House to amend it.

**श्री होरालाल आर. परमार :** मैं एक महत्व का सवाल पूछ रहा हूँ। गुजरात के अहमदाबाद डिस्ट्रिक्ट की सानन्द तहसील में 55 गांव हैं जिनमें दो रूपया पर डे मजदूरी नांगों का मिलती है। मैंने यह बात लिख कर भी मंत्री जी को दी है लेकिन आज तक उसका कोई जवाब नहीं मिला है। वहाँ दो रूपया रोज लेबरर्स का मिलता है। क्या उन पर आपका ला लागू नहीं होता है? मैं यह जानना चाहता हूँ कि उनका क्षोषण से बचाने के लिए और रोजी रोटी देने के लिए आप क्या कर रहे हैं?

**श्री भार्गवत झा आजाद :** यह बात स्पष्ट है कि गुजरात में भी न्यूनतम मजदूरी लागू है। अगर माननीय सदस्य इसको जानते हैं कि वहाँ दो रूपये मजदूरी मिलती है और वह कहते हैं कि उन्होंने लिख कर दिया है तो इस चीज को वह वहाँ की राज्य सरकार को भी कह सकते हैं, उन को प्रिन कर भी उनको कह सकते हैं और जहाँ तक हमारा सम्बन्ध है और यह सच है तो स्थिति को सुधारने का प्रयास हम करेंगे और किया जा रहा है।

#### Cheating of Indians from Lebanon by Job Agency

\*152. **SHRI M. RAMGOPAL REDDY:**

**SHRI D. P. YADAV:**

Will the Minister of LABOUR be pleased to state:

(a) whether Government's attention has been drawn to a news published in the 'Times of India' dated 3 February, 1982 to the effect that 31 Indians who came from Lebanon have been duped by a job agency in India;

(b) what are the details in this regard; and

(c) what action has been taken against the firm?

**THE DEPUTY MINISTER IN THE MINISTRY OF LABOUR (SHRI DHARMAVIR):** (a) Yes, Sir.

(b) A group of 31 Indian nationals was recruited by some unscrupulous agents and promised job in a factory on monthly salaries ranging from Rs. 3000 to Rs. 4000, in Beirut. The agents allegedly charged each recruit Rs. 14000. Accompanied by the agents, they were flown to Dacca from Calcutta on December 27-28, 1981 in two batches on tourist Visas, from where they were taken to Damascus via Moscow, Sofia and Istanbul. From Damascus they were sent on their own to Beirut by bus, without possessing visas for Lebanon, with the assurance that they would be met by the agents in Beirut. On arrival in Beirut

on January 10, 1982, they found themselves stranded without jobs. They contacted the Indian Embassy on January 12, 1982 and were repatriated to India on January 31, 1982 as soon as a suitable flight accommodation was available.

(c) A case has been registered by the Delhi Police on February 2, 1982, under various sections of the IPC and the Emigration Act against the travel agents who were allegedly instrumental in sending the Indian emigrants to Lebanon. The case is still under investigation.

**SHRI M. RAM GOPAL REDDY:** I want to know who is the agent and whether he has registered himself with the Labour Ministry or not and, if not, how that man could manage to get visas and what sort of visa was obtained?

श्रम मंत्रालय में राज्य मंत्री (श्री भागवत झा आचार्य) : उनके पास टूरिस्ट वीजा था। ये दोनों व्यक्ति पंजाब के हैं। दोनों के खिलाफ पुलिस कार्रवाई कर रही है। उनकी जांच जारी है। इनके पहलू डाका भेजा, बन्ना में दीमक भेजा और घमा फिरा कर बन्ना ले गए। दोनों व्यक्तियों के खिलाफ कार्रवाई की जा रही है।

श्री एम. राम गोपाल रेड्डी : अध्यक्ष जी, यह तो बड़ा अच्छा हुआ सरकार ने सब से अच्छी कार्यवाही और जल्दी कार्यवाही की। लेकिन मैं जानना चाहता हूँ कि जब टूरिस्ट वीजा लिये गए थे तो इमीग्रेशन ऑफिसर्स को मान्य हो जाता है जब लोग वहाँ से जाते हैं उस समय ऐसे लोगों का पहचाना जा सकता है कि वाकई में यह लोग टूरिस्ट हैं कि नहीं। अगर कोई आदमी धोखा दे कर ले जा रहा है तो पता लग जाता है। इसलिए मैं जानना चाहता हूँ कि इमीग्रेशन नॉटिस पर उनको क्यों नहीं रोक़ा गया ?

श्री भागवत झा आचार्य : इस प्रश्न का जवाब मैं नहीं दे सकता, यह तो संबंधित मंत्रालय ही दे सकता है।

प्रश्न यह है कि कभी कभी बादमी का पहचानने में दिक्कत होती है और वह बंद लगना कि टूरिस्ट है कि नहीं बड़ा मुश्किल है। अब स्थिति यह हो गई कि पहले तो यह एजेंट अपने को श्रम मंत्रालय में रजिस्टर कराते थे। लेकिन मूवीम कांट्रॉल के 20 मार्च, 1979 के जजमेंट के अनुसार अब वह सब बायपास हो गये हैं। कांट्रॉल जल्द नहीं है रजिस्टर कराने की। सिर्फ 4 कानून उन पर लागू है। इसलिए दिक्कत हो रही है।

श्री. राजेश कुमारो डीवर्षेयी : क्या मंत्री जी का यह पता है कि बहुत से ऐसे भी व्यक्ति हैं जो करीब नावों से पैसा ले कर, 10,000 रु. 20,000 रु. तक लेते हैं और उन्हें वह चार्ज देते हैं कि तुम्हें बाहर भेजा जायगा नौकरी के लिये। वह बंधार देहांत से बड़े बड़े शहरों में जाते हैं, जैसे दिल्ली या बम्बई में और वहाँ भटकते रहते हैं और 6, 6 महीने भूख भी रहते हैं। फिर उन्हें पता नहीं चलता है कि वह कितने दिनों और क्या करें। यह जो बादमी के साथ निवारण हो रहा है सरकार इसकी जांच कर के कोई प्रतिबन्ध लगावैगी ताकि इनका रास्ता बंद ?

श्री भागवत झा आचार्य : यह बात मुझे है कि यह व्यक्ति जो पहलू रजिस्टर्ड एजेंट थे अब अनरजिस्टर्ड है मूवीम कांट्रॉल के जजमेंट के बाद और इस प्रकार की धोखाधड़ी करते हैं। वर्तमान केंस में ही एक, एक व्यक्ति में 14,000 रु. लिये गये और दही प्रिंकिन में बायपास जाये हैं। इमिग्रेशन सरकार ने निर्णय किया है कि मूवीम कांट्रॉल में सब को अनरजिस्टर्ड किया है इसलिये एक बिल मदन में हम नाचें जिसमें इन टाटों पर विचार किया जाय ताकि ऐसे चालाक लोग भोले भाने लोगों को ठगने न पायें। यथा शीघ्र ही ऐसा बिल लाया जायेगा।

(अवधान)\*\*

श्री दामोदर राम तारण : अध्यक्ष महोदय, उन्ना मंत्री जी ने कहा मूवीम कांट्रॉल के जजमेंट की वजह से बायपास हो गये, अब उनका नाम



रजिस्टर नहीं होता श्रम मंत्रालय में। यही जवाब आज से करीब डेढ़ साल पहले भी दिया गया था और उस समय भी यही बाश्वासन दिया गया था कि कानून में शीघ्र ही संशोधन कर रहे हैं। और आज भी वही जवाब है। इतनी बार सदन बैठ चुका है, तो यह चिन्त क्यों नहीं लाये ?

श्री भगवत झा आजाद : यह सवाल पृच्छना सही है। यह जजमेंट हुआ था मार्च 1979 में और वह बायदा जनता सरकार ने किया था जिनका उन्होंने पूरा नहीं किया। नॉक्सिज हजने जो बायदा किया है वह हम पूरा कर के दिवायेंगे।

(व्यवधान)

श्री वामन राम सारण : कहां केम तो हमने पकड़वाये।

MR. SPEAKER: Mr. Chintamani Panigrahi.

SHRI CHINTAMANI PANIGRAHI: Such cases are not isolated. I think the hon. Minister is well aware of the fact that... (Interruptions)\*\*

अध्यक्ष महोदय कानून पढ़िए और फिर आइये

Bring those documents and let me know.

SHRI CHINTAMANI PANIGRAHI: Thousands of labourers are being indentured by petty contractors from Orissa and from other states and they are being exploited...

MR. SPEAKER: Nothing has gone on record without my permission. Whatever is said without my permission does not form part of record.

SHRI CHINTAMANI PANIGRAHI: May I know whether the Home Ministry will give a direction to the State Governments that such contractors should be punished and whatever cases are pending, the State Governments should immedia-

tely take action against those offenders who are exploiting the human labour in such manner?

Even they are not taking action against these people....

SHRI MOOL CHAND DAGA: Nobody is taking action.

SHRI CHINTAMANI PANIGRAHI: Thousands of labourers are being taken to the Arab and the Middle-east countries and they are being exploited. What action do the Government propose to take against unscrupulous agencies and such contractors?

SHRI BHAGWAT JHA AZAD: The hon. Member's statement is correct that they are recruited and exploited. To avoid that it is proposed to bring an Emigration Bill in the House.

#### WRITTEN ANSWERS TO QUESTIONS

Development of colour T. V.

\*145. SHRI PRATAP BHANU SHARMA: Will the PRIME MINISTER be pleased to state:

(a) whether it is a fact that 51 cm colour TV has been developed in the country on indigenous know-how; and

(b) if so, the details thereof?

THE PRIME MINISTER (SHRI-MATI INDIRA GANDHI): (a) and (b). According to information available with the Department of Electronics, the Central Electronics Engineering Research Institute (CEERI), U.P. Electronics Corporation and Electronics Corporation of India Limited have developed colour T.V. receivers of 51 cm screen size. However, these receivers have yet to be tested for commercial worthiness.

.. .. **Khalistan-Pak Agency** ..

\*150. **SHRI CHIRANJI LAL SHARMA**: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the attention of Government has been drawn to the news item published in English daily Tribune dated 14 January, 1982 that Khalistan is the agency of Pakistan; and

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

**THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI NIHAR RANJAN LASKAR)**:

(a) Yes, Sir.

(b) It refers to the views of a visiting religious leader. Government have taken note of these views.

#### **Fall in Export in Coir Products**

\*151. **SHRI A. NEELALOHITHADASAN NADAR**: Will the Minister of INDUSTRY be pleased to state:

(a) the measures suggested by Government of Kerala to the Central Government for tiding over the crisis due to the fall in the exports and the sluggishness in the internal markets of coir products;

(b) the action taken by Government of India, on it; and

(c) the details thereof?

**THE MINISTER OF INDUSTRY AND STEEL AND MINES (SHRI NARAYAN DATT TIWARI)**: (a) to (c). In order to boost exports, the Government of Kerala has suggested payment of freight subsidy on exports. This proposal has been examined and an alternative proposal for cash compensatory support has been formulated by the Coir Board, which is now under process.

2. The Government of Kerala has made the following suggestions to counter the sluggishness of demand in the internal markets, viz:—

(i) Contribution of the Central Government towards share capital

assistance of the Kerala State Co-operative Coir Marketing Federation;

(ii) Rebate on sale of coir and coir products of the cooperatives within the country;

(iii) Reimbursement of the 50 per cent amount contributed by the State Government to the Kerala State Co-operative Coir Marketing Federation for its price fluctuation fund; and

(iv) Reimbursement of the amount spent by the Kerala Government from 1978-79 on the Centrally approved scheme of the State Government.

These suggestions have been discussed in detail with the officials of the State Government. They have been requested to consult the Reserve Bank of India and the Coir Board and to reformulate their proposals in the light of such discussions. The specific proposals are awaited from the Government of Kerala.

#### **Amendment to Labour Laws**

\*153. **SHRI ARVIND NETAM**: Will the Minister of LABOUR be pleased state:

(a) whether Government have any power to prosecute and claim damages from Labour Unions, which indulge in wilful damage to public property, causing great financial loss to the exchequer;

(b) whether Government would consider to adopt latest laws enacted in this regard recently in U.K. and other countries of the world after proper modification suited to our country; and

(c) if so, the details thereof?

**THE MINISTER OF STATE IN THE MINISTRY OF LABOUR (SHRI BHAGWAT JHA AZAD)**: (a) Yes, Sir.

(b) and (c). In view of the above Government does not feel need for the present, for enacting special Legislation in this regard.

#### Strategy for Tribal Development

\*154. SHRI BHEEKHABHAI: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether it is a fact that strategy of tribal development was conceived and formulated much earlier than the Component Plan;

(b) whether it is a fact that allocations made during Sixth Plan for Tribal Sub Plan are much less than those of Component Plan;

(c) if so, the reasons therefor when the population of Scheduled Castes is double than that of Scheduled Tribes; and

(d) the reasons why Tribal Sub Plan has been made unlike Component Plan, area oriented and not beneficiary oriented?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI NIHAR RANJAN LASKAR):

(a) and (b). Yes, Sir.

(c) As per the 1971 census the population of Scheduled Castes is almost double that of Scheduled Tribes.

(d) Tribal Sub-Plan approach envisages area development with focus on Scheduled Tribes. Both area development schemes and beneficiary-oriented schemes are also taken up. In fact, in the Sixth Plan more emphasis is being paid on beneficiary-oriented schemes than in the Fifth Plan period.

#### अन्डमान तथा निकोबार द्वीप समूह का विकास

\*155. श्री रीत लाल प्रसाद वर्मा : क्या गृह मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि समूचित प्रशासकीय यूनिट न होने के कारण अन्डमान तथा निकोबार द्वीपसमूह का अभी तक समूचित विकास नहीं हो पाया है;

(ख) क्या यह भी सच है, कि अन्डमान और निकोबार द्वीपसमूह का 5000 वर्ग किलोमीटर का क्षेत्र प्राकृतिक संसाधनों से भरपूर होने के बावजूद, राष्ट्रीय हित में उनका उपयोग नहीं किया जा रहा है क्योंकि सड़कों, उद्योगों, कृषि, संचार, व्यापार आदि की दृष्टि से ये द्वीप उपेक्षित रहते हैं; और

(ग) यदि हां तो क्या सरकार का विचार इन द्वीपों में रहने वाले भारतीय लोगों के जीवन के भरपूर विकास के लिए तथा उन्हें वहां के स्थानीय प्रतिनिधियों के माध्यम से प्रगति तथा विकास के अवसर प्रदान करने के लिये "अन्डमान-निकोबार विकास प्राधिकरण" स्थापित करने का है; और यदि नहीं, तो इसके क्या कारण हैं ?

गृह मंत्रालय तथा संसदीय कार्य विभाग में राज्य मंत्री (श्री पी. वेंकटसुब्बय्या) : (क) से (ग), यह कहना सच नहीं होगा कि समूचित प्रशासकीय यूनिट न होने के कारण अन्डमान तथा निकोबार द्वीप समूह का समूचित विकास नहीं हुआ है। 1.88 लाख जनसंख्या वाले इस संघ शासित क्षेत्र का प्रशासन एक प्रशासक के माध्यम से सीधी केन्द्रीय सरकार द्वारा किया जा रहा है। प्रशासक को सलाह देने के लिये हाल ही में एक प्रबन्ध परिषद स्थापित की गई है और परिषद को अन्य बातों के साथ साथ संघ शास्त्रा क्षेत्र के संबंध में विचार विमर्श करने और पंचवर्षीय योजनाएं और वार्षिक योजना प्रस्तावों के संबंध में सिफारिश करने का अधिकार है। प्रदेश परिषद के चुने हुए सदस्यों में से पांच को पार्षद नियुक्त किया गया है। और उनको विशिष्ट विषय सौंपे गये हैं। जनता के प्रतिनिधियों को इस संस्था के होते हुए संघ शासित क्षेत्र के

विकास कार्य में द्वीप समूह के विकास के लिये एक अलग प्राधिकार स्थापित करना आवश्यक नहीं समझा जाता है।

2. भौतिक स्थिति; इन सांख्यिकी विवरणों और परिस्थिति संबंधी विचार कुछ ऐसे मुख्य तत्व हैं जिनको इन द्वीप-समूहों के विकास के नियोजन के समय ध्यान में रचना होता है। परिवहन और संचार के सुधार, अन्य मूल रचनात्मक सुविधाओं की व्यवस्था और परिस्थिति के संतुलन पर प्रभाव डाले बिना इन संसाधनों के उपयोग पर बल दिया गया है। केंद्रीय सरकार के सभी संबंधित मंत्रालय इन कार्यक्रमों में संबंधित हैं। प्रशासन को अधिक सक्रियता दी गई है ताकि वह अधिक तत्परता और कारगर रूप से विकास कार्यक्रमों को संचार और कार्यान्वित कर सके। द्वीप समूह के प्राकृतिक साधनों का उपयोग करने के लिए स्वयं-माला नियमों के अंतर्गत भी सरकार ध्यान दे रही है।

**Co-operative Production-cum-Marketing Plan for Coir Industry..**

\*156. SHRI E. K. IMBICHIBAVA:  
SHRI M. M. LAWRENCE:

Will the Minister of INDUSTRY be pleased to state:

(a) whether Sixth Five Year Plan has any programme for the designing of a cooperative production-cum-marketing frame alongwith the States to help the disadvantaged sections engaged in coir industry;

(b) if so, details of the said plan; and

(c) if not, the reasons for the same?

THE MINISTER OF INDUSTRY AND STEEL AND MINES (SHRI NARAYAN DATT TIWARI): (a) Yes, Sir,

(b) The Sixth Plan outlay in the Central Sector for the development of the coir industry is Rs. 15 crores. Out of this, an amount of Rs. 9.5 crores is earmarked for co-operativisation of the coir industry. This co-operativisation scheme is designed to cover share

capital assistance, marketing assistance, managerial assistance and assistance for modernisation of equipment.

(c) Does not arise.

**Pollution of River Chaliary by Gwalior Rayons**

\*157. SHRI V. S. VIJAYARAGHAVAN: Will the PRIME MINISTER be pleased to state:

(a) whether Government are aware of the growing menace of pollution of the Chaliar River in Kerala, by the effluent from Gwalior Rayons Mavoor; and

(b) if so, the steps proposed to be taken in this regard?

THE PRIME MINISTER (SHRI MATI INDIRA GANDHI): (a) Yes, Sir,

(b) The Undertaking had been directed by the State Board for Prevention and Control of Water Pollution to put up adequate effluent treatment plant so that the effluents conform to the standard, prescribed by the State Board. The Undertaking had also been directed to discharge treated effluents at a distance of 6.4 Km downstream of the Factory site. For failure to comply with these directions, the State Board has launched prosecution against the Undertaking in the Court of Law under the Provisions of the Water (Pollution Control) Act, 1974.

**District Level Planning Machinery in States**

\*158. SHRI SONTOSH MOHAN DEV:

SHRI RAMAVATAR SHASTRI:

Will the Minister of PLANNING be pleased to state:

(a) whether it is a fact that the Planning Commission had approved a scheme to strengthen district level Planning machinery in the States to

strengthen the plan formulation and implemetation machiery at the district level;

(b) whether it is also proposed to share such expenditures incurred by the States;

(c) the outlay provided in the Sixth Plan for the purpose; and

(d) what are the other details in this regard?

**THE MINISTER OF PLANNING (SHRI S. B. CHAVAN):** (a) The Planning Commission has framed a scheme to strengthen District Planing Machinery in the States.

(b) to (d). The scheme is under active consideration of the Government of India.

#### **Tribal Migrant Labour**

\*159. **SHRI CHINTAMANI JENA:** Will the Minister of LABOUR be pleased to state:

(a) what are the names of the States in which large number of tribals migrating seasonally in search of work have been noticed;

(b) whether Government are aware that the system of 'dadán', another form of bonded labour, particularly in Orissa whereby persons are recruited on the basis of contracts for doing any skilled or unskilled work is still in vogue;

(c) if so, whether it is also a fact that majority of the members of the Scheduled Castes and Scheduled Tribes are agricultural labourers; and

(d) if so, what steps Government have taken or propose to take for improving their socio-economic conditions?

**THE MINISTER OF STATE IN THE MINISTRY OF LABOUR (SHRI BHAGWAT JHA AZAD):** (a) Tribal labour mostly migrates from Bihar & Orissa to the States of Punjab and Haryana for employment during lean period.

(b) No, Sir. The Bonded Labour system stands abolished w.e.f. 25-10-75. Under section 36(1) of the Inter State Migrant Workmen (Regulation of Employment and Conditions of Service) Act, 1979, the Orissa Dadan Labour (Control and Regulation) Act, 1975, and any law corresponding to this Act in force in any State stand repealed.

(c) and (d). In view of the answer to part (b) above, (c) and (d) do not arise.

**Permission for Manufacturing Cement and Ships to M/s. Larsen and Toubro**

\*160. **SHRI E. BALANANDAN:** Will the Minister of INDUSTRY be pleased to state:

(a) whether Government are planning to allow the multi-national firm, M/s. Larsen and Toubro, to diversify its activities into cement and shipping also;

(b) if so, the reason for the same decision;

(c) whether the said diversification will include the manufacturing of ships also; and

(d) if so, details of the permission given to the firm?

**THE MINISTER OF INDUSTRY AND STEEL AND MINES (SHRI NARAYAN DATT TIWARI):** (a) to (d). In accordance with Government's licensing policy in the matter of sanctioning additional capacity in Cement Industry, Messrs Larsen and Toubro Ltd., an Indian Company, were granted an industrial licence for setting up a cement plant in Maharashtra. In order to augment the Indian Shipping fleet without any assistance from the Government, the company has also been granted permission for acquisition of ships/vessels, upto a total capacity of 180,000 DWT. No licence or permission has, however, been granted to them for manufacture of ships.

**Implementation of Orders of Third Pay Commission in Service Matters**

\*161. SHRI RAJNATH SONKAR SHASTRI: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether it is a fact that all the recommendations of the Third Pay Commission on service matters were applicable to all the Central Government employees irrespective of their working in any department; and

(b) what steps have been taken by the Home Ministry to ensure that orders issued by it are implemented by all and extended to others whom the orders issued by it are not automatically applicable?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS AND DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI P. VENKATASUBBAIAH): (a) No, Sir. Recommendations pertaining to service conditions of the generality of Central Government employees are applicable to all sections of employees irrespective of the departments in which they may be working unless such recommendations are related to particular sections of employees.

(b) Orders issued on recommendations which are of general applicability to all Central Government employees either stand implemented automatically or are expected to be implemented by the various Ministries/Departments. As regards the extension of these orders to employees not covered automatically, the extent of applicability/implementation has been left to the concerned Departments to decide after detailed examination.

**Universities Studying Pollution of River Ganga**

\*162. SHRI GHULAM MOHAMMAD AND KHAN: Will the Minister be pleased to lay a state-

it is a fact that a number of universities had been entrusted

ed with the work of studying the extent of pollution in the river Ganga and suggest ways to minimise it;

(b) if so, the details thereof;

(c) whether the universities, associated with the work, have submitted their projects to the Union Government; and

(d) if so, the broad features thereof?

THE MINISTER OF PLANNING (SHRI S. B. CHAVAN): (a) to (d). At a Conference of Vice-Chancellors of Universities and Directors of Research Institutes located all along the Ganga held in the Planning Commission on 21st December, 1981, three Cluster Groups of the Universities and Research Institutes were set up to prepare coordinated research projects for the study of the Ganga in all its aspects including pollution. These Groups have yet to finalise their proposals.

**One Union-one Project Principle**

\*163. SHRIMATI PRAMILA DANDAVATE:

SHRI RAVINDRA VERMA:

Will the Minister of LABOUR be pleased to state:

(a) whether an exercise has been undertaken to enforce one-union-one trade union principle in the Centrally-run services and projects;

(b) if so, the details thereof; and

(c) which are the prominent services and projects where the exercise is being carried out?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR (SHRI BHAGWAT JHA AZAD): (a) No, Sir.

(b) and (c). Do not arise.

**बैलाडीला लोह अयस्क परियोजना के  
मूल्यालय का स्थानान्तरण**

\*164. श्री लक्ष्मण कर्मा : क्या इत्यात और सान मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि बग़तर की बैलाडीला लोह अयस्क परियोजना (राष्ट्रीय खनिज विकास निगम) का मूल्यालय हैदराबाद में स्थित है जिसके परिणामस्वरूप बहुत धन और समय बर्बाद होता है;

(ख) यदि हाँ, तो मूल्यालय और उपरोक्त परियोजना के स्थान के बीच कितनी दूरी है; और

(ग) क्या उक्त मूल्यालय के हैदराबाद में बंद कर गयपुर में जाने का सरकार का कोई प्रस्ताव है और ऐसा कब किया जायेगा ?

उद्योग तथा इत्यात और सान मंत्रालयों में राज्य मंत्री (श्री चरणवीर चानना):

(क) जी, नहीं। बैलाडीला लोह-अयस्क परियोजना का मूल्यालय बैलाडीला में ही है। हैदराबाद में नेशनल मिनेरल इंवेल्पमेंट कार्पोरेशन का मूल्यालय है।

(ख) प्रश्न नहीं उठता।

(ग) जी, नहीं।

**Collaboration with Maruti Limited**

\*165. SHRI CHITTA BASU:  
SHRI BALKRISHNA WAS-  
NIK:

Will the Minister of INDUSTRY be pleased to state:

(a) whether Government have since taken final decision in regard to col-

laboration proposal of Maruti Limited with any foreign automobile company;

(b) the foreign companies with whom negotiations have been conducted; and

(c) the comparative position of evaluation in respect of offers received from various foreign companies?

THE MINISTER OF INDUSTRY AND STEEL AND MINES (SHRI NARAYAN DATT TIWARI): (a) to (c). Discussions are being held with various foreign companies. Comparative merits of their proposals are also being examined by the Maruti Board of Directors.

**Amount outstanding against Vimal and Vinod Textile Mills, Ujjain**

1617. SHRI NIHAL SINGH: Will the Minister of LABOUR be pleased to state the amounts at present outstanding against the Vimal and Vinod Textile Mills on account of Employees State Insurance Scheme and Employees Provident Fund?

THE DEPUTY MINISTER IN THE MINISTRY OF LABOUR (SHRI DHARMAVIR): According to available information, the following amount was outstanding against the two Mills:—

	ESI Dues (Upto 11/81)	EPF Dues (upto 6/81)
	Rs.	Rs.
M/s. Vimal Mills . . . . .	14,99,193.30	32,55,812.78
M/s. Vinod Mills . . . . .	63,07,416.30	1,38,17,372.30

**Infiltration of Burmese into Arunachal Pradesh**

1618. SHRI B. V. DESAI: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether it is a fact that the Arunachal Pradesh Government have urged the Centre to check infiltration of Burmese nationals into the Union Territory;

(b) whether it is also a fact that large number of Burmese nationals have been crossing or entering Arunachal Pradesh for the last so many years;

(c) if so, the total number of Burmese nationals who have influxed into Arunachal Pradesh; and

(d) the steps being taken by Government to prevent them?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI NIHAR RANJAN LASKAR):

(a) to (d). 199 Burmese nationals crossed over to Tirap District of Arunachal Pradesh in November, 1981. According to them, they sought refuge in India to escape from the threats of the Naga underground operating in Burmese territory. Arunachal Pradesh Government had also brought this matter to the notice of the Government of India. Ten refugees have since returned. Government of India have taken up the question of early return of the remaining refugees with the Government of Burma.

समूह तटीय क्षेत्रों में लोगों को लाने का पता लगाने की प्रक्रिया

1619. श्री जार. पी. तायकजाह : क्या विज्ञान और प्रौद्योगिकी मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सब है कि भारतीय समुद्र विज्ञान संस्थान प्राकृतिक आपदाओं और समुद्री दुर्घटों के कारण भारत के समुद्रतटीय क्षेत्रों में लोगों से बंधों उत्पन्न होने का पता लगाने के लिए एक परियोजना शुरू करने जा रहा है;

(ख) क्या सरकार ने इस क्षेत्रों को अपनी स्वीकृति दे दी है और यदि हाँ, तो इसके लिए कितनी धनराशि आवंटित किए जाने की संभावना है; और

(ग) इन परियोजनाओं के लिए किन-किन स्थलों का चयन किया गया है।

विज्ञान और प्रौद्योगिकी, इन-तीनको तथा पर्यावरण और महासागर विकास विभागों में राज्य मंत्री (श्री सी. पी. एन. सिंह): (क) से (ग). राष्ट्रीय समुद्रविज्ञान संस्थान (एन. आई. ओ.) गाँवा, ने भारतीय राष्ट्रीय विज्ञान अकादमी के अनुरोध पर "भारतीय जन से समुद्री पर्यावरण के अध्ययन" अनुसंधान योजना प्रारंभ की है।  
(1) इवारका और काबेरिपेट्टनम को जल से दूरे भागों का अन्वेषण और उत्खनन तथा  
(2) भारतीय जल से दूरे भू-भ्रम उपकरणों को प्राप्त करने और उद्धार की संभावनाओं में संबंधित विज्ञान प्रतिबंधन पूरा किया गया।

पहले गाँवा, इवारका और टुकिववार के जल से भ्रमणयुक्तों का पता लगाया जाएगा। गाँवा और इवारका के समीप अन्वेषण किए जाने वाले समुद्री क्षेत्र प्राप्त किए गए। वह परियोजना दो वर्षों के लिए भारतीय राष्ट्रीय विज्ञान अकादमी द्वारा प्रतिवर्ष 88,400/- रु के प्रदत्त अनुदान द्वारा समर्थित है।

**Pilferage of Cement from Government Godown in Delhi.**

1620. PROF. MADHU DANDA-VATE:

SHRI PIUS TIRKEY:

SHRI RAM VILAS PASWAN:

SHRI KAMLA MISHRA  
MADHUKAR:

Will the Minister of INDUSTRY be pleased to state:

(a) whether Government's attention has been drawn to the news in "Times of India" of 2 February, 1982 revealing that pilferage of cement from Government godowns in Delhi and its sale in black market has assumed alarming proportions;



(b) whether it is true that in the past three months alone the enforcement staff of the food and civil supplies department seized 3,500 bags of unauthorised cement of which about one third had been pilfered from the DDA godowns; and

(c) if so, what steps are taken to prevent such malpractices?

**THE MINISTER OF INDUSTRY AND STEEL AND MINES (SHRI NARAYAN DATT TIWARI):** (a) Yes, Sir.

(b) and (c). Delhi Administration has reported pilferage of cement from cement godowns in Delhi. In order to prevent pilferage and black-marketing of cement, strict vigilance is maintained by the Delhi Administration over movement of cement from godowns. All Government agencies/departments engaged in construction work have also been advised by Delhi Administration to take preventive action to check any pilferage and plug possible loopholes.

**'Hot Dry Rock Technique' for Producing Energy**

**1621. SHRI PIUS TIRKEY:** Will the Minister of **SCIENCE AND TECHNOLOGY** be pleased to state:

(a) whether it is in the knowledge of Government that German scientists are experimenting with the 'Hot Dry Rock Technique' for producing the energy;

(b) in view of the abundance of the rock in the country, whether Government propose to pay attention to this technique;

(c) whether Government have any information regarding the work being carried out in north eastern Bavaria; and

(d) if so, the details thereof?

**THE MINISTER OF STATE IN THE DEPARTMENTS OF SCIENCE AND TECHNOLOGY, ELECTRONICS AND ENVIRONMENT AND OCEAN DEVELOPMENT (SHRI C. P. N. SINGH):** (a) to (d). Yes, Sir. Government are aware of the work being done in the Federal Republic of Germany and other countries in this field. Basically, the technique consists of sending a fluid down to depths of about 300 metres or more and extracting the heat energy for various applications. The technique could be potentially of use in areas where such hot dry rocks occur. Studies and surveys are continuing in the country on the occurrence and potential of this form of geothermal energy.

**Ingenuity Employed by Thieves and Robbers**

**1622. SHRI ARJUN SETHI:** Will the Minister of **HOME AFFAIRS** be pleased to state:

(a) whether it is fact that ingenuity is being increasingly employed by thieves and robbers all over the country to outsmart the public and police;

(b) if so, whether any study regarding crimes has been conducted by Government; and

(c) if so, the details thereof?

**THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI NIHAR RANJAN LASKAR):**

(a) There is no information or report with the Government to conclude that ingenuity is being increasingly employed by thieves and robbers all over the country to outsmart the public and police.

(b) and (c). Do not arise.

**Copper Deposit in Andamans. . .**

**1623. SHRIMATI SANYOGITA RANE:** Will the Minister of **STEEL AND MINES** be pleased to state:

(a) whether it is a fact that preliminary investigation conducted by

the Geological Survey of India has revealed the existence of copper deposit in Andamans.

(b) whether a detailed investigation in the area is proposed in this regard; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRIES OF INDUSTRY AND STEEL AND MINES (SHRI-MATI RAM DULARI SINHA): (a) and (b). Investigations conducted by the Geological Survey of India have revealed the incidence of copper mineralisation in Beadonabad area of South Andamans. However, this mineralisation has been found to be of an impersistent and disseminated nature and therefore no detailed investigation of the area is proposed to be taken up for the present.

(c) Does not arise.

#### Recommendations of Aluminium Congress

1624. SHRI DAULATSINHJI JADEJA:

SHRI NAVIN RAVANI:

Will the Minister of STEEL AND MINES be pleased to state:

(a) whether a three days Aluminium Congress was held recently in New Delhi;

(b) if so, the names of the delegates attended the meeting;

(c) the recommendations made; and

(d) the decision taken by Government of India thereto?

THE MINISTER OF STATE IN THE MINISTRIES OF INDUSTRY AND STEEL AND MINES (SHRI-MATI RAMDULARI SINHA): (a) Yes, Sir,

(b) A list showing the names of delegates who attended the Congress as furnished by the organisers, National Alliance of Young Entrepreneurs,

is laid on the Table of the House. [Placed in Library. See No. LT-3464/82]

(c) Major points which emerged from the discussions are:

(i) India has the potential of becoming a major aluminium producer in the world.

(ii) There is vast scope for application of aluminium in several sectors and for substitution of other materials by aluminium.

(iii) The demand for aluminium in the country by 2,000 A.D. would be about 1 million tonnes.

(iv) There is urgent need for adequate and un-interrupted power supply to the aluminium smelters.

(v) R&D studies are being made in India for reducing energy consumption in aluminium smelters.

(vi) There is need for stepping up R&D efforts.

(vii) Production processes and technology in respect of aluminium semi-finished products and consumer products will have to quickly adapt themselves to efficient and economic processes.

(viii) Large strides will have to be made in market research, education of potential consumers, market penetration and creating a general awareness about the benefits of users of aluminium, its alloys and the composite materials.

(ix) The primary producers, fabricators of semi-finished and finished products will have to work together in building up the market and in meeting the growing market demand in an orderly manner.

(x) Costs and prices as passed down the stream from the primary producers to the end-product users will have to be subjected to a discipline which will be conducive to the growth of demand.

(xi) Price controls, tax structure, production controls and other regulatory measures imposed by Government should subservise these objectives.

(d) These points have been noted by Government

**Proposal to set up a Ferro Vanadium Plant at Rairangpur, Orissa**

1625. SHRIMATI JAYANTI PATNAIK: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether it is a fact that the proposal to set up a Ferro Vanadium Plant at Rairangpur of Orissa is under the consideration of Government;

(b) if so, whether such Ferro Vanadium plant is proposed to be set up in the financial year 1982-83; and

(c) the details about the latest estimated cost and the progress made so far in implementing the above proposal?

THE MINISTER OF STATE IN THE MINISTRIES OF INDUSTRY AND STEEL AND MINES (SHRI CHARANJIT CHANANA): (a) and (b). M/s Industrial Promotion and Investment Corporation of Orissa Ltd. (IPICOL) were granted a Letter of Intent in December, 1978 for setting up a unit at Rairangpur for manufacture of Ferro-vanadium and low phosphorus pig iron. IPICOL's request for extension of the validity period of the Letter of Intent up to December 1982, for enabling them to implement the Letter of Intent is under Government's consideration.

(c) According to the information furnished by the Corporation in November 1981, the latest estimated cost on land and building is Rs. 0.30 crores and on plant and equipment Rs. 14.00 crores. It is making arrangements for land, water and power, and entered into an agreement with an Indian firm to implement the project in joint sector. The Corporation has also stated

that it is taking steps for the procurement of know-how and the plant and equipment for the project.

**Foreign Inspired Instability in Manipur.**

1626. SHRI G. Y. KRISHNAN: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether it is a fact that some foreign inspired vested interests have been noticed misguiding the youth to create instability in Manipur; and

(b) if so, the steps taken by Government to check anti-Government activities in that State?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI NIHAR RANJAN LASKAR):

(a) and (b). Government are aware of certain misguided extremist organisations in Manipur having made efforts to resume contacts with foreign countries for securing assistance. Organisations indulging in secessionist activities have been declared unlawful associations under the Unlawful Activities (Prevention) Act, 1967. Security Forces are taking appropriate steps to check the violent activities.

**पूर्वी उत्तर प्रदेश में "उपवास" को गतिविधियां**

1627. श्री ब्याराम झाक्य : क्या गृह मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार का ध्यान 28 दिसम्बर, 1981 के दैनिक "जागरण" में "एक्टिविटीज आफ एटन्सिबल फोर्स इन ईस्टर्न उत्तर प्रदेश", (पूर्वी उत्तर प्रदेश में एक्टिविटीज की गतिविधियां) शीर्षक से प्रकाशित समाचार की ओर दिलाया गया है;

(ख) यदि हां, तो क्या इस बारे में जांच पड़ताल की गई है; और

(ग) यदि हां, तो उसका पूर्ण ब्यौरा क्या है ?

गृह मंत्रालय में राज्य मंत्री (श्री निहार रंजन लस्कर) : (क) सरकार को समाचार की जानकारी है।

(ख) और (ग) : कानून और व्यवस्था प्राथमिक रूप से राज्य सरकार का विषय है। केन्द्र सरकार राज्यों के साथ सम्पर्क बनाए रखती है और जब आवश्यक होता है मार्गदर्शन और सहायता देती है।

**Guidelines to States for Precautionary Measures to check communal Riots**

1628. SHRI HARIHAR SOREN: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether his Ministry has sent guidelines to various States to take precautionary measures against the activities of the anti social element who create ground for communal riots;

(b) whether strict instructions have been given to the different State Governments to be vigilant in the tension prone areas; and

(c) the details about the steps taken by Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI NIHAR RANJAN LASKAR): (a) and (b). Yes, Sir.

(c) A statement is attached.

**STATEMENT**

Details about the steps taken by the Government

The conclusions/recommendations made by various Commissions on communal disturbances referring to (i) intelligence set-up, (ii) preventive action, (iii) administrative action including investigation of offences etc. were forwarded to the State Governments and Union Territory Administrations for guidance and suitable action in January, 1980.

2. The Government convened a conference of Governments and Chief Minister held in April, 1980 on Law and Order. The State Governments and Union Territory Administrations were advised to be vigilant and take all preventive measures.

3. Specific guidelines for controlling communal disturbances and to promote communal harmony were issued to all the State Governments and Union Territory Administrations for suitable action in October, 1980. These guidelines inter-alia include strengthening of intelligence set-up preventive action, administrative measures, contingency planning, appropriate personnel policies, training etc.

4. The measures taken are reviewed at Conferences held from time to time with State Government officials.

**Domestic Capacity for manufacture of paper**

1629. SHRI A. C. DAS: Will the Minister of INDUSTRY be pleased to state:

(a) whether Government have taken various measures to raise the domestic capacity for the manufacture of paper;

(b) if so, what are the steps taken by Government for the above purpose;

(c) the total number of letters of intent issued to the manufacturers or the applicants to set up mini-paper plants between 1978 and 1981; and

(d) the details about the performance of those mini-paper plants to increase paper production?

THE MINISTER OF INDUSTRY AND STEEL AND MINES (SHRI NARAYAN DATT TIWARI): (a) and (b). Yes, Sir. Apart from taking up paper projects in the public sector, Government have taken the following

steps to encourage the growth of capacity for the manufacture of paper:—

(i) Promoting the setting up of paper mills based on secondary raw materials which does not involve foreign exchange expenditure has been delicensed.

(ii) The facility of imports of second hand paper plants of capacity upto 30 tonnes per day was allowed till 31-3-81, and resulted in substantial addition to capacity. As sufficient capacity had been set up, and with a view to develop indigenous capacities, the scheme was withdrawn after 31-3-1981.

(iii) The import of pulp has been liberalized.

(iv) The import duty on waste paper used for paper making has been waived.

(v) Excise rebates have been allowed to small paper mills for the use unconventional raw materials.

(vi) Special incentives have been offered for the utilisation of bagasse for paper making.

(c) 117 Letters of Intent were issued for setting up paper mills of capacity 10,000 tonnes per annum or below, between 1978 and 1981.

(d) The percentage of production of paper and paper board by small paper mills of capacity 10,000 tonnes per annum and below, has increased from about 15 per cent in 1978 to 22 per cent in 1981.

**Palekar Award-renewal of accreditation of correspondents**

1630. SHR RASA BEHARI BEHARA: Will the Minister of LABOUR be pleased to state:

(a) whether any assessment has been made by the Ministry about the accredited correspondents whose accreditations have not been renewed by the newspapers authorities with the fear of implementation of the

Palekar Award in the case of the concerned journalists;

(b) if so the names of the correspondents whose accreditation has not been renewed by the newspapers authorities and the details thereof;

(c) the details of the enquiry made by the State Governments in each of the cases and the details of the reports received by the State Governments; and

(d) the details of the action taken up to date by the Ministry for proper implementation of Palekar Award towards journalists?

THE DEPUTY MINISTER IN THE MINISTRY OF LABOUR (SHRI DHARMAVIR): (a) No, Sir. No specific complaint regarding non-renewal of accreditation has been received.

(b) and (c). Do not arise.

(d) The State Governments/Administration have been advised to ensure proper implementation of the Government orders on the recommendations of the Palekar Tribunals and to initiate legal action against the defaulting newspaper establishments. The Ministry of Labour has appointed a Committee to oversee the progress of implementation.

**Setting up of nuclear Energy plant in Punjab**

1631. SHRI R. L. BHATIA: Will the PRIME MINISTER be pleased to state:

(a) whether the Department of Atomic Energy has since taken a decision to send a Study Team to Punjab to assess the feasibility of setting up of a nuclear energy plant in that State;

(b) if so, the places visited by the Study Team and the outcome of the discussions held by them with the Government of Punjab in this behalf; and

(c) the likely place tentatively considered by this Team for the setting up of the plant?

THE MINISTER OF STATE IN THE DEPARTMENTS OF SCIENCE AND TECHNOLOGY, ELECTRONICS AND ENVIRONMENT AND OCEAN DEVELOPMENT (SHRI C. P. N. SINGH): (a) A committee has been appointed by Government for selection of suitable sites in Northern, Western and Southern Regions for setting up new atomic power plants in the country.

(b) and (c). Report of the Site Selection Committee is awaited.

Manufacture of wrist watch components

1632. SHRI K. MALLANNA: Will the Minister of INDUSTRY be pleased to state:

(a) whether Government of India have decided to encourage creation of further capacity for manufacture of wrist watch components by non-Monopoly Restrictive Trade Practices companies to meet the requirement of watch assembly units in the small scale sector; and

(b) if so, the details while considering proposals for creation of fresh capacity and how much production of components would be made available to the small units?

THE MINISTER OF INDUSTRY AND STEEL AND MINES (SHRI NARAYAN DATT TIWARI): (a) Yes, Sir.

(b) The Government have recently decided to encourage establishment of further capacity mainly for manufacture of wrist watch components. This is with a view to developing indigenous components manufacturing capacity to meet the demand of small scale assembly units

so as to obviate continued dependence on imports. Of the capacity thus created, atleast 2/3rd of the production of watch components would be applied to small scale assembly units and not more than 1/3rd would be utilised for manufacture of complete watches. Preference would be given to proposal for locating projects in industrially backward/hilly areas and which aim at a high degree of indigenisation from the first year. MRTTP and FERA companies would, however, not be considered for establishing additional capacity.

बजरावती बहारतु में उद्योगों की स्थापना

1633. श्रीमती उषा प्रकाश चौधरी : क्या उद्योग मंत्री यह बताने की कृपा करेंगे कि

(क) क्या सरकार बहारतु में बजरावती में बांधवामिनवाँ की बड़ी संख्या को ध्यान में रखते हुए बड़ा नया उद्योग स्थापित करने के लिये राज्य सरकार का वित्तीय और तकनीकी सहायता प्रदान करेगी,

(ख) क्या सरकार बजरावती में, बंगलूर के बंगलूर बाइवामी परतों और बाँटलाओं की बड़ी संख्या को राजवार के बजरावती प्रदान करने की दृष्टि में एक बड़ा उद्योग स्थापित करने के लिए प्लान करेगी, और

(ग) यदि हाँ, तो उस पर सरकार की प्रतिक्रिया क्या है ?

उद्योग तथा इस्पात और जल मंत्री (श्री नारायण दत्त तिवारी): (क) में (ग) बिना उद्योग केंद्रों की केंद्र प्राथमिक योजना के प्राथम में बजरावती जैसे विशेष क्षेत्र में नए उद्योग एकत्रों को बढ़ावा देने के लिए तकनीकी, वित्तीय तथा अन्य सहायता देने की व्यवस्था की जा रही है। बिना उद्योग केंद्र विकासभाव विशेष पूर्व तथा विशेष स्तर पर व निवेशोत्तर स्तर पर एक ही स्थान पर उद्योगकर्ताओं के लिए अर्पित नयी प्रकार की सहायता व सेवाएँ देते हैं। बिना उद्योग केंद्र बजरावती

द्वारा आदिवासी क्षेत्र तथा जिले के अन्य क्षेत्रों में लघु उद्योगों का विकास करने के लिए एक कार्य योजना तैयार की जा चुकी

है। जिला उद्योग केंद्र जमरावती द्वारा प्रारंभ से की गई वास्तविक प्रगति इस प्रकार है :—

	1979-80	1980-81	1981-82 (दिसम्बर, 81 तक)
1. पता लगाए गए उद्यमियों की संख्या	183	718	उपपलब्ध नहीं
2. नए पंजीकरणों की संख्या	111	251	204
3. स्थापित किए गए नए एककों की संख्या			
कारीगर	283	174	191
लघु एकक:	111	396	360
योग :	394	570	551
4. बैंको तथा अन्य वित्तीय संस्थानों द्वारा दिए गए ऋण (होनाखों में)	58.25	81.79	64.97
5. प्रतिरिक्त रोजगार के प्रवसर	1941	1173	1499
6. अन्य प्रकार की (तकनीकी महायत्ना सहित) महायत्ना प्राप्त एककों की संख्या	210	472	300

केंद्रीय औद्योगिक परिगणनाओं का स्थापना स्थान ग्रंट तकनीकी आर्थिक दृष्टिकोणों पर निर्दिष्ट किया जाता है। इन्हीं धारणाओं के अंतर्गत पिछड़े हुए क्षेत्रों को केंद्रीय परिगणनाओं के स्थापनास्थान के बारे में अधिमानता दी जाती है। तथापि, इस प्रकार की परिगणनाओं का स्थापना करने के लिए प्रमुख पर्याप्तता वाले कच्चे माल की उपलब्धि, कच्चे मजदूर, विपणन सुविधा, औद्योगिक विकास की अवस्थापना जैसे बिजली, पानी, मड़कों की स्थिति, परिवहन, मंचार के अन्य साधन, औद्योगिक कार्यशालाएँ, वित्तीय संस्थाएँ आदि हैं। भिन्न-भिन्न क्षेत्रों में केंद्रीय निवेश का समान रूप में वितरण किए जाने का मुनिश्चय करने से व्यापक सीमाओं को देखते हुए औद्योगिक रूप में पिछड़े हुए क्षेत्रों में निजी क्षेत्रों में अधिकाधिक निवेश कराकर उद्योगों का संतुलित क्षेत्रीय विकास किया जाता है। पिछड़े हुए तथा कम विकसित क्षेत्रों में निवेश हेतु आकर्षण प्रदान करने की दृष्टि से भावी उद्योगों को अनेक रिवाजतें जैसे पंजीगत निवेश राजसहायता,

परिवहन राजसहायता, वित्तीय संस्थानों आदि से गिरायती दर पर वित्त आदि दी जाती है।

**Insurance cover to policemen against injury**

1634. SHRI GEORGE FERNANDES: Will the Minister of HOME AFFAIRS be pleased to state:

(a) the number of policemen killed in the course of their duties since January, 1980 all over the country;

(b) whether Government would consider providing substantial insurance cover to policemen against injury and death in the course of their duties; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI NIHAR RANJAN LASKAR): (a) to (c). The information is being collected and will be laid on the Table of the House.

**Setting up of an integrated steel Plant in Morocco**

1635. SHRI LAKSHMAN MALLICK: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether Government have a proposal to help Morocco in setting up of an integrated steel plant of one million tonne capacity in that country;

(b) if so, the expected time of the implementation of the above proposal;

(c) what is the estimated cost of that proposed steel plant;

(d) whether any agreement has been signed by both the countries for implementing the above proposal; and

(e) the progress made so far in implementing the above proposal?

THE MINISTER OF STATE IN THE MINISTRIES OF INDUSTRY AND STEEL AND MINES (SHRI CHARANJIT CHANANA): (a) to (e). Yes, Sir. A Moroccan delegation led by H.E. Mr. Azeddine Guesscus, Minister of Commerce, Industry and

Tourism visited India in November 1981 and during discussions with the Minister for Commerce, Steel and Mines, he had requested for expert assistance in studying the feasibility of setting up an integrated steel plant in Morocco based on local raw materials. It was agreed that a team of experts from MECON would visit Morocco to undertake this study. The Indian Embassy in Morocco is to finalise the programme for the team's visit in consultation with the Moroccan authorities. The matter is being pursued.

**Production of Cement in 1981—1983**

1636. SHRI NAVIN RAVANI: Will the Minister of INDUSTRY be pleased to state:

(a) the production of cement during the year 1981, factory-wise and in mini cement plants;

(b) the quantity of cement imported during the year 1981; and

(c) the estimate of production during the years 1982 and 1983?

THE MINISTER OF INDUSTRY AND STEEL AND MINES (SHRI NARAYAN DATT TIWARI): (a) A statement is attached.

(b) 14.43 lakh tonnes.

(c) Production of cement during 1982-83 is estimated at 26 million tonnes.

**Statement**

*Factory-wise production of cement during 1981*

S.No.	Name of the Unit	Production (Tonne)
1	A.C.C. Ltd. Banmore . . . . .	67618
2	A.C.C. Ltd. Babupendra . . . . .	421198
3	A.C.C. Ltd., Chaibasa . . . . .	531668
4	A.C.C. Ltd. Chanda . . . . .	487298



S.No.	Name of the Unit	Production (Tonnes)
5	A.C.C. Ltd., Jamul	1083327
6	A.C.C. Ltd., Dwarka	2106 00
7	A.C.C. Ltd., Khalari	95200
8	A.C.C. Ltd., Kistna	250214
9	A.C.C. Ltd., Kymore	625670
10	A.C.C. Ltd., Lakheri	272075
11	A.C.C. Ltd., Madhukkarai	310159
12	A.C.C. Ltd., Mancherial	294235
13	A.C.C. Ltd., New Porbander	128029
14	A.C.C. Ltd., Porbander (white)	26300
15	A.C.C. Ltd., Sevalia	204940
16	A.C.C. Ltd., Shahabad	390669
17	A.C.C. Ltd., Wadi	390104
18	A.C.C. Ltd., Sindri	165635
19	Andhra Cements Vishakapatnam	174658
20	Andhra Cements Vijaywada	229225
21	Bagalkot Udyog	170620
22	Birla Cement Works	415836
23	Chettinad Cements	367558
24	Cement Corpn. Bokajan	196680
25	Cement Corpn. Kurkunta	187942
26	Cement Corpn. Mandhar	336475
27	Cement Corpn. Rajban	180379
28	Cement Corpn. Akaltara	240935
29	Cement Corpn. Neemuch	182960
30	Century Cement	645100
31	Dalmia Dadri Cement	10386
32	Dalmia Cement Bharat	495839
33	Durgapur Cement	365412
34	Hira Cement	410647
35	India Cement (Sankaridurg)	582864
36	India Cement (Talayuthu)	621481
37	Jaipur Udyog	483720

S. No.	Name of the Unit	Production (Tonnes)
38	J&K Minerals (Tuyan) (Mini)	6639
39	J.K. Cement Works	690807
40	Kalyanpur Lime & Cement	319521
41	Kesoram Cement	842516
42	Madras Cement	494647
43	Mawmlu-Cherra Cement	98730
44	Mysore Cement	407810
45	Orissa Cement	421809
46	Panyam Cement	403306
47	Ramakrishan (K.C.P.)	237977
48	Rohtas Industries	249881
49	Saurashtra Cement	397918
50	Satna Cement	306446
51	Shree Digvijay (Sikka)	639000
52	Shree Digvijay (Ahmedabad)	112425
53	Shree Digvijay (Sewree)	142724
54	Sonewalley Portland Cement	164798
55	Tamilnadu Cement (Alangulam)	293248
56	Tamilnadu Cement (Ariyalur)	286465
57	Travancore Cement	39981
58	Udaipur Cement	291197
59	U.P. State Cement Corpn. Churk	364499
60	U.P. State Cement Corpn. Dalla	129912
61	Visvesvaraya Iron & Steel Ltd., Bhadravati	63479
62	Kutch Cement (Mini)	1855
63	Maihar Cement	403794
64	Yerraguntla	118867
65	Chunar	197523
66	Rani	146245
67	Mangalam	177273
68	Lokapur (Mini)	743
69	Veda (Mini)	N.A.
70	J&K Minerals Khrew	40

**Reservations in promotions to Scheduled Tribes Officers for Selection Grade Posts**

1637. SHRI N. E. HORO: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether Government propose to extend the reservations in promotions in accordance with July, 1974 orders to the Selection Grade posts in view of the negligible percentage of representation of Scheduled Tribe officers in the higher category posts;

(b) whether it is a fact that many of the reserved posts for Scheduled Tribe Officers are diverted to Scheduled Caste Officers; and

(c) what steps Government propose to remedy the position and protect the interests of Scheduled Tribe Officers?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI NIHAR RANJAN LASKAR):

(a) The July, 1974 orders relating to reservation in promotion by selection applies to all cases of such promotion upto the lowest rung of Group A (Class I) posts, including selection grade posts covered within this framework. It is not proposed to extend the scope of the 1974 orders.

(b) and (c) Separate reservations have been provided for Scheduled Castes and Scheduled Tribes. In case of non-availability of Scheduled Castes and Scheduled Tribes officers, reservations are carried forward to three subsequent recruitment years and in the final year of carry forward reservations are exchangeable between Scheduled Castes and Scheduled Tribes and vice-versa in all cases except in promotion by selection from group C to Group B to the lowest rung and from Group B to the lowest rung of Group A where reservations are exchangeable in the same year itself.

The present scheme of reservation protects the interests of both the reserved communities adequately.

**Expenditure incurred by DMC in defending proceedings in course for House Tax Cases ..**

1638. SHRI SOMJIBHAI DAMOR: Will the Minister of HOME AFFAIRS be pleased to state:

(a) the amount of legal expenses incurred by the Municipal Corporation of Delhi in defending proceedings in House Tax cases instituted against them by the house owners in the Supreme Court, Delhi High Court and the District Judge's Court during 1981, regarding non-implementation of the Supreme Court Judgement dated 20th December, 1979;

(b) how many such cases were decided by the above courts finally during the year 1981; and

(c) how many cases decided by the above courts during 1981 regarding non-implementation of the Supreme Court Judgement dated 20 December, 1979, went against the Municipal Corporation of Delhi and in how many cases the assessment orders of the Municipal Corporation were quashed and fresh assessment ordered by these courts?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS AND DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI P. VENKATASUBBIAH):

(a) to (c) The Municipal Corporation of Delhi has reported that as on 31-12-1981, there were 8758 cases pending in the various courts in Delhi in which the Corporation is a party. These cases included cases relating to property tax assessment also. Furnishing information in regard to the number of cases pending and disposal of, in favour of against the Corporation, in 1981, and the amount spent on these cases would

require scrutiny of the cases pending as on 31-12-1981 and also the cases disposed of during the year 1981.

**New Technology of manufacturing Cement from Fly-Ash**

1639, SHRI R. K. MHALGI: Will the Minister of INDUSTRY be pleased to refer to the reply given to Unstarred Question No. 3571 on 9 September, 1981 regarding new technology of manufacturing cement from Fly-Ash and state: -

(a) what are the certain disadvantages of new technology of manufacturing cement from Fly-Ash which have been acted against adoption;

(b) when these so called disadvantages are reported and by whom; and

(c) whether Government have finally left the idea of this technology to make commercially successful?

THE MINISTER OF INDUSTRY AND STEEL AND MINES (SHRI NARAYAN DATT TIWARI):

(a) The new technology proposes manufacture of cement through synthetic slag from limestone and fly-ash activation by sodium hydroxide. The following disadvantages in adoption of this process for production of cement on a commercial scale have been reported:—

(i) Hygroscopic and corrosive nature of sodium hydroxide.

(ii) Cost of Sodium Hydroxide in India.

(iii) Practical difficulties in marketing of wet paste binder.

(iv) Practical problems in procurement and addition of activator at site by individual agencies.

(v) Doubts with regard to durability of such binders and inadequate of data on the subject.

(vi) Low iron content in India fly-ash makes the process difficult and costly for recovery of iron.

(vii) The process is not known to have been successfully developed on a commercial scale.

(b) During 1977 by Building Research Establishment, a research institute of United Kingdom and in 1981 by the Cement Research Institute of India during an All India Seminar of cement manufacture.

(c) Having regard to the fact that we have plentiful supply of cement grade limestone in the country and in view of the disadvantages of the technology mentioned above, Government are not in favour of adoption of this technology for manufacture of cement for the present.

**Use of Electric Chair/Drug methods for death penalty**

1640 SHRI MOHAN LAL PATEL: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether Government are still continuing the Primitive and cruel method of giving death penalty by hanging in spite of its advancement in the sciences; and

(b) if so, the reasons for not adopting a scientific method like electric chair or use of drug which are less painful?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS

AND DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI P. VENKATASUBBIAH):

(a) and (b) The method of execution of death sentence is prescribed under Section 354 (5) of the Code of Criminal Procedure, 1973. In accordance with the provision of that section when a person is sentenced to death, the court shall direct that he be hanged by the neck till he is dead.

The question about the best method of ending life of a condemned prisoner, in as harmless and the speedy manner as possible and the propriety

of the method of hanging a convict with a rope was examined in the past and the medical opinion did not recommend any change in the present method of execution by judicial hanging having regard to the state of scientific knowledge. The Law Commission also went into this question in a greater detail in their Thirty-third Report and did not recommend any change in the law on this point.

**Smuggling of arms from Pakistan**

1641. SHRI H. N. NANJE GOWDA: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether it is a fact that a large number of arms are being smuggled into India from Pakistan;

(b) whether recently guns manufactured in Pakistan have been seized in Jammu and Kashmir;

(c) whether Government have received similar reports from other border States and if so, the steps Government have taken to curb them; and

(d) whether Government have ensured that such arms are not going into the hands of the anti-social elements and dacoits and if so, the steps taken in this direction and the number of persons arrested who are dealing in this arms trade?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI NIHAR RANJAN LASKAR):

(a) to (d) The require information is being collected and will be laid down on the Table of the House on receipt.

**Relative position of Rural and urban employment in Delhi**

1642. SHRI BHIKU RAM JAIN: Will the Minister of LABOUR be pleased to state:

(a) the relative position of employment in the rural and urban re-

gions of the Union Territory of Delhi;

(b) whether it is a fact that unemployment in rural Delhi is much more than in urban Delhi; and

(c) what steps Government propose to take to generate employment for the rural population which is being driven to near destitution?

THE DEPUTY MINISTER IN THE MINISTRY OF LABOUR (SHRI DHARMAVIR): (a) and (b) As per survey on Employment and Unemployment conducted during July 1977 to June 1978 in the Union Territory of Delhi as part of All India National Sample Survey Organisation Programme (32nd Round), percentage of unemployed to working age population (15—59 years) is 6.36 in urban areas and 9.13 in rural areas. No survey has been conducted after 1977-78.

(c) Generation of employment opportunities is an established objective of all development schemes being implemented in rural areas of Delhi. Some of the important schemes being implemented in rural areas are: setting up of rural industrial Estates; work sheds in rural areas; Training of Rural Youths for Self-Employment (TRYSEM); Industries Survey and Business (I.S.B.) by District Rural Development Agency; assistance to marginal and small farmers, agriculture labourers and rural artisans etc. Further the different schemes being implemented under Minimum Needs Programme, such as, rural roads, rural electrification etc. are highly employment-oriented.

**Minimum wages for agricultural workers**

1644. SHRI VIJAY KUMAR YADAV: Will the Minister of LABOUR be pleased to state:

(a) whether it is a fact that Government have evolved five points for-

mula to regulate the minimum wages of the Agricultural labourers of the country, if so, details thereof; and

(b) whether Government have any proposal to fix uniform national minimum wages for the agricultural labourers of the country; if so, what are time schedules to implement the same?

**THE DEPUTY MINISTER IN THE MINISTRY OF LABOUR (SHRI DHARMAVIR):** (a) The following plan of action has been drawn up to enforce the minimum wages in the employment in agriculture:—

(i) to pursue action with the State Governments/Administrations which have not yet fixed minimum wages;

(ii) to expedite revision of minimum wages in the States/Territories which have already either notified draft proposals or constituted committees for this purpose;

(iii) to advise the State Governments/Administrations, which have not yet taken action to revise the minimum wages, to expedite action in this regard; .....

(iv) to examine the possibility of evolving a Centrally Sponsored Plan Scheme for strengthening the enforcement machinery for employment in agriculture. The Scheme may include proposals for setting up an effective monitoring units in the Labour Departments for the implementation of the Minimum Wages Act; and

(v) to carry out amendments in the Minimum Wages Act to improve its working.

(b) No. Sir.

**Soviet Assistance to finance Alumina Plants**

1645. **SHRI K. PRADHANI:**

**SHRI DAULATSINHJI:  
JADEJA:**

**SHRI MOHANLAL PATEL:**

Will the Minister of STEEL AND MINES be pleased to state:

(a) the total number of Alumina plants proposed to be constructed during the Sixth Plan period;

(b) whether Government have sought the assistance of Soviet Union to finance some of the Alumina plants;

(c) if so, the names of those Alumina plants which are likely to be financed by USSR;

(d) the estimated cost of those Alumina plants; and

(e) the details about the total amount likely to be financed by USSR for each of those Alumina plants?

**THE MINISTER OF STATE IN THE MINISTRIES OF INDUSTRY AND STEEL AND MINES (SHRI-MATI RAM DULARI SINHA):** (a) to (e) Establishment of an 800,000 tpa Alumina plant, which forms a part of the Orissa Alumina/Aluminium Complex, has been sanctioned by the Government as a part of the Sixth Plan. The project is under implementation and is substantially financed by credit from France and a Euro-currency loan from a consortium of international banks.

A feasibility report has been prepared by Soviet Consultants for a new 6—8 lakh tpa Alumina plant in Andhra Pradesh. The estimated cost of project ranges from Rs. 550—643 crores, depending on the size and other specific parameters chosen. The Soviet side has been requested to provide a major part of the cost of financing the project, and to buy back the whole, or a substantial part, of the Alumina to be produced. The

matter is under negotiation. Since various issues still remain to be resolved before an investment decision is taken, only a token provision of Rs. 1 crore has been made in respect of this project in the Sixth Plan.

**Reduction in regional imbalances in the country**

1646. SHRI SUBHASH CHANDRA BOSE ALLURI: Will the Minister of PLANNING be pleased to state:

(a) whether Government are considering a plan for reducing the regional imbalances in development of Indian economy during the Sixth Plan period; and

(b) if so, the details thereof?

THE MINISTER OF PLANNING (SHRI S. B. CHAVAN): (a) and (b) The Sixth Plan has already been finalised. Within the constraints of resources, the outlays provided and the policy measures outlined in the Plan are intended to take care of the reduction of regional imbalances. These include various devices of resource transfers, centrally sponsored schemes for specific problem areas and target groups, provision of minimum needs and provision of incentives to entrepreneurs in the way of concessional finances/capital subsidy in industrially backward districts.

**Irregularities prevailing in D. K. Agencies**

1647. SHRI HIRALAL R. PARMAR: Will the Minister of LABOUR be pleased to state:

(a) whether Government are aware that D. K. Agencies, Delhi a leading export company in books, has not been observing the rules and regulations of Government regarding export;

(b) whether it has opened its several branches all over India;

(c) the names of all such branches working under 'DK' head together with details of partners indicating their relationship with each other;

(d) whether employees of these firms are forced to sign on pay vouchers of more amounts than they are actually drawing; and

(e) if so, action proposed to be taken in the matter?

THE DEPUTY MINISTER IN THE MINISTRY OF LABOUR (SHRI DHARMAVIR): (a) Nothing adverse has come to the notice of the Government against D. K. Agencies, Delhi.

(b) and (c). According to available information, there are 5 branches of this firm in Delhi. Their details alongwith the relationship of the partners with each other are indicated in the statement attached.

(d) No such complaint has been received.

(e) Question does not arise.

**Statement**

*Statement referred to in the answer against parts (b) and (c), of Lok Sabha unstarred question No. 1647 dated the 3rd March, 1962*

<i>Branches</i>	<i>Partners</i>
1. M/s. D.K. Publishers, Ansari Raod, New Delhi	1. Sh. Ishwar Chand Mittal S/o Shri Khajan Chand
	2. Sh. Pramil Mittal S/o Sh. J.C. Mittal
	3. Sh. Praveen S/o Sh. J.C. Mittal

## Branches

## Partners

- |   |  |   |
|---|--|---|
| 2 | M/s. D.K. Publishers, 29/9 Shakti Nagar, Delhi           | 1. Sh. I.C. Mittal<br>S/o Sh. Khazan Chand        |
|   |  | 2. Sh. Praveen Mittal<br>S/o Sh. I.C. Mittal      |
|   |  | 3. Sh. Pramil Mittal<br>S/o Sh. I.C. Mittal       |
| 3 | M/s. D.K. Processing Service, 313/73-G, Inder Lok, Delhi | 1. Sh. Jawant Rai<br>S/o Sh. Khazan Chand         |
|   |  | 2. Smt. Madhu Bala<br>W/o Sh. Ramesh Kumar        |
|   |  | 3. Sh. Dwarika Das<br>S/o Sh. Kulwant Rai         |
| 4 | M/s. D.K. Book Organisation, 313/74-D, Inder Lok, Delhi  | 1. Sh. Kulwant Rai Mittal<br>S/o Sh. Khazan Chand |
|   |  | 2. Sh. Khazan Chand<br>S/o Sh. Dwarika Das        |
|   |  | 3. Sh. Ramesh Kumar<br>S/o Sh. Khazan Chand       |
|   |  | 4. Smt. Vidya Devi<br>W/o Sh. Jawant Rai          |
| 5 | M/s. D.K. Agencies, H-12, Bali Nagar, Delhi              | 1. Sh. Jawant Rai<br>S/o Sh. Khazan Chand         |
|   |  | 2. Sh. Kulwant Rai<br>S/o Sh. Khazan Chand        |
|   |  | 3. Sh. Ramesh Kumar<br>S/o Sh. Khazan Chand       |

**Relationship**

Shri Khazan Chand is son of Shri Dwarika Das, S/Shri Ishwar Chand Mittal, Jawant Rai, Ramesh Kumar and Kulwant Rai are sons of Shri Khazan Chand. Smt. Madhu Bala is wife of Sh. Ramesh Kumar i.e. daughter-in-law of Sh. Khazan Chand. Smt. Vidya Devi is wife of Shri Jawant Rai i.e. daughter-in-law of Shri Khazan Chand.

**Names of top twenty-five contractors operating in TISCO Group**

1648. SHRI A. K. ROY: Will the Minister of STEEL AND MINES be pleased to state:

(a) names of the top twenty-five contractors operating in the TISCO group of collieries as on 1 January, 1982 and the names of the owners or shareholders of those contractor companies;

(b) names of contractors operating in the TISCO group of industries at Jamshedpur and the names of the owners of shareholders of these companies;

(c) whether it is a fact that many of the contractor firms are the benami companies of the TISCO officials operating in a closed circuit to evade Government revenue; and

(d) whether Government would have a probe into the matter?



THE MINISTER OF STATE IN THE MINISTRIES OF INDUSTRY AND STEEL AND MINES (SHRI CHARANJIT CHANANA): (a) to (d). This information is not available with Government, and time and labour required for its collection even if it were feasible, would not be commensurate with its usefulness.

राज्यों द्वारा 1981 को जनगणना के तारकीय कार्य के लिये व्यक्तियों को रोजगार

1649. श्री सत्य नारायण जटिया : क्या गृह मंत्री यह बताने की कृपा करेंगे कि :

(क) देश में "1981 को जनगणना" के तारकीय कार्य के लिये राज्यवार कितने व्यक्तियों को रोजगार दिया गया; और

(ख) उन राज्यों के नाम क्या हैं जहाँ राज्य सरकारों ने इन कर्मचारियों को अपने अधीन सेवाओं में रखा लिया है ?

गृह मंत्रालय में राज्य मंत्री (श्री निहार रज्जुन लखर) : (क) और (ख) 28-2-82 तक को अपेक्षित सूचना एकत्र की जा रही है और मसौदा पर रक दी जाणी ।

Fifty Conference on Safety in Mines

1650. SHRI RAM VILAS PASWAN:

SHRI RAJESH KUMAR SINGH:

Will the Minister of LABOUR be pleased to state:

(a) whether all the recommendations of the Fifth Conference on Safety in Mines in the country have since been implemented by Government;

(b) if not, the reasons for delay; and

(c) the time by which all the recommendations will be implemented by Government?

THE DEPUTY MINISTER IN THE MINISTRY OF LABOUR (SHRI DHARMAVIR): (a) to (c). Most of the recommendations of Fifth Conference on Safety in Mines are to be implemented by various mining companies/organisations. These are at various stages of implementation. A Committee under the Chairmanship of Director General of Mines Safety and consisting of representatives of workers, employers and other concerned organisation has been set up in January, 1982 to review progress of the implementation of the recommendations.

Sale of defective tape recorders by M/s. Televista Electronics

1651. SHRI GHULAM RASOOL KOCHAK: Will the PRIME MINISTER be pleased to state:

(a) whether M/s. Televista Electronics Pvt. Ltd., of Delhi is cheating the public by selling defective tape recorders and then not honouring the guarantee commitments made;

(b) whether any complaint has been received by Government in this regard; and

(c) if so, the action taken thereon?

THE DEPUTY MINISTER IN THE DEPARTMENT OF ELECTRONICS (SHRI M. S. SANJEEVI RAO): (a) and (b). Government have not received any specific complaint against M/s. Televista Electronics Pvt. Ltd. as averred in the question.

(c) Does not arise.

Setting up of Industries in Eastern States

1652. DR. R. ROTHUMAMA: Will the Minister of INDUSTRY be pleased to state:

(a) number of small scale, medium scale and large scale industries so far set up in the States of Mizo-

ram, Nagaland, Manipur, Meghalaya, Tripura and Arunachal Pradesh;

(b) detailed programmes, proposed to be taken up for setting up of such industries in these States in 1982-83;

(c) whether the Ministry propose to set up paper mills in Mizoram; and

(d) if so, the details thereof?

THE MINISTER OF INDUSTRY AND STEEL AND MINES (SHRI NARAYAN DATT TIWARI): (a) Information is given in the attached statement.

(b) A special group on industrial estates in the North-Eastern region has recommended that the RBI should play a more positive role to monitor the flow of credit from each of the banks operating in the States Union Territories of this region and advise the banks operating with a view to neutralising the handicaps of SSI units arising out of the need to carry a long inventory. It has also been decided to constitute 3 working groups to look into the problems of indus-

trial development under the following 3 categories—

(a) Industrial planning and project Identification for the North-Eastern Region.

(b) Entrepreneurship, Organisation and infrastructure;

(c) Input supply arrangements and credit.

The major programmes to be taken up by the various State Governments for development of small industries in 1982-83 mainly include quality control scheme, special incentives to tribal entrepreneurs, loan to Industrial Development Corporations, loan to small units, the sales tax loan/seed margin money, loan assistance through DIC's, commercial distillation units for citronella, fruit canning units, provision of training etc.

(c) and (d). According to Government of Mizoram, Paper Mill of ten tonnes capacity per day is proposed to be set up for which project report is under preparation.

#### Statement

Name of States/ U.Ts.	No. of Small Scale Units regis- tered with the Direc- torate of Industries (cum- ulative) as on 31-12-81	Letters of Intent and Industrial licences issued during the year 1979-1981							
		1979		1980		1981			
		LI	IL	LI	IL	LI	IL	LI	IL
Mizoram . . .	599	..	..	..	..	..	..	..	..
Nagaland . . .	366	..	..	..	..	..	6	..	..
Manipur . . .	2860	..	..	..	..	..	..	1	..
Meghalaya . .	393	1	..	..	..	..	11	..	..
Tripura . . .	1188	..	..	..	..	..	..	..	..
Arunachal Pradesh (presumed)	145	..	..	..	..	..	1	..	..

**Development of Western Ghats**

1653. SHRI V. N. GADGIL: Will the Minister of PLANNING be pleased to state:

(a) whether it is a fact that the Western Ghats Development Programme 1981-82 has been approved by Government of India; and

(b) if so, what is the total amount sanctioned under the programme for roads, bridges and Ghat roads;

THE MINISTER OF PLANNING (SHRI S. B. CHAVAN): (a) Yes, Sir.

(b) Rs. 118.24 lakhs.

**मध्य प्रदेश में हीरो की खांच के लिए सर्वेक्षण कार्य**

1654. श्री फुल चन्द वर्मा : क्या इस्पात और खान मंत्री यह बताने की कृपा करेंगे कि

(क) क्या यह सच है कि मध्य प्रदेश की पन्ना जिले की हीरो की खांची में हीरो की खांच के लिए सर्वेक्षण कार्य आरंभ हुआ है, और

(ख) यदि हाँ, तो इस के बारे में पूरा खोज क्या है?

उद्योग तथा इस्पात और खान मंत्रालय में राज्य मंत्री (श्रीमती राजबंसा । सिन्हा) :

(क) वर (ख). मध्य प्रदेश में पन्ना तथा मन्दा जिलों में हीराधारी चट्टानों की खनना का पन्ना नगरे के लिए भारतीय भूवैज्ञानिक सर्वेक्षण ने 1981-82 में खनिज सर्वेक्षण निगम लि० तथा राष्ट्रीय खनिज विकास निगम के सहयोग से एक तीन वर्ष का कार्यक्रम बनाया । इस कार्यक्रम के अंतर्गत, श्री एम्. आइ. ने जनवरी, 1982 तक 2680 वर्ग कि. मी. का फ़ोटो भूवैज्ञानिक मानचित्रण, 538.00 वर्ग कि. मी. का लाज़-स्क्वैर मीपिंग तथा 6.95 वर्ग कि. मी. का विम्पन मीपिंग किया है । पन्ना क्षेत्र में निर्धारित खंडों की ख़ुदाई के लिए खनिज सर्वेक्षण निगम लि. ने अब तक 517.8 मीटर ख़िलिंग की है । इसके

अतिरिक्त इस निगम ने अजयगढ़ कंकड़ क्षेत्रों में 2380 घन मीटर गर्तन किया है । राष्ट्रीय खनिज विकास निगम ने अब तक 372 टन खनिज सामग्री का संसाधन किया है । गवेषण कार्य चल रहा है ।

**बाहनों पर हिन्दी में नम्बर प्लेटों का उपयोग**

1655. श्री केशव राव पारधी : क्या गृह मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार का ध्यान 1 फरवरी, 1982 के "स्टेट्समैन" में प्रकाशित इस समाचार के समाचार की ओर दिलाया गया है कि यातायात नियमों के अन्तर्गत ड्राइवरों को अपने पास लाइसेंस रखने चाहिए;

(ख) क्या इस समाचार में यह भी बताया गया है कि उनके बाहनों पर नम्बर प्लेटें अंग्रेजी में हानी चाहिए;

(ग) क्या यह राजभाषा अधिनियम तथा उसके अधीन बनाये गये नियमों के विरुद्ध है;

(घ) क्या राजभाषा विभाग ने उनको ऐसा करने की अनुमति दी है और यदि हाँ, तो किन नियमों के अन्तर्गत; और

(ङ) क्या सरकार दिल्ली प्रशासन को कहेगी कि वह लोगों को हिन्दी में नम्बर प्लेटों का उपयोग करने दें जिन पर अन्तर्गर्तीय अंकों में नम्बर लिखे हों ?

गृह मंत्रालय में राज्य मंत्री (श्री निहार रंजन लम्कर) (क) से (ङ). दिल्ली प्रशासन से अपेक्षित जानकारी प्राप्त की जा रही है और प्राप्त होने पर सभापटल पर रख दी जायेगी ।

**Centres for UPSC Examinations in States**

1656. SHRI B. R. NAHATA: Will the Minister of HOME AFFAIRS be pleased to state:

(a) the States in India which have no examination centres for examinations of the Union Public Service Commission for recruitment and which are

the States where the examination centres have been established;

(b) the reasons for not establishing examination Centres in the States where no such centres have been established; and

(c) whether Government propose to establish centres in Madhya Pradesh for examination for recruitment by Union Public Service Commission?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS AND DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI P. VENKATASUBBAIAH): (a) Except the State of Sikkim, all the States have

centres for examinations conducted by Union Public Service Commission. A list of the centres is attached.

(b) The examination centres are generally opened at the State Capitals from the point of view of various facilities required in the matter. The States of Punjab and Haryana have the centre at their common capital at Chandigarh. The Commission is considering a proposal to open a centre in Sikkim in consultation with the State Government.

(c) Another centre in Madhya Pradesh is contemplated in consultation with State Government.

#### Statement

List of States and Union Territories and the Name of Centres Located in each State/U.T.

Name of the State/UT	Place where Centre is Located.
1	2
States :	
Andhra Pradesh	Hyderābad.
Assam	1. Dispur (Gauhati) 2. Jorhat
Bihar	1. Patna 2. Ranchi.*
Gujarat	Ahmadabad
Haryana	Chāndigarh
Himachal Pradesh	Simla
Jammu & Kashmir	1. Jammu 2. Srinagar
Karnataka	1. Bāngalōre 2. Dharwar*
Kerala	1. Trivendrum 2. Cōchin
Madhya Pradesh	Bhopal
Maharashtra	1. Bombay 2. Nagpur 3. Aurangabad*

1	2
Manipur . . . . .	Imphal
Meghalaya . . . . .	Shillong
Nagaland . . . . .	Kohima
Orissa . . . . .	Cuttack
Punjab, . . . . .	Chandigarh
Rajasthan . . . . .	Jaipur
Tamil Nadu . . . . .	1. Madras. 2. Madurai*
Tripura . . . . .	Agartala
Uttar Pradesh . . . . .	1. Allahabad. 2. Lucknow
West Bengal . . . . .	Calcutta
<i>Union Territories</i>	
Andaman & Nicobar Islands . . . . .	Port Blair
Arunachal Pradesh . . . . .	Itanagar
Chandigarh . . . . .	Chandigarh
Delhi . . . . .	Delhi.
Goa, Daman & Diu . . . . .	Penaji (Goa)
Mizoram . . . . .	Aizawl

\*Only for Civil Services (Preliminary Examination.)

**Per Capita National Income between 1980 and 1981**

1657. SHRI R. P. DAS:

SHRI A. K. ROY:

Will the Minister of PLANNING be pleased to state:

(a) the per capita national income between 1980 and 1981;

(b) whether one can safely assume it an actual decline instead of a rise in view of the steep rise in prices in last five years; and

(c) if not, how would Government explain the fact of absolute poverty

interspersed with pockets of prosperity here and there?

THE MINISTER OF PLANNING (SHRI S. B. CHAVAN): (a) and (b). Estimates of per capita national income at constant (1970-71) prices for 1979-80 and 1980-81 are Rs. 661.0 (provisional) and 696.3 (Quick Estimates) respectively. Thus despite price rise, per capita income in 1980-81 in real terms was higher than that of 1979-80.

(c) The changes in the level of per capita national income alone would not provide a measure of changes in distribution of income and unequal distribution of economic prosperity. However, the latest comparable estimates of persons living below the poverty line for 1972-73 and 1977-78 worked out in the Planning Commission on the basis of National Sample Survey

data on household consumer expenditure are as follows:

Percentage of People below poverty line :

Area	1972-73	1977-78
Rural . . .	54.09	50.82
Urban . . .	41.22	38.19
All India . . .	51.49	48.13

The percentage of people below the poverty line in 1977-78 has shown a decline as compared to 1972-73.

दत्तिया और भिड़ (मध्य प्रदेश) में उद्योग खोलना

1658. श्री काली चरण शर्मा : क्या उद्योग मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या डाकूबस्त क्षेत्रों की इकती समस्या का मूल कारण उन क्षेत्रों का पिछड़ापन है;

(ख) क्या सरकार के पास ऐसे क्षेत्रों में सरकारी या निरसरकारी क्षेत्र में बड़े उद्योग खोलने के बारे में कोई प्रस्ताव विभागाधीन है; और

(ग) क्या मध्य प्रदेश के भिड़ और दत्तिया क्षेत्रों में बड़े उद्योग खोलने का कोई प्रस्ताव सरकार के विभागाधीन है, वं कि डाकू बस्त क्षेत्र है;

उद्योग तथा इत्याद और शीघ्र मंत्री (श्री नारायण बल तिवारी) : (क) पिछड़ापन इकती समस्या के अनेक कारणों में से एक है। यह एक प्रमुख कारण नहीं है क्योंकि मध्य प्रदेश में ही अन्य अनेक पिछड़े हुए जिले हैं जो इकतीबस्त नहीं हैं।

(ख) केन्द्रीय औद्योगिक प्राधिकरण के स्थापना स्थल संबंधी निर्णय तकनीकी वार्षिक मूल्यांकन पर नियंत्रित होते हैं तथा जैसा विवरण में देखा जा सकता है कि मध्य प्रदेश में अनेक केन्द्रीय परियोजनाएँ की स्थापना इन्हीं विचार धाराओं पर की गई हैं। इसके अलावा राज्य में एक मूल पर आधारित उर्बरक संयंत्र की स्थापना करने का निर्णय भी लिया गया है। स्थापना स्थल का निर्णय अभी नहीं लिया गया है।

(ग) राज्य सरकार ने भिड़ तथा दत्तिया जिलों की औद्योगिक संभावनाओं का सर्वेक्षण भी किया है तथा उचित रखने वाले उद्योग-कर्ताओं को यह जानकारी दी जाती है। इन जिलों में बड़े उद्योग स्थापित करने का राज्य सरकार का कोई प्रस्ताव नहीं है। जिन तहसीलों में एक भी बड़ा/मध्यम उद्योग नहीं है, वहाँ राज्य सरकार अपनी (पायनियर) उद्योग एककों की स्थापना को विशेष प्रोत्साहन प्रदान करती है। वं विशेष प्रोत्साहन उद्योगों को दिये जाने वाली सामान्य रियायतों के अलावा है।

भिड़ तथा दत्तिया जिलों में उद्योगों की स्थापना करने हेतु उद्योगियों को आकर्षित करने के लिए केन्द्र सरकार ने इन दोनों जिलों को अतिन भारतीय आवधिक रूप वाली वित्तीय संस्थाओं में रियायती दर पर ऋण देने के पात्र के रूप में औद्योगिक दृष्टि से पिछड़ा हुआ घोषित किया है। साथ ही दत्तिया तथा मिर्जापुर क्षेत्र (दत्तिया जिले) में तथा भिड़ बेहवाब तथा मोहवा क्षेत्र (भिड़ जिले में) केन्द्रीय निवेश राज्यस्वायत्ता के तहत पात्र घोषित कर दिये गये हैं।

#### विवरण

छठी पंचवर्षीय योजना 1980-85 के दौरान मध्यप्रदेश में बन रही केन्द्रीय परियोजनाओं की सूची

	1980-85 परिष्कार (करोड़ रुपये)
1. इत्याद विभाग	916.77
1. भिलाई स्टील प्लांट	915.77
2. महानदी परियोजना (मध्यप्रदेश सरकार को ऋण)	1.50
साहू धातुएं	80.51
1. एन. एम. डी. सी.	63.25
(क) बनावटिया सं. 5 बान	1.12

(कराड़ रु. में)  
(1980-85)  
परिव्यय

(ब) विदाहन एवंसंभाव्यता अध्ययन	3.00
(ग) प्रतिस्थापन एवं पुर्ननवीकरण	13.50
(घ) बेलगाडिला स्थित नई खानों	20.00
(ङ) बेलगाडिला सं. 11-सी खान	11.78
(च) बेलगाडिला सं. 5, खान स्थित फाइन और हार्डनिंग प्लांट	12.86
2. मंगपीज और इन्डिया लिमिटेड	17.25
(2) खान विभाग	130.83
1. हिन्दुस्तान कापर लिमिटेड-मलार्जखण्ड तानों को खानों का विकास	70.72
2. भारत अल्यूमीनियम कम्पनी लिमिटेड	130.83
(क) कारबा अल्यूमीनियम काम्यनीकस	41.00
(4) रसायन तथा उर्बरक विभाग	0.65
1. फीर्टिलाइजर कारपोरेशन आफ इण्डिया लि.	0.65
(5) औद्योगिक विकास विभाग	113.96
मीमेंट कारपोरेशन आफ इण्डिया	93.58
(क) नयागांव परियोजना	2.87
(ख) नयागांव परियोजना	79.40
(ग) अकलतरा परियोजना	3.95
(घ) अकलतरा तथा नयागांव स्थित प्री-केल्सीनेशन	5.95
(ङ) मांडर परियोजना	0.08
(च) पथरी स्वाम विकास	1.33
2. नेशनल न्यूजप्रिंट एण्ड पेपर मिल्स लि.	20.38

## (6) भारी उद्योग विभाग

1. भारत हेवी इलक्ट्रिकल्स लिमिटेड, भोपाल	74.11
(क) औद्योगिक मशीन विनिर्माण	14.70
(ख) ट्रैक्शन विस्तार परियोजना चरण-2	14.04
(ग) हाइड्रो सैट उत्पादन	6.42
(घ) ट्रैक्शन मशीन परियोजना	1.41
(ङ) क्वाइल ब्लाक	4.52
(च) इन्सुलेशन सामग्री परियोजना	2.05
(छ) ओ. आई. पी. बिश परियोजना	1.78
(ज) कौण्ट्र पावर सप्लाई	2.00
(झ) हाइड्रो मेटों को उन्नत बनाना	1.80
(ञ) पावर ट्रांसफार्मर विस्तार, एस. एफ. 6, मयंत्र की देखभाल के बुकेर इम्प्रूवमेंट टोपे चेंजर के लिए सुविधाएं	1.89
(ट) एस. एण्ड टी. कार्यक्रम	6.00
(ठ) प्रतिस्थापन पुर्नमवोकरण, आधुनिकीकरण वस्ती आदि	17.50
(7) परमाणु उर्जा विभाग	0.40
क्रोनियम कारपोरेशन आफ इण्डिया लि. बांदल, जजावल स्थित नई खान तथा मिल	0.40
(8) राजस्व विभाग	0.19
अलकालायड परियोजना, नीमच	0.19
(9) आर्थिक कार्य विभाग	
(मुन्ना, डलाई और टकताल)	17.73
1. सैक्यूरिटी पेपर मिल, हूसिंगाबाद	16.31
2. बैंक नोट प्रंस, देवास	1.42
कुल योग	1341.03

Attack on Harijan Families in ..  
.. Kesatara, M.P. ..

1659. SHRI BAPUSAHEB PARULEKAR:

SHRI RAM VILAS PASWAN:  
SHRI MAGANBHAI BAKOT:  
SHRI B. D. SINGH:  
SHRI HARINATH MISRA:  
SHRI SURAJ BHAN:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether it is a fact that thirteen members of a Harijan family were killed in an armed attack on 24 January, in village Kesatara in M.P.;

(b) whether it is a fact that three women and three children were burnt alive when they had taken refuge in a hut which was set on fire and six men and a woman of Satnami Harijan family were beheaded by the attackers; and

(c) the details of the incident and reaction of Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI NIHAR RANJAN LASKAR):

(a) to (c). According to the information received from the government of Madhya Pradesh, on 24th January, 1982, a group of villagers belonging to Sahu, Brahmin, Yadav, Kewat, Kotwar and Satnam communities attacked the house of Shri Kedar Satnami. Six men, four women and four children were killed. The house of Kedar Satnami's family was burnt. The provocation for the attack and the background causes, as reported by the State Government are not being mentioned as the State Govt. have since ordered a Judicial Inquiry to be conducted by Shri A. K. Pandey, District and Sessions Judge, Raipur.

An Additional Tahsildar, a Sub-Inspector Police and two Readers have been suspending following the incident. An ex-gratia payment of Rs. 10,000/-

has been sanctioned and action is also being taken to allot land and provide employment to the family members.

#### Rural Electrification Schemes

1660. PROF. NARAIN CHAND PARASHAR: Will the Minister of PLANNING be pleased to refer to the reply given to Unstarred Question No. 5239 on 23 December, 1981 and state:

(a) whether the All India Evaluation study for the Rural Electrification schemes covering the States of Himachal Pradesh Haryana and Punjab has since been completed;

(b) if so, the main finding of the study; and

(c) if not, the likely date by which the study would be completed along with the date when this study was commenced?

THE MINISTER OF PLANNING (SHRI S. B. CHAVAN): (a) No, Sir.

(b) Does not arise

(c) The Report on the study is under preparation. However, Vol. I covering 'Organisation, Growth and Coverage' has been finalised and will be released by the end of March 1982. The Study was commenced in the year 1979.

#### Allegations against Chief Minister of Orissa and Haryana

1661. SHRI RAJESH KUMAR SINGH: Will the Minister of HOME AFFAIRS be pleased to refer to the reply given to Starred Question No. 61 on 26 November, 1981 in Rajya Sabha regarding allegations against Chief Ministers of Orissa and Haryana and state:

(a) whether any action has been taken against the Chief Ministers of Orissa and Haryana and their Cabinet colleagues in connection with the allegations; and

(b) if so, the nature thereof?



**THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS AND DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI P. VENKATASUBAIAH):** (a) and (b). As mentioned in the answer to the Rajya Sabha Starred Question No. 61 of 26-11-1981 certain complaints against the Chief Minister of Haryana and Ministers of Orissa and Haryana were received. Some of the complaints which were found to be without substance were filed and others are being processed according to the settled procedure under the Code of Conduct for Ministers and the circumstances of each case.

**Alternate Arrangements for Enriched Uranium for Tarapur Plant**

**1662. SHRI NAWAL KISHORE SHARMA** Will the PRIME MINISTER be pleased to state:

(a) whether it is a fact that the fabrication plant at the nuclear fuel complex at Hyderabad fabricating enriched uranium for Tarapur Plant is not working to its capacity;

(b) the extent of capacity to which the plant is working; and

(c) whether some alternative arrangements have been made to get enriched uranium from other sources for the Tarapur Plant and if so, the details thereof?

**THE PRIME MINISTER (SHRIMATI INDIRA GANDHI):** (a) Yes, Sir.

(b) In the absence of supplies from the United States, the enriched uranium oxide/plant (EUOP) of Nuclear Fuel Complex is presently only processing scrap and is working at about 1/5 of its capacity. The enriched fuel fabrication plant (EFFP) of Nuclear Fuel Complex which fabricates the fuel, is also working well below its capacity.

(c) Government of India is fully prepared to ensure continued operation of the Tarapur Atomic Power Plant, irrespective of further fuel supplies from the U.S.

**Disrespect to National Flag by Assam Agitators**

**1663. SHRI G. NARASIMHA REDDY:** Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether it is a fact that in Assam the agitators have shown utter disrespect to the National Flag;

(b) whether Government have taken any action against the wrong doers; and

(c) whether Government would try to impress upon the Ail Assam Student Union and Gana Sangam Parishad that their supporters should not act in a manner which may bring disgrace to the nation as a whole and also their reaction in this regard?

**THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI NIHAR RANJAN LASKER)**

(a) and (b). According to Government of Assam, 67 incidents of insults to the National Flag were reported in Assam on the Republic Day, the 26th January, 1982 when AASU/AAGSP gave a call for a 'Janata Curfew'. At some places flags were pulled down, taken away and burnt. Incidents of kidnapping and restraining of persons-desirous of participating in the Republic Day functions were reported. Police took swift action and rescued these persons. Action as appropriate under law is being taken against those found guilty in these cases.

(c) In the combined meeting held in February, 1982, AASU/AAGSP alongwith the Government and Opposition leaders have condemned such incidents.

**Promotion of officers of Indian Economic service from grade IV to grade III**

**1664. SHRI TARIQ ANWAR:** Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether a large number of officers of the Indian Economic Service have not been promotion so far where

as a number of junior officers have been promoted from grade IV to grade III;

(b) if not, what are the Rules for giving proforma promotion from grade IV to grade III of the Indian Economic Service;

(c) the particulars of officers who are eligible and would have been given the proforma promotion but the same has not been given to them; and

(d) the reasons for not providing the proforma promotions and since when each of these officers should have been promoted?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS AND DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI P. VENKATASUBBAIAH): (a) No. Sir. Orders have already been issued for promotion proforma promotion of Grade IV Indian Economic Service officers included in the Select Lists for promotion to Grade III of the Service.

(b) to (d). Do not arise in view of (a) above.

Special Assistance for Development of Backward Areas in Orissa

1665. SHRI RASA BEHARI BEHERA: Will the Minister of PLANNING be pleased to state:

(a) whether Government propose to grant special assistance for the development of backward areas in Orissa; and

(b) if so, the salient features thereof?

THE MINISTER OF PLANNING (SHRI S. B. CHAVAN): (a) and (b). Besides the Central assistance provided to the State which has a weightage for backwardness, there are also certain special programmes in Orissa meant for the accelerated development of certain types of backward areas, like the industrially backward areas and the tribal areas.

The districts of Balasore, Bolangir, Dhenkanal, Kalahandi, Keonjhar, Koraput, Mayurbhanj and Phulbani are treated as industrially backward district qualifying for concessional finance from the financial institutions. Out of these districts, the Districts of Kalahandi, Mayurbhanj, Balasore, Dhenkanal, Keonjhar and Koraput also further qualify for the central scheme of Investment Subsidy.

The tribal areas of the State consisting of the districts of Mayurbhanj, Sundargarh and Koraput as well as certain tehsils and blocks in other districts are areas selected for the preparation and implementation of tribal sub plans.

Number of persons living below poverty line and those having property over rupees one hundred crores

1666 SHRI RAM LAL RAHI Will the Minister of PLANNING be pleased to state:

(a) the whether of persons owning property valued at over rupees one crore and one hundred crores;

(b) the value and details of property held by them prior to 1942;

(c) the percentage of people living at present below poverty line in the country; and

(d) the action being taken by Government to remove the disparity and to check the increasing wealth of capitalist houses?

THE MINISTER OF PLANNING (SHRI S. B. CHAVAN): (a) and (b). The information is not available with the Ministry of Planning.

(c) Percentage of people living below the poverty line have been estimated in Planning Commission as 48 per cent for the year 1979-80. Estimates for the later years are not available.

(d) The Sixth Plan includes many poverty alleviation programmes such as Integrated Rural Development Programme (IRDP), National Rural Em-

ployment Programme (NREP), Drought Prone Areas Programme (DPAP), Special Component Plan for the uplift of Scheduled Castes, National Minimum Needs Programme etc. An effective implementation of these Sixth Plan Programmes and the new 26-Point Programme will contribute significantly to remove economic disparity. A major objective of Planning is also to ensure equitable distribution of benefits of fruits of development and to curb concentration of economic power in the hands of the few. Government's fiscal, industrial and other economic policies including legislations like MRTP Act are designed to achieve this objective.

**दिल्ली नगर निगम के उद्यान विभाग द्वारा पाकों और उद्यानों के लिए ट्यूब वेल लगाना :**

1667. श्री त्रिलोक चन्द: क्या गृह मंत्री यह बनाने की कृपा करेंगे कि :

(क) क्या यह सच है कि दिल्ली नगर निगम के उद्यान विभाग ने पाकों और उद्यानों को हरा भरा रखने के निम्ने वर्ष 1981 में 75 ट्यूब वेल लगाने के बारे में निर्णय लिया था;

(ख) क्या यह भी सच है कि कुछ ट्यूब वेलों के लिए बोरिंग की गई थीं उनके लिए पम्प, मोटर और पाइप भी खरीदे गये थे, यदि हाँ, तो इस समय कितने ट्यूब वेल चालू हानत में हैं और शेष ट्यूब वेलों की हानत क्या है; और

(ग) क्या यह भी सच है कि बनेक मंगठनों द्वारा अनेक बार विभाग के उपायुक्त को जिकायत करने के बावजूद कोई ध्यान नहीं दिया गया ?

गृह मंत्रालय में संसदीय कार्य विभाग में राख मंत्री (श्री पी. बेंकटालखण्णा) :

(क) से (ग). दिल्ली नगर निगम में सूचित किया है कि 1979 में स्लम विभाग को जब यह विभाग निगम का अंग था, पाकों और उद्यानों को सिंचाई के लिए 70 हल्के ट्यूब वेल लगाने से संबंधित कार्य संपा

नया था। इस विभाग ने 59 ट्यूब वेल के संबंध में बोरिंग कार्य किया था तथा उनकी मोटरों और अन्य उपकरणों सहित 65 विद्युत पम्प भी खरीदे थे। इस समय केवल चार ट्यूब वेल चालू हानत में हैं।

1980 में स्लम विभाग को दिल्ली विकास प्राधिकरण को हस्तान्तरित करने के बाद कार्य को धक्का लगा। कार्यों को शीघ्र पूरा करने और शेष ट्यूब वेलों को चालू करने के प्रयास किए जा रहे हैं।

**Number of Cement Bags sanctioned in Delhi**

1668. DR. VASANT KUMAR PANDIT: Will the Minister of INDUSTRY be pleased to state:

(a) how many cement permits were issued and the number of cement bags sanctioned in Delhi during January to December, 1981 by Delhi Administration;

(b) how many of the above permits and the corresponding number of cement bags were supplied on the recommendations of MPs and VIPs; and

(c) whether major portion of cement supplied on above permits was diverted for construction of residential accommodation in the unauthorised colonies of Budh Vihar and Kirshna Vihar on agricultural lands;

(d) whether Government have instituted any inquiry against the above public disclosure (vide *Indian Express* dated 4 December, 1981); and

(e) if so, the result thereof; if not, the reasons thereof?

THE MINISTER OF INDUSTRY AND STEEL AND MINES (SHRI NARAYAN DUTT TIWARI): (a) 2,73,213 permits for 57,65,767 bags of cement were issued by the Delhi Administration during this period for the purposes of construction and repairs.

(b) In the case of 12,715 permits for 81,270 bags recommendations of MPs and VIPs were also *inter alia* considered.

(c) No, Sir.

(d) and (e). Delhi Development Authority have issued warnings through the newspapers and otherwise to the purchasers that sale and purchase of land in agricultural green areas was illegal and was being done at their own risk. Further, authorities in Delhi Administration have been directed to take appropriate remedial and preventive measures to check unauthorised activities in these areas.

**Presidential assent to Tamil Nadu Land Reforms Bill**

1669. SHRI CHITTA BASU: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether it is a fact that Government have withheld the Presidential consent to the Land Reforms Bill passed by the Tamil Nadu Legislative Assembly; and

(b) if so, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS AND DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI P. VENKATASUBBIAH): (a) and (b). Presumably, this refers to the Tamil Nadu Reforms (Fixation of Ceiling on Land) Second Amendment Bill, 1980. The assent of the President from this Bill was with-

held because it was considered to be discriminatory and unconstitutional.

**Bills passed by West Bengal Legislative Assembly Pending with Central Government**

1670. SHRI MUKUNDA MANDAL: SHRI HANNAN MOLLAH:

(a) Will the Minister of HOME AFFAIRS be pleased to state:

(a) how many Bills passed by the West Bengal Legislative Assembly are pending with the Central Government for clearance;

(b) what is the nature of each Bill and how long it has been pending with Government;

(c) what are the reasons for such delay in clearance;

(d) whether Government will take a special measure for their clearance; and

(e) if so, facts thereof and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS AND DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI P. VENKATASUBBIAH): (a) to (e) A statement is enclosed.

**Statement**

*West Bengal Bills Pending Clearance.*

Sl. No.	Name of the Bill	Date of receipt of the Bill	Remarks
1	The Trade Union (West Bengal Amendment) Bill, 1969	13-11-69	These Bills are under consideration and decision in these cases are likely to be taken soon. However, it is not possible to indicate the exact date by which these Bills will be cleared.
2	The City Civil Courts, (Amendment) Bill, 1980	3-10-80	
3	The Indian College of Arts and Draftsmanship (Taking over of Management) (Amendment) Bill, 1981	11-5-81	
4	The Netaji Nagar College, Acquisition Bill, 1981.	16-6-81	

S.No.	Name of the Bill	Date of receipt of the Bill	Remarks
5	The Indian College of Arts and Draftsmanship Acquisition Bill, 1981.	16-8-81	Certain clarifications have been sought from the Govt. of West Bengal in respect of these Bills. These Bills will be processed further on receipt of replies from the State Government.
6	The West Bengal Land Reforms (Amendment) Bill, 1981.	1-7-81	
7	The Land Acquisition (West Bengal Amendment) Bill, 1981.	21-5-81	
8	The Bengal Embankment (West Bengal Amendment) Bill, 1981.	21-10-81	
9	The Canal (West Bengal Amendment) Bill, 1981.	13-10-81	
10	The Industrial Disputes (West Bengal Amendment) Bill, 1981.	6-11-81	These Bills have been received recently and are likely to be cleared in due course. It is however, not possible to indicate the exact date by which these would be cleared.
11	The West Bengal Mazdoor Tindal Loader, Godownman and other Workers (Regulation of Employment) Bill, 1981	26-12-81	
12	The West Bengal Motor Vehicles Tax (Amendment) Bill, 1981	28-1-82	
13	The Calcutta Hackney Carriage (Amendment) Bill, 1981	2-12-82	

**Energy from Tidal, Solar and Wind Power**

1671. SHRI JAGDISH TYTLER: Will the Minister of SCIENCE AND TECHNOLOGY be pleased to state:

(a) whether Government are proposing to set up a separate apex organisation for the use of energy from tidal, solar and wind power; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE DEPARTMENTS OF SCIENCE & TECHNOLOGY, ELECTRONICS AND ENVIRONMENT AND OCEAN DEVELOPMENT (SHRI C. P. N. SINGH):

(a) and (b). Commission for Additional Sources of Energy (CASE) was

set up through a Government Resolution on 12th March, 1981, with full executive and financial powers. The Commission is responsible for:—

(1) formulating policies and programmes for development of new and renewable sources of energy;

(2) coordinating and intensifying research and development activities in new and renewable sources of energy;

(3) ensuring implementation of Government's policies in regard to all matters concerning new and renewable sources of energy; and

(4) preparing the budget of the Commission.

**News item captioned "SC for Speedy trial in Bindings Case"**

1672. SHRI HARINATH MISRA:  
Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether Government's attention has been drawn to the news item under the caption "Supreme Court for speedy trial in bindings case" as published in the *Indian Express* dated 3 February, 1982;

(b) if so, whether according to the CBI report 40 Police officers and doctors were involved in the Bhagalpur bindings case;

(c) the particulars of each of these officers and the action that has been taken or is proposed to be taken against each one of them; and

(d) whether it is proposed to place on the Table of the House the report of the CBI investigation, if so, when and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI NIHAR RANJAN LASKAR):  
(a) and (b). Yes, Sir.

(c) The requisite information is given in the statement.

(d) It is not considered desirable to make the CBI Report public as the Report will form basis for prosecution departmental action against the officers concerned.

**Statement**

*A. Rank-wise extract of Police/other Officers prosecuted.*

D.S.P. . . . .	1
Inspector . . . . .	3
S.I. . . . .	8
R.S. I. . . . .	1
A.S.I. . . . .	2
Head Const. . . . .	3
Constables . . . . .	12
Home Guards . . . . .	4
Chowkidar . . . . .	4
Medical Officer . . . . .	2

*B. Rank-wise extract of officers who have been departmentally proceeded against:*

S.P. . . . .	1
Addl. S.P. . . . .	1
D.S.P. . . . .	1
Medical Officer . . . . .	4
Inspector . . . . .	2
S.I. . . . .	7
A.S.I. . . . .	3
Head Constable . . . . .	1

**Bodies working for protection of Ministries**

1673. PROF. AJIT KUMAR MEHTA:  
SHRI AJIT KUMAR SAHA:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) how many Commissions/Bodies Committee are presently engaged in working for the protection and to safeguard the interests of the minority Communities and weaker sections of society (with their nomenclatures);

(b) the annual expenditure incurred by Government on each of the Commissions/Bodies/Committees, and

(c) how many reports have been submitted by these Commissions/Bodies/Committees since these were constituted and what precise action has been taken by Government on these reports?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI NIHAR RANJAN LASKAR):  
(a) to (c). The following bodies are at present engaged mainly for safeguarding the interests of minorities and weaker sections:—

1. Office of the Special Officer for Scheduled Castes and Scheduled Tribes in terms of Article 338 of the Constitution; designated as Commissioner for Scheduled Castes and Scheduled Tribes.

2. Office of the Special Officer for Linguistic Minorities in terms of Article 350(B) of the Constitutions,—designated as Commissioner for Linguistic Minorities.

3. Minorities Commission set up by the Government of India vide their Resolution dated the 12th January, 1978.

4. Commission for Scheduled Castes and Scheduled Tribes set up by the

Government of India vide their Resolution dated the 21st July, 1978; and

5. The High Power Panel for Minorities, Scheduled Castes and Scheduled Tribes and other Weaker Sections of the Society set up by the Government of India vide their Resolution dated 10th May, 1980."

2. The annual expenditure incurred by the Government on each of the above bodies for the last three financial years is indicated below:—

S. No.	Name of the Body	Expenditure incurred		
		1978-79	1979-80	1980-81
		(Rs. in lakhs)		
1	Special Officer for Scheduled Castes & Scheduled Tribes	8.39	9.03	9.02
2	Special Officer for Linguistic Minorities	6.12	4.64	4.83
3	Minorities Commission	8.04	14.23	11.36
4	Commission for Scheduled Castes and Scheduled Tribes	15.93	23.68	30.57
5	High Power Panel for Minorities, Scheduled Castes, Scheduled Tribes and other weaker Sections of the Society	Nil.	Nil	7.65

3. The Special Officer for Scheduled Castes and Scheduled Tribes has so far submitted 27 reports. Out of these, 26 reports have been placed on the Tables of both the Houses of Parliament. The 27th Report of the Special Officer relating to the period 1979-80 and 1980-81 is under print. Action taken statements on the reports of the Special Officer up to the year 1975-77 have been placed in the Parliament Library. The action taken statements in respect of the reports for the years 1977-78 and 1978-79 have not been placed before Parliament for want of information from the various State Governments and other authorities concerned with the various recommendations contained in the said reports.

4. The Special Officer for Linguistic Minorities has so far submitted 21 reports from the period 1957 to 30th June, 1981. Out of these reports, 19

reports upto the period 30.6.1978 have been placed before Parliament. The printed copies of the 20th report for the period 1.7.1978 to 30.6.1980 have been received recently and the report is being processed. Printed copies in respect of the 21st Report for the period 1.7.1980 to 30.6.1981 have not so far been received.

5. The Minorities Commission have so far submitted three annual reports, for the years 1978, 1979 and 1980. The reports for the periods 1978 and 1979 together with Action Taken Memoranda have already been placed on the Tables of both the Houses of Parliament. The printed copies of the report for the year 1980 have not so far been received.

6. The Commission for Scheduled Castes and Scheduled Tribes have so far submitted two reports for the years

1978-79 and 1979-80. The report for the year 1978-79 has already been placed on the Tables of both the Houses of Parliament. The report for the year 1979-80 is under print.

7. The High Power Panel has submitted its first interim report on minorities on 31st January, 1981 and the same is under consideration of the Government.

**Refusal of Licences to FERA and MRTP for setting up Industries in West Bengal**

1674. SHRI NIREN GHOSH: Will the Minister of INDUSTRY be pleased to state:

(a) whether Government are aware about the fact that a number of MRTP and FERA companies have been refused licences for investment's in West Bengal;

(b) the reasons therefor; and

(c) the steps taken by Government to remove the discrimination meted out of West Bengal?

THE MINISTER OF INDUSTRY AND STEEL AND MINES (SHRI NARAYAN DATT TIWARI): (a) to (c). No Industrial Licence application from any MRTP or FERA company has been rejected merely on the ground that the proposed investment was in West Bengal. In the matter of Industrial licensing, no discrimination whatsoever has been made against West Bengal.

**Alternative energy sources**

1675. SHRI D. M. PUTTE GOWDA:  
SHRI K. LAKAPPA:

Will the Minister of SCIENCE AND TECHNOLOGY be pleased to state:

(a) whether any research has been taken in hand to find alternative energy source to meet domestic and industrial needs of the country;

(b) if so, details thereof; and

(c) by what time a breakthrough is expected in this sphere?

THE MINISTER OF STATE IN THE DEPARTMENT OF SCIENCE & TECHNOLOGY, ELECTRONICS AND ENVIRONMENT AND OCEAN DEVELOPMENT (SHRI C. P. N. SINGH): (a) and (c). Yes, Sir, A wide-ranging programme of research and development has been taken up by the Commission for Additional Sources of Energy with a view to promote the utilisation of new and renewable sources of energy in the agricultural, industrial, domestic and other sectors. Among the areas covered are solar energy, biogas, biomass, wind energy hydro power etc. As a result of research and development efforts, several devices and systems based on alternative energy sources are now being made in the country. These include solar water heaters for domestic and industrial use, solar dryers and kilns, solar pumps, solar cookers, small and large biogas plants and wind mills. Work is continuing to improve the efficiency and reduce the initial costs of these units as also to develop new year applications.

**Takeover of K.E.W.**

1676. SHRI JAGPAL SINGH: Will the Minister of INDUSTRY be pleased to refer to the replies given on 25th November, 1981, 2 and 9 December, 1981 to USQs. 625, 626, 1817, 1818 and 2895 regarding takeover of K. E. W. and state:

(a) whether any final outcome has taken place in the matter which has been hanging fire for such a long time;

(b) if not, reasons therefor; and

(c) the steps taken in the matter?

THE MINISTER OF INDUSTRY AND STEEL AND MINES (SHRI NARAYAN DATT TIWARI): (a) to (c). In line with the Government's policy on sick units, the question of takeover of Kumardhubi Engineering Works (KEW) by the Central Government would arise only if the unit can be made viable within a reasonable period.



Based on a detailed examination in regard to KEW this has not been found feasible. However, the Government of Bihar have shown interest in the revival of the unit, the views of the Central Government have been conveyed to them for such action as they deem fit.

**Instruction of M.P. Government to Authorities of Hindustan Steel Works**

**1677. SHRI MOHAMMED ISMAIL:** Will the Minister of STEEL AND MINES be pleased to state:

(a) whether Government of Madhya Pradesh instructed the authorities of the Hindustan Steel Works Construction Ltd., to send back all the workers of that company who were brought to Bhilai Steel Plant in M.P.;

(c) if so, the reactions of Government in this regard;

(c) whether Government are going to take up the matter with the Madhya Pradesh Government;

(d) if so, the manner in which Government are going to take up the matter with the State Government; and

(e) if not, the reason for the same?

**THE MINISTER OF STATE IN THE MINISTRIES OF INDUSTRY AND STEEL AND MINES (SHRI CHARANJIT CHANANA):** (a) No. Sir.

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

**औद्योगिक लाइसेंसों के लिए आवेदन-पत्र**

**1678. श्री रामकृष्ण जोरडे :** क्या उद्योग मंत्री यह बताने की कृपा करेंगे कि:

(क) वर्ष 1980-81 में सरकार को औद्योगिक लाइसेंसों के लिए उद्योग-वार कितने आवेदन पत्र प्राप्त हुए हैं;

(ख) इस वर्ष में कुल कितने आवेदन पत्र निपटाए गए हैं; और

(ग) इस समय कितने आवेदन पत्र विचाराधीन हैं ?

उद्योग तथा इस्पात और खान मंत्री (श्री नारायण बत्त तिबारी) : (क) से (ग) : 1-4-1980 से 31-3-1981 तक की अवधि में औद्योगिक स्वीकृति सचिवालय को 2011 औद्योगिक लाइसेंस आवेदन प्राप्त हुए थे। ये आवेदन सभी प्रमुख उद्योग समूहों से संबंधित थे तथा धातुकर्मी उद्योग, विद्युतीय उपस्कर, दूर-संचार, परिवहन, औद्योगिक मशीनरी, मशीन टूल्स, कृषि संबंधी मशीनरी, औद्योगिक उपस्कर, रसायन, अधिधियां और भेषजों, बस्त्रोद्योग, कागज और कागज उत्पाद, चीनी वनस्पति तेल और वनस्पति, कांच चीनी वनस्पति उद्योग, सीमेंट और इमारती लकड़ी उत्पाद आदि। इन में से 22-2-82 तक 1834 औद्योगिक लाइसेंस आवेदन निपटा दिए गए थे। शेष 177 औद्योगिक लाइसेंस आवेदन विभिन्न स्तरों पर विचाराधीन हैं।

**Coloured and Black and White T.V. manufacturing units in Country**

**1679. SHRI AJITSINH DABHI:** Will the PRIME MINISTER be pleased to state:

(a) what are the details regarding the names of units manufacturing coloured and black and white T.V. sets in the country in public and private sectors; separately; and

(b) how many units are exporting their sets to foreign countries?

**THE DEPUTY MINISTER IN THE DEPARTMENT OF ELECTRONICS (SHRI M. S. SANJEEVI RAO):** (a). The details regarding the names of the units manufacturing black and white TV sets in the country in the public, joint and private sectors separately are given in statement-I, II and III. No units have so far been approved for the manufacture of colour TV sets, since no decision has so far been taken by Government for introduction of colour TV broadcasts in the country.

(b). M/s. Electronics Trade and Technology Development Corporation (a

public sector corporation of the Department of Electronics) has exported the first batch of 960 TV receivers to the USA in August, 1981. These receivers were made by M/s. Orient Vision Ltd., Madras. There are no other units exporting TV receivers at present.

**Statement—1**

*List of companies in the public sector manufacturing TV sets.*

1. M/e. Electronics Corporation of India Ltd., Hyderabad.
2. M/s. Himachal Pradesh Mineral and Industrial Corporation, Solan.
3. M/s. Kerala State Electronics Development Corporation, Trivandrum.
4. M/s. Konark Television, Bhubaneswar.
5. M/s. Rajasthan State Industrial Development and Investment Corporation Ltd., Jaipur
6. M/s. Uptron India Ltd., Lucknow.
7. M/s. West Bengal Electronics Industry Development Corporation Ltd., Calcutta.
8. M/s. Karnataka State Electronics Development Corporation, Bangalore.

**Statement—II**

*List of companies in the joint sector manufacturing TV sets.*

1. M/s. Dynavision Ltd., Madras.
2. M/s. Telerama, Calcutta.

**Statement—III**

*List of companies in the Private Sector Approved for manufacturing TV sets.*

1. M/s. Telerad, Bombay.
2. M/s. British Physical Laboratory, Bangalore.

3. M/s. Usha Television (P) Ltd., New Delhi.

4. M/s. Punjstar Standard & Electronics Ltd., S.A.S. Nagar, Phase VI (Mohali)

5. M/s. Beltron Electricals & Electronics, S.A.S. Nagar, Phase VI (Mohali)

6. M/s. Solidaire Electronics Ltd., S.A.S. Nagar, Phase VIII, (Mohali)

7. M/s. GREWAL Radios Co. Pvt. Ltd., Focal Point, Ludhiana.

8. M/s. NABCO Electronics Pvt. Ltd., Ludhiana.

9. M/s. Television Combine, Goldspot Campus, Jhotwara, Jaipur.

10. M/s. Canon Electronics No 1, DSIDC Shed, Wazirpur, Delhi.

11. M/s. Satellite Electronics Pvt. Ltd., Ganesh Colony, Piliani.

12. M/s. Videon, 841, Chirag Delhi, New Delhi.

13. M/s. Weston Electronics Ltd., 48-A, Okhla Industrial Area, New Delhi.

14. M/s. Televista Electronics (P) Ltd., 239, Okhla Industrial Area, New Delhi.

15. M/s. Disco Electronics, A-83, Okhla Indl. Area Phase II, New Delhi, (Trade Mark 'Disco').

16. M/s. Jupiter Radios (Regd), C-16, Okhla Indl. Area, Phase II, New Delhi, (Trade Mark 'Texla').

17. M/s. Sakay Electronics India (P) Ltd., B-86/1, Okhla Indl. Area, Phase II, New Delhi, (Trade Mark 'Biston').

18. M/s. D. T. Gandhi (Tele) Pvt. Ltd., 2/14, East Patel Nagar, New Delhi.

19. M/s. Baltek Electronics (P) Ltd., A-80, Naraina Indl. Area, New Delhi.

20. M/s. Kingston Electronics, WH-  
F, Phase I, Mayapuri, New  
Delhi.
21. M/s. G. C. G: Radio Corpora-  
tion, 1, Ansari Road, Daryaganj,  
New Delhi.
22. M/s. Electronics Corporation  
(P) Ltd., 5A/123, Ansari Road,  
Daryaganj, New Delhi.
23. M/s. Goyal Electronics, The  
Mall, Simla.
24. M/s. Mukesh Khandelwal, 18  
Lodhi Mohala, Indore (M.P.)
25. M/s. Radiocraft of India (P)  
Ltd., 7, Hall Road, Richardston,  
Bangalore.
26. M/s. K. L. Kandoi, A-56, Indl:  
Estate II Phase, Peenya, Banga-  
lore.
27. M/s. Dynamic Extn. (India)  
Pvt. Ltd. 7th KM Old Madras  
Road, Bangalore.
28. M/s. Jayercee Electronics (P)  
Ltd. 11th Cross, Milleswaram,  
Bangalore.
29. M/s. Associated Electronics  
Agencies Aruna Mansions, 78  
J. C. Road, Bangalore.
30. M/s. Saurashtra Medical Electro-  
nics (P) Ltd., 151, 4th Main,  
Defence Colony, Bangalore.
31. M/s. Electronic Communication  
Services, 21, Brigade Road,  
Bangalore
32. M/s. G. N. V: Raju, 6/6, Prim-  
rose Road, Richmond Town,  
Bangalore.
33. M/s. Associated Electronics &  
Electrical Industries (Banga-  
lore) Pvt. Ltd., 113-A, Brigade  
Road, Bangalore.
34. M/s. Videonics, 162/C 6th Main,  
III Block, TR Nagar, Bangalore.
35. M/s. J. P. T. System (P) Ltd.,  
No. 22, 11th Main Varant Nagar,  
Bangalore.
36. M/s. SLV Anand, C/o Prema  
Silk House, 7/29-A, III Main  
Road Hanumanthnagar, Banga-  
lore.
37. M/s. Copronics (P) Ltd., No.  
50, Vani Vilas Road, Basava-  
gudi, Bangalore.
38. M/s. Relectronics, 9, Blittery  
Layout, Bangalore.
39. M/s. Poornima Electronics, 72,  
4th Main Sivarampuram, Ku-  
mara Park, Bangalore.
40. M/s. Southern Electronics  
Bangalore (P) Ltd., 16-A, Indl.  
Area, First Phase, Peenya,  
Bangalore.
41. M/s. Bharat T.V. Manufactur-  
ing Co., Balanagar, Hydera-  
bad-37, (A.P.)
42. M/s. Anandigi Instruments  
Pvt. Ltd., Nampally, Hydera-  
bad.
43. M/s. V. V. Rama Rao Co., Ma-  
lakpet, Hyderabad.
44. M/s. Duke Services, Elex Com-  
plex, Hyderabad.
45. M/s. APTRO Electronics, Pu-  
rani Haveli, Hyderabad.
46. M/s. Sonodyne Television Co.  
(P) Ltd., 7, Souran Roy Road,  
Calcutta-34.
47. M/s. Progressive Electronics,  
35/1, Diamond Harbour Road  
Calcutta.
48. M/s. Precision Electronics,  
P-81, C.I.T. Road Entally, Cal-  
cutta.
49. M/s. Data Radio & T.V. Co.,  
44, Bhupendra Bose Avenue,  
Calcutta.
50. M/s. K.B.C. Electronics (P)  
Ltd., Garia, Calcutta.
51. M/s. Krishna Kumar Poddar,  
P-345, CIT Road, Calcutta-54.
52. M/s. Mustang Electronics (P)  
Ltd., 78, Lattice Bridge Road,  
Adyar, Madra .

53. M/s. Industrial Research & Dev. Co., Plot No. 41/1/1 Lattice Bridge Road, Thiruvaniyur, Madras.
54. M/s. K.B. Electronics, 84, Swamy Walcka Street, Chintadripet, Madras.
55. M/s. Orientronics Equipments Ltd., Regd. Office Haddong Road, Madras.
56. M/s. Sterling Electronics (P) Ltd., 109, Sterling Road, Madras.
57. M/s. Velwyn Television (P) Ltd., 140/1, V. M. Street, Rayapettah, Madras.
58. M/s. He-Beam Electronics (P) Ltd., 10, 1st Main Road, Gandhinagar, Adyar, Madras.
59. M/s. BLRS, 129/1, M G. Road, Thiruvaniyur, Madras.
60. M/s. Supernavision Pvt. Ltd., Type II/24, Dr. V. S I. Estate, Madras.
61. M/s. Sakura Electronics (P) Ltd., II, First Cross Street, Sesthur Nagar, Adyar, Madras.
62. M/s. Karjaytronics (P) Ltd., Door No. 66, 1 Avenue, Indira Nagar, Adyar, Madras.
63. M/s. Ambar Television (P) Ltd., A-53, Indl. Estate, Andheri (E), Bombay.
64. M/s. Kavtari Electronics, A-386, Road No. 28, Wagle, Industrial Estate, Thana.
65. M/s. Polestar Electronics (P) Ltd., 98, Govt. Indl. Estate, Kandivli (W) Bombay.
66. M/s. Sudarshan Electronics & TV Ltd., D-23/24, Udyog Sadan No. 2, MIDC Indl. Estate Mahakali Caves Road, Andheri (E), Bombay.
67. M/s. Quaser Electronics, B-20/21, Nandyot Indl. Estate, Kuria, Andheri Road, Bombay.
68. M/s. Navbharat Radio Agencies, 350, Lamington Road, Bombay.
69. M/s. Sudarsan Engg. (P) Ltd., A-1/8, Vijay Vihar, Co-op. Housing Society, S. T. Road, Chambur, Bombay.
70. M/s. Oriental Radio (P) Ltd., 394/C, Lamington Chambers, Lamington Road, Bombay.
71. M/s. Maharashtra Electronics Corpn. Ltd., (MELTRON), Raheja Centre, 1st Floor, Nariman Point, Bombay.
72. M/s. Industrial Electronics, 208, Parvati Indl. Estate, Lower Parel, Bombay.
73. M/s. Acharya Electronics Ltd., 38-C, MIDC Indl. Area, Hangare Road, Bombay.
74. M/s. International Electronics, 81-83, Suthar Chawl, Bombay.
75. M/s. Good & Suitable Radio classes, 170, Budawar peth, Pune.
76. M/s. Phoenix Television (P) Ltd., 49, Ashok Nagar, Pune.
77. M/s. Bharat Radio & Electronics, 12, Sadashiv Peth, Pune.
78. M/s. R K. Electronics, K-48/8, GIDC Estate, Phase III, Naroda, Ahmedabad.
79. M/s. Television & Components Pvt. Ltd., Plot No. 57, GIDC, Indl. Estate, Naroda, Ahmedabad.
80. M/s. American Electronics, 91, GIDC Estate, Makerpura Road, Baroda.
81. M/s. Oriental Electronics, Industrial Estate, Srinagar, Barzulla, Srinagar.
82. M/s. Taj Electronics, Bangreth, Srinagar.
83. M/s. Weston Electronics Ltd., Rangreth, Srinagar.
84. M/s. Orient Vision Ltd., Madras.

**Cases pending for freedom fighters pension**

1680. SHRI A. T. PATIL: Will the Minister of HOME AFFAIRS be pleased to state:

(a) the number of cases pending with Government regarding grant of pension to Freedom Fighters (State-wise), together with the period of pendency; and

(b) the steps taken to expedite the disposal of the cases?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS AND DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI P. VENKATASUBBAIAH): (a) There is no application pending initial scrutiny. However a final decision in these cases could not be taken for want of requisite information from the individual and/or reports from the State Government/Military records offices in respect of claims of ex-INA personnel. These cases will be finalised as soon as the information from the individuals and/or reports from the State Government/Military records office is received. A State-wise statement is attached.

(b) All Chief Ministers were requested to ensure speedy implementation of the Swatantrata Sainik Samman Pension Scheme, formerly known as Freedom Fighters' Pension Scheme, 1972, and consider taking following steps:—

(i) Augmentation of staff of Freedom Fighters Cell

(ii) To fix up a time schedule for disposal of freedom fighter pension cases and to take up a campaign to clear all pending cases with them.

(iii) To set up special cells exclusively for expeditious verification of claims of freedom fighters under the supervision of a senior officer.

(iv) To form a State Level Committee to advise and recommend the pension cases by according highest priority.

The Government of India have also sanctioned additional staff for the Freedom Fighters' Division of the Home Ministry.

Statement

THE RECEIPT AND DISPOSAL OF APPLICATIONS AS ON 31-1-1982 (STATE-WISE)

Statement showing disposal of applications received and retained

States/UTs.	1	2	3	4	5	6	7	8	9	10
		Total No. of applications received before 1-8-1980	Reverted after 1-8-81	Total of col. 2 & 3	Pension sanctioned	Restored	Rejected	Suspended	Cancelled	Balance where State Report awaited
1. Assam . . . . .		16445	8267	24712	3940	510	9157	1907	19	9579
2. A.P. . . . .		13679	7335	8184	5415	..	7828	107	..	7864
3. Bihar . . . . .		47894	39163	87457	19684	60	29377	448	71	37817
4. Gujarat . . . . .		5636	466	6104	2921	..	3100	60	..	23
5. Haryana . . . . .		2289	471	2900	1338	1	609	35	19	498
6. H.P. . . . .		773	318	1091	583	4	471	13	2	218
7. J & K . . . . .		1633	481	2634	819	3	943	..	..	869
8. Kerala . . . . .		4132	19386	23518	2013	1	8570	747	14	17576
9. Karnataka . . . . .		12911	4763	17674	7793	4	9101	1459	..	5485
10. Maharashtra . . . . .		11247	12697	3744	10321	1	8372	298	..	18012
11. M.P. . . . .		5877	1907	7774	2824	32	9680	31	51	696
12. Manipur . . . . .		125	85	150	98	3	44	7	..	38
13. Meghalaya . . . . .		124	63	147	87	3	35	15	15	14

	1	2	3	4	5	6	7	8	9	10
14. Nagaland	.	.	15	4	19	3	3	..	..	10
15. Orissa	.	7555	6232	13787	3575	154	3767	18	86	6187
16. Punjab	.	9680	2407	12117	5285	33	4915	67	18	1769
17. Rajasthan	.	1091	414	1525	618	14	385	16	7	495
18. Tamil Nadu	.	7070	2179	9249	3649	..	3768	116	..	1716
19. Tripura	.	1911	398	2309	688	37	703	200	35	646
20. U.P.	.	24229	2323	26552	15836	13	4112	372	144	6075
21. West Bengal	.	28062	35910	63972	14953	51	7921	518	131	70398
<i>U.T.</i>										
1. A & N	.	34	20	54	36	..	14	..	..	4
2. Arunachal	.	1	40	41	2	2	10	..	..	27
3. Chandigarh	.	99	39	138	77	..	34	..	..	27
4. Delhi	.	2199	519	2718	1687	..	801	67	..	163
5. Goa	.	1908	955	2863	599	..	1463	11	..	790
6. Mizoram	.	3	1	4	..	3	..	1	..	..
7. Pondicherry	.	1051	444	1495	246	..	906	13	3	327
8. I.N.A.	.	29561	4517	34078	16969	221	10047	238	72	6531
<b>TOTAL :</b>		249194	152510	401710	121731	1163	114036	6301	685	157794

**Expansion of Cement Industry**

1681. SHRI MAGANBHAJ BAROT: Will the Minister of INDUSTRY be pleased to state:

(a) whether Government agree that the expansion of the Cement Industry and replacement of its obsolete plants and technology have been totally inhibited because of the uneconomical retention prices enforced so far,

(b) how many units have gone sick because of the pricing policy coupled with other factors like low power and coal supply, inferior quality of coal and rise in cost of input;

(c) that is the gap between the estimated demand and supply at present and after five years; and

(d) how much foreign exchange has been spent on imports of cement?

THE MINISTER OF INDUSTRY AND STEEL AND MINES (SHRI NARAYAN DATT TIWARI): (a) The new pricing and distribution policy provides adequate incentives for modernisation and expansion.

(b) Under utilisation of capacity on account of external constraints in regard to shortage in the availability of power has been mainly responsible for the unsatisfactory functioning of a number of cement units. The cement

factories are granted escalations in retention prices to provide for increase in the cost of inputs.

(c) The gap between estimated demand and supply at present is expected to be of the order of 7 million tonnes. However, by the end of the 6th Five Year Plan the supply position of cement is expected to improve substantially and the gap between demand and supply reduced considerably.

(d) Rs. 391.29 crores for the period from 1977-78 to 15th February, 1982.

**Foreign technological collaboration**

1682. SHRI K. T. KOSALRAM: Will the Minister of INDUSTRY be pleased to state:

(a) whether it is a fact that foreign technological collaborations have increased to 526 in 1980 as against 277 in 1976; and

(b) if so, the areas and disciplines in which such foreign technological collaborations have gone up?

THE MINISTER OF INDUSTRY AND STEEL AND MINES (SHRI NARAYAN DATT TIWARI): (a) Yes, Sir

(b) A statement incorporating the number of foreign collaborations approved industry-wise during the period 1976 to 1980 is enclosed

**Statement**

List of industry-wise break-up of foreign collaboration now approved by the Government during the years 1976 to 1980

Sl.No.	Name of the Industry	1976	1977	1978	1979	1980
1	2	3	4	5	6	7
1.	Metallurgical Industries	12	7	18	12	31
2.	Fuch	..	1	4	..	6
3.	Boilers & Steam Generating Plants	1	4	..	1	4
4.	Prime Movers (other than Elec. Generators)	1	1	5	..	..



1	2	3	4	5	6	7
5. Electrical Equipment . . . . .		68	67	46	50	107
6. Telecommunications . . . . .		..	..	2	2	7
7. Transportation . . . . .		18	18	20	26	40
8. Industrial Machinery . . . . .		57	74	76	72	121
9. Machine Tools . . . . .		19	10	20	14	26
10. Agricultural Machinery . . . . .		..	..	..	..	1
11. Earth Moving Machinery . . . . .		1	1	2	..	1
12. Miscellaneous Mechanical & Engg. Industries . . . . .		13	4	7	15	29
13. Commercial Office & Home-hold equipment . . . . .		1	1	2	2	2
14. Medical & Surgical appliances . . . . .		1	1	1	1	..
15. Industrial Instruments . . . . .		4	9	9	10	15
16. Scientific Instruments . . . . .		1	1	2	1	3
17. Mathematical Surveying & Drawing Instruments . . . . .		..	..	..	..	..
18. Fertilizers . . . . .		..	..	..	..	..
19. Chemical (other than Fertilizers) . . . . .		32	23	30	24	52
20. Photographic Raw Film and paper . . . . .		1	1	..	..	..
21. Dyestuffs . . . . .		..	..	..	..	..
22. Drugs and Pharmaceuticals . . . . .		1	3	2	2	8
23. Textiles (including those, dyed, printed or otherwise processed) . . . . .		2	2	2	..	6
24. Paper & pulp including paper products . . . . .		2	3	4	4	..
25. Sugar . . . . .		..	..	..	..	..
26. Fermentation Industries . . . . .		..	2	..	..	..
27. Food Processing Industries . . . . .		2	2	2	..	6
28. Vegetable Oil and Vanaspati . . . . .		1	..	1	..	..
29. Soaps, Cosmetics & Toilet preparations . . . . .		..	..	..	1	..
30. Rubber Goods . . . . .		4	4	7	2	7
31. Leather, Leather Goods and Fickers . . . . .		1	3	6	2	4
32. Glue & Gelatine . . . . .		..	..	1	..	..
33. Glass . . . . .		5	5	1	2	9

1	2	3	4	5	6	7
34. Cermics . . . . .		7	1	6	6	4
35. Cement & Gypsum products . . . . .		4	3	3	2	..
36. Timber products . . . . .		..	..	..	1	1
37. Defence Industries . . . . .		..	..	..	..	..
38. Cigarettes . . . . .		..	..	..	..	..
39. Consultancy . . . . .		..	2	4	..	5
40. Miscellaneous Industries . . . . .		23	13	24	15	31
<b>TOTAL :</b>		<b>277</b>	<b>267</b>	<b>307</b>	<b>267</b>	<b>526</b>

### Visakhapatnam Steel Plant

1683. SHRI ANANTHARAMULU MALLU: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether it is a fact that a cloud of the un-certainty is gathering over the Visakhapatnam Steel Plant with USSR unwillingness to part with repetitive detailed jobs involved in the IInd Stage of the primary Zonal coke, ovens blast, furnaces, steel melting shops and sintering plants; and

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

THE MINISTER OF STATE IN THE MINISTRIES OF INDUSTRY AND STEEL AND MINES (SHRI CHARANJIT CHANANA): (a) No, Sir.

(b) Does not arise.

### Car prices

1684. SHRI S. B. SIDNAL: Will the Minister of INDUSTRY be pleased to state:

(a) whether Government have expressed concern over the skyrocketing of passenger car prices which have more than doubled during 1976 and 1981;

(b) the prevailing market prices for an Ambassador, Premier Padmini car; and

(c) the measures Government propose to adopt to regulate car prices?

THE MINISTER OF INDUSTRY AND STEEL AND MINES (SHRI NARAYAN DATT TIWARI): (a) to (c) The manufacturers have reported that prices have been increased from time to time owing to increases in cost of inputs, cost of manufacture, over heads etc. Government have impressed upon the manufacturers the need inter alia for curbing price increases. At the same time, the Bureau of Industrial Costs and Prices has been asked to look into the matter and report. The ex-show room retail prices of the Ambassador and Premier Padmini Cars in Delhi as on 1-1-82 were as follows:—

	Price as on 1-1-82 (In Rupees)
Ambassador	73,525
Premier Padmini	69,427

### Arrests under NSA in 1981

1685. SHRI N. K. SHEJWALKAR:  
PROF. RUP CHAND PAL:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) how many citizens of India have been arrested (detained) under

NSA by different States during the last year and so far, State-wise;

(b) whether all the safeguards suggested by the Supreme Court in their judgement pronounced recently are being taken care of in all such cases; and

(c) if not, the reasons and details of such non-compliance?

**THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI NIHAR RANJAN LASKAR):**

(a) The requisite information is being collected, and will be laid on the Table on receipt.

(b) and (c). The operative portions of the observations/directions made by the Supreme Court in its judgement dt. 28.12.1961 have already been communicated to all the State Governments/U.T. Administrations for their guidance and necessary action.

**Greeting Cards distributed by Delhi Traffic Police**

1686. **SHRI R. R. BHOLE:** Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether it is a fact that Delhi Traffic Police distributed thousands of Greeting Cards Printed by Government of India Press to the Road using public on New Year Day without mentioning even the guidelines or traffic instructions to the road users;

(b) the total amount spent by Government on this account;

(c) whether this had the approval of Commissioner of Police and the Ministry of Home Affairs; and

(d) the reasons why no guidelines or traffic instructions were printed on the Greeting Card?

**THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS AND DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI P. VENKATASUBBAIAH):** (a) to (d). Greeting Cards printed at the Govern-

ment of India Press, carrying the slogan "Keep us in mind while on road" in Hindi and English were distributed among road users as a part of the Road Safety Education. Printing of the slogan is a pleasant way of drawing the attention of road users to the observance of traffic rules. The expenditure incurred is Rs. 5,831. The Deputy Commissioner of Police (Traffic), who is declared the Head of office under the Delegation of Financial Powers Rules, can sanction this expenditure.

#### **Maruti-Nissan Collaboration**

1687. **SHRI KRUPASINDHU BHOI:** Will the Minister of INDUSTRY be pleased to state:

(a) whether the Maruti-Nissan talks on car project collaboration have been finalised;

(b) if so, the details thereof and if not, the progress made so far; and

(c) the model chosen for the purpose and the terms of collaboration offered by Nissan-Motors of Japan?

**THE MINISTER OF INDUSTRY AND STEEL AND MINES (SHRI NARAYAN DATTA TIWARI):** (a) No, Sir.

(b) and (c). Nissan Motor Company is one of the overseas Companies with whom discussions are being held by Maruti Udyog Ltd. A decision on the model of the car to be manufactured and on collaboration is expected to be taken after all the offers received have been duly evaluated.

#### **Sivaraman Committee Report on RURAL CREDIT**

1688. **SHRI KRISHNA KUMAR GOYAL:**

**SHRI BHIKU RAM JAIN:**

Will the Minister of PLANNING be pleased to state:

(a) whether it is a fact that the Planning Commission had constituted a high-power working group to draw

up a course of action on rural credit for the consideration of State Governments;

(b) whether the Centre had initiated a discussion with State Governments on the recommendation of the Sivaraman Committee; and

(c) if so, the details thereof?

**THE MINISTER OF PLANNING AND STEEL AND MINES (SHRI S. B. CHAVAN):** (a) Yes, Sir,

(b) and (c). It is proposed to discuss the recommendations of the Sivaraman Committee at a conference of State Ministers.

**Allotment of Additional Cement to Maharashtra Government for Slum Rehabilitation**

**1689. DR. SUBRAMANIAM SWAMY:** Will the Minister of INDUSTRY be pleased to state:

(a) whether it is true that the Central Government have decided to allot additional Cement to the Government of Maharashtra for Slum Rehabilitation in Bombay; and

(b) if so, the details thereof?

**THE MINISTER OF INDUSTRY AND STEEL AND MINES (SHRI NARAYAN DATT TIWARI):** (a) No such request for allotment of cement for Slum Rehabilitation in Bombay has been received from the State Government of Maharashtra.

(b) Does not arise.

**Stock-Yards in Haryana**

**1690. SHRI CHIRANJI LAL SHARMA:** Will the Minister of STEEL AND MINES be pleased to state:

(a) number of stock-yards in Haryana at present;

(b) whether there is any proposal to set up new stock-yards in Haryana; and

(c) if so, the details thereof?

**THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY AND STEEL AND MINES (SHRI CHARANJIT CHANANA):** (a) There is one stockyard of SAIL and one consignment agency of TISCO in Haryana.

(b) No, Sir.

(c) Does not arise.

**Missing of Answer Sheets and Blank Marks Sheet of I.A.S. (Main) Examination 1981 from Chandigarh**

**1691. SHRI DHARAMBIR SINHA: SHRI JAI NARAYAN ROAT:**

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether it is a fact that some answer sheets and blank Marks Sheets of the Indian Administrative Service (Main) Examination, 1981 conducted by the UPSC were missing from Chandigarh; and

(b) if so, the details thereof and the action taken by the authorities in this regard?

**THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS AND DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI P. VENKATASUBBAIAH):** (a) and (b) Four answer books and three blank mark sheets regarding General Studies Paper-I, which were sent by the Union Public Service Commission in an insured packet to an examiner in Chandigarh, were reported to have been lost in transit. The matter is under investigation of postal authorities. The Commission are holding a re-examination in General Studies Paper-I for the four candidates concerned on the 3rd March, 1982 at Delhi Centre.

**Recruitment to Delhi Armed Police**

1692. SHRI SUBHASH YADAV:  
Will the Minister of HOME AFFAIRS  
be pleased to state:

(a) total number of persons recruit-  
ed to Delhi Armed Police during the  
year 1980-81; and

(b) total number of persons recruited  
to Delhi Police during the year 1980-

81 and the number of persons belong-  
ing to Gurdaspur and Amritsar Dis-  
tricts?

THE MINISTER OF STATE IN  
THE MINISTRY OF HOME AFFAIRS  
AND DEPARTMENT OF PARLIA-  
MENTARY AFFAIRS (SHRI P.  
VENKATASUBBAIAH): (a) and (b)  
Information is furnished below:

Year	Total require- ment made in Delhi Police.	Number out of them belonging to	
		Gurdaspur District	Amritsar District
1980	1407	232	18
1981	466	1	2

Note: Initial recruitment is made only to the Delhi Armed Police.

दिल्ली नगर निगम के सफाई तथा  
जीनबंदी विभाग में सब-इन्स्पेक्टरों तथा  
सहायक सब-इन्स्पेक्टरों के पदों का  
अनुसूचित जाति और अनुसूचित  
जनजाति के उम्मीदवारों के लिए  
आरक्षण

1693. श्री आर. एन. रावेल : क्या  
गृह मंत्री यह बताने की कृपा करेंगे कि :

(क) दिल्ली नगर निगम के सफाई तथा  
जीनबंदी विभाग में सब-इन्स्पेक्टरों तथा  
सहायक सब-इन्स्पेक्टरों के पदों की कुल  
संख्या कितनी है और क्या इन पदों पर  
अनुसूचित जाति तथा अनुसूचित जनजाति के  
लिए आरक्षण कोटे को पूरा कर दिया  
गया है;

(ख) यदि नहीं, तो उनके क्या कारण  
हैं;

(ग) इस समय सहायक सब-इन्स्पेक्टरों के  
रिक्त पदों की संख्या कितनी है और  
अनुसूचित जाति तथा अनुसूचित जनजाति  
के लिए आरक्षित पदों की संख्या का अनुपात  
क्या है और इन पदों को न भरे जाने के क्या  
कारण हैं;

(घ) सहायक सब-इन्स्पेक्टरों के उन पदों  
की संख्या कितनी है जिन पर सफाई  
गाइडम कार्य कर रहे हैं; और

(ङ) क्या मलकानी समिति तथा सफाई  
कार्यकारी प्रथमतः अधिकार समिति की  
सिफारिशों को इस बीच कार्यान्वित किया  
गया है, यदि नहीं, तो तत्सम्बन्धी कारण  
क्या हैं ?

गृह मंत्रालय तथा संसदीय कार्य विभाग  
में राज्य मंत्री (श्री पी. वेंकटसुब्बाय्या) :  
(क) से (ङ). अपरिचित सूचना एकत्र की

बा रही है और दिल्ली नगर निगम से इसके प्राप्ति होने पर लोकसभा के पटल पर रख दी जाएगी।

वर्ष 1988-89 तक सीमेंट की  
बचत

1694. श्री चतुर्भूषण : क्या उद्योग मंत्री यह बताने की कृपा करेंगे कि:

(क) राष्ट्रीय आर्थिक अनुसंधान परिषद द्वारा किए गए उत्तरी जेन के एक सर्वेक्षण के आधार पर वर्ष 1988-89 तक सीमेंट की कौन अनुमानित बचत कितनी होगी;

(ख) सीमेंट की बचत के इस अनुमान का ध्यान में रखते हुए राजस्थान द्वारा सीमेंट की कितनी मात्रा का उत्पादन किए जाने की अपेक्षा है;

(ग) क्या यह सच है कि सीमेंट एकलकी को स्थापना करने के लिए राज्य उद्योग केंद्र के पास उनका आवेदन पत्र निपटारने के लिए निरन्धित पड़े है, और

(घ) यदि हाँ, तो राज्य सरकार उद्योग केंद्र सरकार के पास निरन्धित पड़े आवेदन पत्रों की संख्या क्या है और उन पर कब तक निर्णय ले लिया जाएगा

उद्योग तथा इन्फ्रास्ट्रक्चर और लान मंत्री (श्री नारायण बल निवारो) : (क) और (ख) राष्ट्रीय व्यावहारिक आर्थिक अनुसंधान परिषद द्वारा नैवार की बड़े "गजबहाल की 1974-89 की भावी पारबोडन" संबंधी रिपोर्ट के अनुसार 1988-89 तक उत्तरी क्षेत्र में लगभग 130 लाख मी. टन सीमेंट की आवश्यकता पड़ेगी तथा राजस्थान के बहत बना पत्थर निक्षेपों को देखते हुए इस आवश्यकता का 50 प्रतिशत इसमें पूरा किया जा सकता है।

(ग) और (घ) सीमेंट उद्योग के लिये कोशिका नदमोड होने के कारणों पर राज्य सरकारों द्वारा उद्योग केंद्र सरकार द्वारा विचार किया जाता है। केंद्र सरकार के पास इस तरह राजस्थान में सीमेंट उद्योगों की स्थापना

करने के लिए आर्थिक लाइसेंस देने हेतु केवल दो आवेदनपत्र बनिर्णीत पड़े है। इन आवेदनों के संबंध में शीघ्र ही निर्णय लिए जाने की आशा है।

Number of Persons Speaking Various  
Languages in Bihar

1695. SHRI BHOGENDRA JHA: Will the Minister of HOME AFFAIRS be pleased to refer to the reply given to Unstarred Question No. 2005 on 9 December, 1981 regarding number of persons speaking various languages in Bihar and state;

(a) whether figures for different languages in Bihar on the basis of 1981 census has since been tabulated;

(b) if so, details thereabout; and

(c) what is the figure of different languages spoken in Bihar as found in all the census operations in this century both before and after Independence?

THE MINISTER OF STATE IN  
THE MINISTRY OF HOME AFFAIRS  
(SHRI NIHAR RANJAN LASKAR):

(a) No, Sir.

(b) Does not arise in view of (a) above.

(c) The number of speakers of different languages spoken in Bihar as found in the census operations of 1901 to 1971 (i.e. in this century both before and after Independence) is indicated in the statements laid on the Table of the House (Placed in Library Sec No. LT-3485 82).

Determination of Economic Standing  
for Appointment to Government  
..... Service

1696. SHRI JITENDRA PRASAD: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the question of determining economic standing rather than 'caste or tribe' for the purpose of appointment to Government service and other kind of Government assistance

under 'reserved category' has been under the consideration of Government; and

(b) if so, the main points thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS AND DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI P. VENKATASUBBAIAH): (a) No, Sir.

(b) Does not arise.

Complaint made to Director General, ILO by Indian Trade Unions

1697, SHRI K. RAMAMURTHY: Will the Minister of LABOUR be pleased to state:

(a) the reasons for the delay in our ratifying two basic ILO conventions regarding freedom of Association and the right to organize and collective bargaining; and

(b) whether the Freedom of Association Committee of the ILO has been asked by the Director General of ILO to go into the complaints of Indian Trade Unions about the alleged arrest of 50 000 trade union workers during the recent industrial strike?

THE DEPUTY MINISTER IN THE MINISTRY OF LABOUR (SHRI DHARAMVIR): (a) The basic principles incorporated in Convention No. 87 concerning Freedom of Association and Protection of the Right to Organise, 1948 and Convention No. 98 concerning the Right to Organise and Collective Bargaining, 1949 are being complied with in substance. However, it has not been possible for India to ratify these Conventions because of certain administrative and technical difficulties.

(b) Yes, Sir.

केन्द्रीय मन्त्रिवालय राजभाषा सेवा संवर्ग बनाया जाना

1698. श्री रामेन्द्र प्रसाद शर्मा : क्या गृह मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या केन्द्रीय मन्त्रिवालय राजभाषा सेवा संवर्ग का गठन कर दिया गया है;

(ख) हिन्दी अनुवादकों की अन्तर्विभागीय वरिष्ठता कब तक निर्धारित कर दी जाएगी; और

(ग) महानिदेशक, डाक-तार कार्यालय के कितने अनुवादकों को इस संवर्ग में शामिल किया जायेगा।

गृह मन्त्रालय में राज्य मंत्री (श्री निहार रंजन लस्कर) : (क) और (ख). वरिष्ठ/कनिष्ठ हिन्दी अनुवादक के पदों, जो केन्द्रीय सचिवालय राज भाषा सेवा के समूह "ग" में शामिल किए जा रहे हैं, के लिए नियम भारत के राजपत्र में 19-9-81 को अधिसूचित कर दिए गए हैं। इन नियमों में किए गए प्रावधान के अनुसार सेवा के प्रारंभिक गठन और सेवा के सदस्यों की आपस में वरीयता निश्चित करने की कार्रवाई तत्परता से की जा रही है।

सेवा के समूह "क" और समूह "ख" के पदों के लिए नियमों का संघ लोक सेवा आयोग के परामर्श से अंतिम रूप दिया जा रहा है।

(ग) डाकतार महानिदेशालय में अनु-मंथान महायक (हिन्दी) का पद, अनुवादक, श्रेणी-1 के 2 पद और अनुवादक, श्रेणी-2 के 15 पद सेवा में शामिल किए गए हैं।

Letters written by M.Ps to Ministers

1699. DR. A. U. AZMI: Will the Minister of HOME AFFAIRS be pleased to refer to the replies given to USQs. 8225 and 4507 on 22nd April, 1981 and 16th September 1981 respectively regarding letters written by M.Ps to Ministers and state:

(a) whether instructions exist regarding prompt attention to letters received from M.Ps what are the insinuating reasons that they are not replied to expeditiously not only by the Ministers but by the officials, as well and what tangible steps have been taken/contemplated to ensure judicious implementation of the laid down instructions;

(b) whether these instructions will be once again reiterated to all the Ministries/Departments and their attached and subordinate offices emphasising the necessity and importance to follow scrupulously the same failing which severe action would be taken against the defaulting persons; and

(c) whether there is any proposal for introducing returns calling for information on number of letters received, how many of them were replied and the number of them pending together with reasons for delay to keep a check?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS AND DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI P. VENKATASUBBALAH): (a) to (1). All letters from M.Ps receive prompt attention of the Ministers and officials at various levels and provisions to this effect are contained in the Central Secretariat Manual of Office Procedure. The different sections and the personal sections of the Joint Secretary/Director are required to maintain separate registers to keep a watch on disposal of communications received from Members of Parliament and a return showing all cases where replies have not been sent within a fortnight is to be submitted to the Joint Secretary/Director for review.

To ensure that the prescribed procedure is followed scrupulously, apart from the review conducted by higher officers, a provision has been made for annual inspections of sections during which the disposal of letters received from Members of Parliament is to be specially looked into.

The need for prompt attention being paid to letters from Members of Parliament has been reiterated from time to time. In February 1981, a provision has been introduced in the

Manual of Office Procedure for a fortnightly review at Joint Secretary's level.

1700. SHRIMATI SUSEELA GOPALAN: Will the Minister of INDUSTRY be pleased to state:

(a) the reasons for not taking any decision on the delegated powers requested by Government of Kerala for the successful implementation of the husk control order in coir industry; and

(b) when a final decision will be taken?

THE MINISTER OF INDUSTRY AND STEEL AND MINES (SHRI NARAYAN DATT TIWARI): (a) and (b). A decision will be taken on the delegated powers requested by Government of Kerala for implementation of the husk control order in coir industry, after Government takes a final view on the report of the High Level Study Team on coir industry constituted under the Chairmanship of Shri B. Sivaraman.

#### Karnataka Iron Ore Project

1701. SHRI K. LAKKAPPA: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether an Iranian team visited India recently to discuss the issue of Karnataka Iron Ore Project; and

(b) if so, our come thereof?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY AND STEEL AND MINES (SHRI CHARANJIT CHANANA): (a) and (b). Presumably the reference is to the Kudremukh Iron Ore Project in Karnataka State. An Iranian delegation visited India from 23rd January, 1982 to the 4th February, 1982 for discussion, relating to the Kudremukh



Iron Ore Project. The talks were inconclusive and another round of discussions is likely to take place to resolve the outstanding issues.

**Policy of Export-led growth**

1702. SHRI SATYAGOPAL MISRA: Will the Minister of PLANNING be pleased to state:

(a) whether increasing emphasis on the policy of export-led growth is diametrically opposite to the present condition of the international trade where developing countries were taking an increasingly protectionist posture; and

(b) if so, steps taken by Government in this respect?

THE MINISTER OF PLANNING (SHRI S. B. CHAVAN): (a) The Government's basic approach to foreign trade policy is to rely on both import substitution and exports to the extent which is advantageous to the economy. Thus, it has embarked on major programmes for expansion of output in critical areas such as energy, fertilizers, metals, cement and oilseeds, to achieve substantial foreign exchange savings through import replacement. At the same time, emphasis is also placed on expansion of exports in sectors which are internationally competitive and for which world demand is increasing. The increasingly protectionist stance, which may limit the growth of exports in some areas, is characteristic of the industrialised countries rather than of developing nations.

(b) Does not arise.

**Agitation by Census Employee<sup>s</sup>**

1703. SHRI HANNAN MOLLAH: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether Government are aware that thousands of Census employees are going to be unemployed and they are agitating;

(b) whether Government have received any proposal or memorandum from those employees;

(c) if so, from which States; and

(d) what steps Government propose to take to absorb them in Central Government or any other services?

**THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS**

(SHRI NIHAR RANJAN LASKAR): (a) Yes, Sir. The Government of India are aware that the major proportion of those recruited on consolidated pay for the specific period of tabulation of census data are being retrenched and that some of them have represented.

(b) Yes, Sir.

(c) Representations have been received from the staff on consolidated pay from the States and Union Territories mentioned below:

1. Andhra Pradesh.
2. Bihar.
3. Delhi.
4. Gujarat.
5. Haryana.
6. Karnataka.
7. Kerala.
8. Madhya Pradesh.
9. Maharashtra.
10. Orissa.
11. Rajasthan.
12. Tamil Nadu.
13. Tripura.
14. Uttar Pradesh.
15. West Bengal.

(d) At the time when the consolidated staff were employed it was made clear to them that their employment was of a temporary nature. However, a sympathetic view has been taken and

certain measures for their rehabilitation have been initiated. Employees who have put in more than six months of service in census organisation are, under the Rules, eligible for age concession upto three years plus the period of service rendered in the census organisation for appointment to posts through direct recruitment otherwise than through open competitive examination. They are also entitled to a high priority in the recruitment rosters of the Employment Exchanges. State Governments and Union Territory Administrations have also been requested to assist re-employment of these retrenched personnel and a number of them have extended similar age concessions and some have also issued orders for re-employment of such personnel on priority basis.

#### Setting up of Paper Industry in Tripura

1704. SHRI AJOY BISWAS

SHRI BAJU BAN RIYAN

Will the Minister of INDUSTRY be pleased to state

(a) whether Government are considering to set up a paper industry in Tripura during the current plan period; and

(b) if not, the reasons for that?

THE MINISTER OF INDUSTRY AND STEEL AND MINES (SHRI NARAYAN DATT TIWARI): (a) and (b). The Government of Tripura have proposed the setting up of a paper pulp mill based on the bamboo resources of the State. It is, however, necessary that adequate infrastructural facilities are developed to support a major project like a paper mill. As the existing infrastructure is inadequate, there is no proposal to take up the project in the current plan.

हत्याएं

1705. श्री हरीश रावत: क्या नृह मंत्री यह बताने की कृपा करेंगे कि:

(क) दिसम्बर, 1981 और जनवरी, तथा फरवरी, 1982 के दौरान देश के विभिन्न राज्यों में कितनी राजनीतिक हत्याएं हुई हैं; और

(ख) हत्याओं की दृष्टि घटनाओं का संकलन के लिये मंत्रालय द्वारा क्या कदम उठाये जा रहे हैं?

यह मंत्रालय में राज्य मंत्री (श्री निहार रंजन शर्कर): (क) हिमाचल प्रदेश, मध्य प्रदेश, झारखण्ड, नागालैंड, पंजाब, राजस्थान तथा सिक्किम सरकारों और सभी मध्य प्रांतिक क्षेत्र प्रशासकों में प्राप्त सूचना के अनुसार सम्बंधी अवधि के दौरान उनके राज्यों/मध्य राज्य क्षेत्रों में कोई राजनीतिक हत्या नहीं हुई। इन राज्य सरकारों में सूचना प्रत्याक्षिप्त है।

(ख) विधि व व्यवस्था बनाये रखना तथा "लॉयम" राज्य सरकार के अधिकार क्षेत्र के विन्द है। तथापि, यह सभी राज्य सरकार का ज्ञान व ज्ञान को अपने को काई विशिष्ट आरोप प्राप्त हुआ है, तो उन्हें उचित कार्रवाई के लिए राज्य सरकार के ध्यान में लाया जाता है।

भारत, बिहार में उद्योगों की स्थापना

1706. श्री. नरसिंह मिश्र: क्या उद्योग मंत्री यह बताने की कृपा करेंगे कि क्या सरकार उत्तरी बिहार के भारत विद्रोह में उद्योगों की स्थापना करने की सम्भावनाओं का पूरा सम्बंधी विचारों कि इस पक्षी प्रायश्चित्त करने क्षेत्र में निर्धर लोगों की आर्थिक रक्षा सुधारी जा सके;

उद्योग तथा व्यापार और काम मंत्री (श्री नरसिंह दत्त तिवारी): भारत विद्रोह को प्रोत्साहित करने में प्रेरणा होने के कारण प्रायश्चित्त क्षेत्र क्षेत्र सभी सम्भावनाओं में विचारवती दर दर विद्रोह सम्बंधी निर्धारण करने का काम माना गया है। इसके स्थापना के लिए की विचार दर, प्राथमिक सभी सम्बंधित क्षेत्र,

ऋण संधन की लम्बी अवधि प्रवर्तकों के अंशदान में डील तथा ऋण इच्छित सिद्धान्तों के रूप में है। भारतीय औद्योगिक विकास बैंक ने सारन जिले के औद्योगिक एककों के लिये जून, 1981 के अन्त तक 213.74 लाख रुपये की स्वीकृत प्रदान की है।

वहाँ पर षाछ उत्पादों, रसायन उद्योगों, यांत्रिक इजीनियरी बीडी तैयार करने, चमड़े का सामान, लुहारी बड़शंगीरी कुम्हारी, बांस की टांकरियों गत्ते का कारखाना आधुनिक सावन मिल, आधुनिक किम्ब का काट का चक्की, शीत भंडारण, आधुनिक चर्मशाला, बैलगाड़ी के टायर, हाजिरा उद्योग, प्लास्टिक, डलाई उत्पाद, पदचारा मिश्रित, मूनी दाना, कृषि उपकरण आदि जैसे उद्योगों के विकास की संभावनाएँ विद्यमान हैं।

मन्द्रल बैंक आफ इंडिया को जिले का एक प्रधान बैंक बना दिया गया है। उसने 1980-82 की ऋण योजना के अनुसार दो कार्यक्रम बनाये अर्थात् एक ग्राम एवं कटौर उद्योगों के लिये तथा दूसरा लघु उद्योगों के लिये है। पहले के अंतर्गत 28.90 लाख रुपये का परिचय करने की परिकल्पना है जिसके अंतर्गत 2915 औद्योगिक एकक आते हैं, जबकि दूसरे कार्यक्रम में 367 एककों का आशय करने हुए 242.58 लाख रुपये के परिचय का प्रस्ताव किया गया है।

सारन जिले में उद्योगों की स्थापना करने वाले उद्योगियों को कर्गों में रियायत देने लघु उद्योगों द्वारा किराया बरीद कर मशीनों दिग्दान तकनीकी सेवाओं के लिये परामर्श देने, व्याज में गवसहायता देने, कच्चे दान का आयात करने के लिये विशेष मुक्ति-धन देने, राष्ट्रीय उद्योग परियोजना कार्यक्रम, जिला उद्योग केंद्र तथा प्रारम्भिक मीमान धनराशि महायता संबंधी मुद्रिधा प्रदान करने के लिए भी पत्र दाना गया है।

#### Indian Workers in Singapore

1707. SHRI GHULAM MOHAMMAD KHAN: Will the Minister of LABOUR be pleased to state:

(a) whether it is a fact that thousands of Indians with temporary

works permit are likely to lose jobs in Singapore in view of a new decision on the employment of foreign workers;

(b) if so, the number of Indian workers in Singapore at present;

(c) whether this matter has been taken up with that country; and

(d) if so, the result thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF LABOUR (SHRI DHARMAVIR): (a) The Singapore Government have decided that work permits issued to foreign workers will not be renewed on expiry. This however, will not apply to construction, shipyard and domestic workers. That Government have explained that recruitment from 'Non-Traditional Sources' (including India) will stop in 1982. From January, 1983, as work permits expire, the workers will begin to leave. This may effect approximately 3 to 4 thousand Indian workers.

(b) Exact number of Indian workers in Singapore is not known. It is, however, estimated that about 8 thousand Indians are working in Singapore at present.

(c) No, Sir, since this is an internal affair of that country.

(d) Does not arise.

योजना व्यय का दुबारा अनुमान लगाने के बारे में राजस्थान सरकार का अनुरोध

1708. श्री अशोक गहलोत : क्या योजना मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार को राजस्थान राज्य सरकार की ओर से पंच वर्षीय योजना अवधि के दौरान योजना व्यय का द्वाग अनुमान लगाने का कोई प्रस्ताव प्राप्त हुआ है;

(ख) यदि हाँ, तो क्या सरकार ने उस प्रस्ताव की जांच करा ली है; और

(ग) यदि हाँ, तो इस पर सरकार की क्या प्रतिक्रिया है ?

कठिना बंधी (बी एत. बी. बहाल) :  
(क) बी, नहीं ।

(ख) और (घ). प्रश्न उपस्थित नहीं होते ।

#### Supply of Raw Materials to West Bengal

1709. SHRI AJIT BAG: Will the Minister of INDUSTRY be pleased to state:

(a) whether small scale entrepreneurs of West Bengal have lodged complaints with Government regarding non-supply, less supply and allocation of raw materials to the State Industries;

(b) if so, the details of the said complaints; and

(c) Government's move on the complaints?

THE MINISTER OF INDUSTRY AND STEEL AND MINES (SHRI NARAYAN DATT TIWARI): (a) and (b). During the current financial year some complaints from entrepreneurs in West Bengal were received in regard to inadequate supplies in respect of iron and steel, paraffin wax and mutton tallow.

(c) The shortage of pig iron all over the country experienced earlier in the year has been eased by imports of pig iron and higher production within the country. So also the shortage of steel items has been eased and many items taken off the JPC list as these were freely available in the market as a result of record production of steel and import of certain varieties by canalised agencies. The supply of paraffin wax has also been improved. In regard to mutton tallow the problems experienced for some time in the past on account of defects in the storage tank have since been removed as the storage tank at Calcutta has been repaired and offers of mutton tallow have been made since the beginning of February, 1982 from Calcutta.

#### Smuggling of Uranium

1710. SHRI XAVIER ARAKAL: Will the PRIME MINISTER be pleased to state:

(a) how many persons have been arrested or prosecuted for illegal possession of smuggling of uranium or any other atomic materials; and

(b) what is the investigating report in this matter and how many officers are involved in these cases and what action is taken against them?

THE MINISTER OF STATE IN THE DEPARTMENT OF SCIENCE AND TECHNOLOGY, ELECTRONICS AND ENVIRONMENT AND OCEAN DEVELOPMENT (SHRI C. P. N. SINGH):

(a) and (b). Information is being collected and a statement will be placed on the Table of the House

#### M.Ps Seeking protection to their lives

1711. SHRI HARISH KUMAR GANGWAR Will the Minister of HOME AFFAIRS be pleased to state:

(a) how many M.Ps brought to the notice of the Government during 1981-82 about the danger to their lives and seeking protection;

(b) the details of such M.Ps; and

(c) the details of action taken by Government on their requests?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI NIHAR RANJAN LASKAR): (a) and (b). As per available records, the following 14 M.Ps sought protection during 1981-82 (upto 15th Feb. 1982):—

1. Shri K. C. Pandey
2. Shri Frank Anthony
3. Shri H. K. L. Bhagat
4. Shri R. N. Rakesh
5. Shri Ram Vilas Paswan
6. Shri Ganpat Hiralal Bhagat
7. Shri Jagjivan Bam

8. Shri Hiralal R. Parmar
9. Smt. Kailashpati
10. Shri Mangal Ram Prem
11. Shri Ramavtar Shastri
12. Dr. Golam Yazdani
13. Shri Raj Nath Sonkar
14. Shri Jaipal Singh

(d) The concerned State Government or U.T. Administration were requested to provide necessary protection to the Members of Parliament concerned. Other security precautions were also taken.

#### Per Capita Expenditure

1712. PROF. RUP CHAND PAL: Will the Minister of PLANNING be pleased to state the per capita expenses in the Sixth Plan (State-wise)?

THE MINISTER OF PLANNING AND STEEL AND MINES (SHRI S.B. CHAVAN): Plan expenses in each State during the Sixth Plan would be available only on the expiry of the Sixth Plan in 1985.

#### Complaint made to Director General, Ilo by Indian Trade Unions

1713. SHRI AMAR ROYPRADHAN: Will the Minister of LABOUR be pleased to state:

(a) whether it is a fact that leaders of the Central Trade Unions had sent a joint complaint to the International Labour Organisation on December 14, 1981 regarding the suppression of freedom of association and the right to collective bargaining in India, and

(b) if so, the details thereof and the reaction of the Union Government thereto?

THE DEPUTY MINISTER IN THE MINISTRY OF LABOUR (SHRI DHARAM VIR): (a) Yes, Sir.

(b). Some of the allegations in the complaint are that: (i) India has not

ratified certain Conventions of ILO. (ii) Government has infringed trade union rights by enacting the National Security Act and the Essential Services Maintenance Act and (iii) a large number of trade union leaders have been arrested in various States.

The Government are collecting relevant details and would be sending a reply to the ILO as soon as possible.

#### छठी योजना के अंत में गरीबी का स्तर तथा राजगार की स्थिति

1714. श्री दून चन्द शर्मा : क्या योजना मंत्री यह बताने की कृपा करेंगे कि छठी पंचवर्षीय योजना के पूरा होने के बाद देश में आमनौर में और बेरोजगार व्यक्तियों की संख्या की दृष्टि से भी गरीबी का स्तर कितना नीचे चले जाने की आशा है ?

योजना मंत्री (श्री एन. बी. चव्हाण) :

छठी योजना के अभ्यास के अनुसार, वर्ष 1977-78 के सपत के वितरण के स्वरूप को अपरिवर्तित मानते हुए गरीबी के स्तर में नीचे रहने वाले लोगों का प्रतिशत आधार वर्ष (1979-80) में 48.44 प्रतिशत से कम होकर वर्ष 1984-85 में, 38.93 प्रतिशत हो जाएगा। परंतु छठी योजना में सरकारों के परिव्यय में गरीबी को दूर करने के लिए अनेक कार्यक्रमों की व्यवस्था की गई है जैसे एकीकृत ग्रामीण विकास कार्यक्रम, राष्ट्रीय ग्रामीण राजगार कार्यक्रम और सूखा-प्रवृत्त क्षेत्र कार्यक्रम, आदि। इन कार्यक्रमों के क्रियान्वयन के फलस्वरूप गरीबी के हित में आय और सपत का काफी सुधार होगा। इस पुनर्वितरण के प्रभाव का ध्यान में रखते हुए, छठी योजना (1984-85) के अंत में गरीबी के नीचे रहने वाले जनसंख्या के 30 प्रतिशत होने का अनुमान लगाया गया है।

योजनाओं के विभिन्न कार्यक्रमों से 340 लाख मानक श्रम-वर्ष के अतिरिक्त राजगार के उत्पन्न होने की संभावना है जो योजना की अवधि में श्रमिकों की संख्या में वृद्धि के लगभग बराबर होगा। तथापि, सभी

नए रोजगार प्राप्त व्यक्तियों के पूर्णकालिक बाधर पर होने की संभावना नहीं है, इसलिए ऐसी जासा है कि बेरोजगारी की पहले से शेष स्थिति में कुछ कमी होगी।

**Allotment of Cement to Consumers Directly by Government**

1715. SHRI SATYENDRA NARAIN SINHA: Will the Minister of INDUSTRY be pleased to state:

(a) whether there are any guide lines for the allotment of cement to consumers directly by Government from ad hoc quota released by Government to States; and

(b) if so, the details thereof?

THE MINISTER OF INDUSTRY AND STEEL AND MINES (SHRI NARAYAN DATT TWARI) (a): No such guidelines have been prescribed by the Central Government

(b). Does not arise.

भारत-बंगला देश सीमा से घुसपैठ

1716. श्री राम चारु पतिना:

श्री बीर भद्र सिंह:

श्री माधव चन्द्र बोस मल्हरो:

श्री कमल नाथ:

श्री चारु वर्माडोब:

श्री माधव राव तिथिया:

क्या गृह मंत्री यह बनाने की कृपा करेंगे कि:

(क) क्या भारत-बंगला देश की सीमा पर घुसपैठ के मामले बढ़ रहे हैं;

(ख) यदि हां, तो पिछले पांच महीनों के दौरान कितने लोगों ने भारत में अवैध प्रवेश किया है;

(ग) क्या इस घुसपैठ को रोकने के लिए सरकार कुछ नये उपाय करने के बारे में विचार कर रही है; और

(घ) यदि हां, तो तत्सम्बन्धी रकम कितनी है, और यदि नहीं, तो उसकी क्या कारण है?

गृह मंत्रालय में राज्य मंत्री (श्री निहार चंवन लखर) (क) जी नहीं, श्रीमान।

(ख) प्रश्न नहीं उठता।

(ग) और (घ). घुसपैठ को रोकने के लिए सुरक्षा प्रबंधों का समय समय पर पुनरीक्षण किया जाता है। भारत-बंगला-देश सीमा पर अनधिकृत प्रवेश का कारण बनने से रोकने के लिए सुरक्षा प्रबंधों को अधिक सख्त करने के उपायों पर विचार करने के लिए अधिकारियों की एक समिति गठित की गई है। समिति विभिन्न मामलों और प्रस्तावों पर विचार कर रही है।

**Construction of a P.U.C.C.A sub station in Bihar Colony Shahadra ..**

1717. SHRI EBRAHIM SULAIMAN SAIT: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether any representation has been made to Municipal Corporation of Delhi and the Government of India by the residents of Bihari Colony, Shahadra, Delhi against the construction of Pucca sub-station on a road in that colony;

(b) whether it is also a fact that the sub-station will hinder the free movement of the surrounding residents;

(c) whether it has also been reported that the site whether the sub-station is going to be installed does not belong to the Corporation and is a wide road; and

(d) whether Government propose to review the matter in view of the complaint made by the residents and if not, the reasons thereof?

THE MINISTER OF STATE IN: THE MINISTRY OF HOME AFFAIRS AND DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI P. VENKATASUBBAIAH): (a) to (d). The Delhi Electric Supply Undertaking have reported that the Electric Sub-Station in Bihari Colony, Shahadra, which has already been commissioned, has been constructed at the site duly earmarked for the purpose by the Town Planner.

Municipal Corporation of Delhi, in the proposed regularisation plan of the colony. Besides, there is a clear distance of 5 meters between the Sub-Station and the residential blocks. Some residents of the colony, apart from making representation against construction of the Sub-Station to the DESU, had moved the Court of Law also. However, the court did not accept the arguments of the residents and allowed the DESU to go ahead with the construction of the sub-Station, which as mentioned above, has already been constructed and commissioned.

**Recruitment of Backward Classes in Police Force in States**

1718. SHRI UTTAM RATHOD: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether Government have decided to recruit backward classes and minority people in Police Force; and

(b) if so, the number of such people recruited in each State during last one year?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI NIHAR RANJAN LASKAR): (a) and (b). Recruitment to Police Forces is made in accordance with the constitutional provisions which contemplate reservation for backward classes of citizens including Scheduled Caste and Scheduled Tribe candidates. The State Governments have been advised to ensure that there is no discrimination against any community in recruitment at any levels.

**Requirement of Steel in the Country**

1719. SHRI ZAINUL BASHER: Will the Minister of STEEL AND MINES be pleased to state:

(a) the requirements of steel in the country during the next three years;

(b) the production expected in the country in the same period; and

(c) whether import will be necessary; if so, its quantum?

THE MINISTER OF STATE IN THE MINISTRIES OF INDUSTRY AND STEEL AND MINES (SHRI CHARANJIT CHANANA): (a) The Working Group on Iron and Steel set up by the Planning Commission for the Five Year period 1980-85, in its report submitted to the Planning Commission in October, 1980 projected the demand of finished steel during 1982-83, 1983-84, 1984-85 as under:—

(Figures in m. tonnes)

Year . . .	Demand Estimates
1982-83	10.80
1983-84	11.70
1984-85	12.70

Recent estimates show that demand in 1982-83 will be 10.95 million tonnes.

(b) The production of saleable steel during 1982-83 is expected to be of the order of 9.82 million tonnes. The Working Group has estimated that in 1984-85 the production of finished steel will be 11.395 million tonnes.

(c) Imports would be necessary to meet the shortages in some categories, sizes and qualities and in view of the many variables involved, it is not possible at this stage to work out the exact quantum and details for each of the year.

**सीमा-सुरक्षा-बल के जवानों को मनोरंजन की सुविधाएं प्रदान करना**

1720. श्री बृद्धि चन्द्र जैन : क्या गृह मंत्री यह बताने की कृपा करेंगे कि :

(क) वर्ष 1981-82 में उनके मंत्रालय ने सीमा-सुरक्षा-बल के जवानों को अधिकतम सुविधाएं प्रदान करने के बारे में क्या उपाय किए हैं; और

(ख) चानू वर्ष के दौरान उन्हें मनोरंजन की सुविधाएं प्रदान करने के संबंध में क्या उपाय किये गए हैं ?

यह मंत्रालय में राज्य मंत्री (श्री निहार चंदावत) : (क) वर्ष 1981-82 के दौरान सीमा सुरक्षा बल के जवानों को इस समय उपलब्ध सुविधाओं का और बढ़ा दिया गया है। सेवा से हटाए गए/बिकलांग हुए सी. स. बल के कार्मिकों और सी. स. बल के दिवंगत कार्मिकों की विधवाओं को उनके पुनर्वास के लिए एक भूत भूदान दिए गए हैं। वर्ष में प्रतिमास 10 रु. तक राशन मनी को बढ़ाया गया है जिससे अर्हता प्राप्त क्षेत्र में इनकी दर प्रति मास प्रति व्यक्ति 121 रु. हो गई है और अर्हता प्राप्त क्षेत्रों में यह दर 99 रु. प्रति व्यक्ति प्रति मास हो गई है। क्वार्टरों के बढ़ने में प्रतिपति को 25 प्रतिशत में बढ़ा कर 35 प्रतिशत कर दिया गया है। दुर्गम स्थानों में जनन पारिवारिक निवास स्थानों की व्यवस्था की गई है। मंत्रालय/दिवंगत कर्मचारियों के स्कूलों और कालों में बढ़ने वाले 6400 से अधिक बच्चों की शिक्षा के लिए वार्षिक सहायता की व्यवस्था की गई है। सीमा सुरक्षा बल के कार्मिकों के लिए विद्यमान कल्याण और मनोरंजन सुविधाओं का बढ़ाने के लिए विभिन्न कल्याण भूदानों के रूप में 15 लाख रु. की राशि स्वीकृत की गई है।

(ख) सीमा सुरक्षा बल के सभी स्थायी परिसरों में 35 बि. मी. फिल्म प्रोजेक्टरों की व्यवस्था की गई है। प्रत्येक स्थान पर पुस्तकें और पत्रिकाओं की व्यवस्था की जाती है। कुछ बूनेटों का टेलीविजन सेट भी दिए गए हैं। कर्मचारियों में बंटों को बढ़ातरी करने के लिए विभिन्न ध्यान दिया जाता है। सैनिकों के मनोरंजन के लिए समय समय पर नाटकों और उम्पवी को आयोजन किया जाता है।

#### Government's Directions to SAIL

1721. SHRI M. V. CHANDRASHEKARA MURTHY: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether Union Government have urged the Steel Author-

ity of India Limited to give utmost attention to projects and inventory management at the integrated steel plants with a view to optimising production of saleable steel and pig iron products;

(b) if so, whether it has also been suggested that vigorous drive should be launched for technological development by strengthening the research and development wing so that import substitution could be achieved and the running of plants made more economic;

(c) if so, to what extent the SAIL has implemented the Government's directive; and

(d) to what extent the steel plants have improved their capacity?

THE MINISTER OF STATE IN THE MINISTRIES OF INDUSTRY AND STEEL AND MINES (SHRI CHARANJIT CHANANA): (a) and (b). Yes, Sir.

(c) and (d). SAIL is in the process of acting on this advice. It is a continuing exercise, and concrete results will be in evidence over a period of time.

#### Annual Plan outlay for 1982-83 of Rajasthan

1722. SHRI JAI NARAYAN ROAT: Will the Minister of PLANNING be pleased to state:

(a) whether Government of Rajasthan has submitted its Annual Plan Outlay for 1982-83; and

(b) if so, the details thereof and the reaction of the Central Government thereto?

THE MINISTER OF PLANNING (SHRI S. B. CHAVAN): (a) Yes, Sir.

(b) It would be appropriate if this information is furnished after the presentation of State Budget for 1982-83.



1723. SHRI BASUDEB ACHARYA:  
Will the Minister of INDUSTRY be pleased to state:

(a) whether it is a fact that a policy decision has been taken to allow core units in public sector to set up their own captive power plants; and

(b) if so, the details thereof?

THE MINISTER OF INDUSTRY AND STEEL AND MINES (SHRI NARAYAN DATT TIWARI): (a) No, Sir. However, captive plants for power sensitive industries are sometimes considered to meet their essential load requirements, on specific proposals.

(b) Does not arise.

#### Bills passed by Kerala

1724. SHRI A.K. BALAN: Will the Minister of HOME AFFAIRS be pleased to state:

(a) how many Bills passed by Kerala Government are pending for President's assent; and

(b) when these were sent and when the assent is likely to be given?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS AND DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI P. VENKATASUB-BAIAH): (a) and (b) There are four Bills received on 11-10-1977, 9.10.1978, 28.1.1980 and 8-5-1980 pending for the assent of the President. While two of these Bills are still under consideration of the Government of India, references have gone to the State Government in respect of the other two, seeking their considered views, which are still awaited.

Mistake in list of holidays for 1982

1725. SHRI G.M. BANATWALLA:  
Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the list of holidays issued by Government for the current year contains mistake with respect to holidays, for Dussera, Diwali and Guru Nanak's birthday;

(b) if so, when were these mistakes detected; and

(c) whether they have been duly corrected?

THE MINISTRY OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI NIHAR RANJAN LASKAR): (a) No, Sir. The dates holidays for Dussera, Diwali and Guru Nanak's birthday for the current year have been determined, as in the past, on the basis of dates given in the Indian Astronomical Ephemeris issued by the Positional Astronomy Centre, Calcutta, of the Meteorological Department of the Government of India.

(b) and (c): Do not arise.

Regularisation of service of casual workers in Govt. undertakings

1726. SHRI DAULAT RAM SARAN:  
SHRI JAGPAL SINGH:

Will the Minister of LABOUR be pleased to state:

(a) whether it is a fact that a casual workman after completing six months of continuous service in a Government undertaking is required to be brought on the regular strength of the establishment;

(b) if so, whether Government have made any exercise to know whether this was being done by the Government undertakings; and

(c) if so, the result thereof?

**THE DEPUTY MINISTER IN THE MINISTRY OF LABOUR (SHRI DHARMAVIR):** (a) According to the Model Standing Orders, circulated by the Ministry of Labour to all the employing Ministries/Departments, a casual workman who has completed six months of continuous service in the establishment or under the same employer within the meaning of sub-clause (b) of clause (2) of Section 25B of the Industrial Dispute, Act, 1947, shall be brought on to the regular strength of the establishment.

(b) and (c). The draft Model Standing Orders are being followed by the Ministry of Railways. The Ministry of Works & Housing (CPWD) have their own detailed instructions in the form of a manual, where most of the points mentioned in the Model Standing Orders have been incorporated. 'A Central Standing Committee on Bonded, Migrant & Casual Labour' has been constituted by the Ministry of Labour to review, resolve problems/difficulties and to monitor progress.

#### Payment of Overtime in Ministries

**1727. SHRI SHEO SHARAN VERMA:** Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether it has always and at all times been ensured that the employees detailed on overtime work are supervised by a Supervisory Officer;

(b) the amount of overtime paid during the last financial year, Ministry-wise alongwith a comparative statement of the preceding year; and

(c) the steps taken to curb/abolish the payment of overtime and instead employ more people to do the job thereby helping reduce unemployment?

**THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS AND DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI P. VENKATASUBBAIAH)** (a) Minimum Staff, whether operative or su-

perisory, as required, is detained on overtime.

(b) The figures of expenditure on Overtime Allowance paid in the last financial year i.e. 1980-81 are not yet available. The total amount of expenditure on Overtime Allowance during 1979-80 was Rs. 80,28,54,000 approximately.

(c) The employees are detained for overtime work only in exceptional cases, where the work is of such an urgent nature that it cannot be postponed till the next working day. Instructions already exist that the Ministries/Departments should so arrange the work by making suitable adjustments of staff as to avoid any need to detain staff beyond the normal working hours. Only minimum staff required to perform work which cannot be postponed, is detained for overtime duty. The overtime work being of an occasional and intermittent nature, no regular staff can be employed for such work.

#### Industrial Licences for West Bengal

**1728. SHRI SUDHIR KUMAR GIRI:** Will the Minister of INDUSTRY be pleased to state:

(a) whether he is aware that the number of proposals lying with Government since long were sent by the West Bengal Government for setting up of industries in West Bengal;

(b) the reasons for the inordinate delay to issue industrial licence and letters of intent to West Bengal; and

(c) in what time West Bengal Government's proposals will be cleared?

**THE MINISTER OF INDUSTRY AND STEEL AND MINES (SHRI NARAYAN DATT TIWARI):** (a) to (c) Out of eight industrial licence applications received from various West Bengal Government undertakings during the year 1981, four have already been approved and Letters of Intent issued; and three have been re-

jected. Only one application is presently under consideration. Every effort is being made to dispose of this application as early as possible.

सिराही जिले के बसन्तगढ़ डेयरी क्षेत्र में तांबे पर आधारित संयंत्र की स्थापना

1729. श्री बिरसा राम कुलशरिया: क्या इस्पात और खान मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सिराही जिले के बसन्तगढ़ डेयरी क्षेत्र में तांबे पर आधारित संयंत्र की स्थापना करने की सरकार की कोई योजना है,

(ख) यदि हाँ, तो यह उद्योग यहाँ कब तक स्थापित हो जाएगा; और

(ग) उममें कितने लोगों को रोजगार मिल सकेगा ?

उद्योग तथा इस्पात और खान मंत्रालयों में राज्य मंत्री (श्रीमती राम लारो सिन्हा) : (क) में (ग) : राजस्थान के सिराही जिले में बसन्तगढ़ ताम्र निक्षेप के खनन हेतु हिन्दुस्तान कापर्स लि. को राजस्थान सरकार में एक बमन पेट्टा मिला है। निष्पन्न में अयस्क मात्रा और इंडेक्स का पता लगाने के लिए डिप्लोमिंग कार्य और प्राप्त नमूनों का रासायनिक विश्लेषण चल रहा है। स्थानांकित सर्वेक्षण भी चल रहा है। इन निक्षेपों के दोहन हेतु साध्यता रिपोर्ट तैयार करने का निर्णय इन भंडारों की आर्थिक उपादेयता की पृष्टि के बाद ही किया जाएगा।

#### Assembling of Mini Television Sets in Rural Areas

1730. SHRI MOHAMMAD ASRAR AHMAD: Will the PRIME MINISTER be pleased to state:

(a) whether the Electronic Trade and Technology Development Corporation (ETTDC) is launching a package scheme under which mini-tele-

vision sets would be assembled in rural areas; and

(b) if so, details thereof?

THE DEPUTY MINISTER IN THE DEPARTMENT OF ELECTRONICS (SHRI M. S. SANJEEVI RAO): (a) and (b) As a part of its technology development activities, ETTDC has developed technology for low-cost Mini-television sets of 31/35 cm screen size. The technology would be made available as a package scheme to entrepreneurs/small-scale industries in rural areas whose manufacturing programmes are approved by Government for such products as per the existing policy procedures.

#### Cement Distribution Policy of Government

1731. SHRI T. R. SHAMANNA: Will the Minister of INDUSTRY be pleased to state:

(a) what is the present policy of Government regarding cement distribution; and

(b) measures taken to step up production of cement and arrangements for equitable distribution of cement and check black marketing in cement deals?

THE MINISTER OF INDUSTRY AND STEEL AND MINES (SHRI NARAYAN DATT TIWARI): (a) and (b). The new policy regarding distribution of cement has recently been announced by the Government. According to this, partial de-control of cement has been introduced, under which cement units will be required to give a prescribed percentage of their installed capacity as levy cement at a controlled price with freedom to sell the entire production over this quantity without any price or distribution control. Levy cement will be given for use of Central and State

Government Departments, State and Central Government Corporations, local bodies, large, medium and small-scale industries for factory construction and for small consumers constructing dwelling units having a plinth area upto 80 sq. mtrs. as also those requiring small quantities for repair of residential houses. The State Governments have been advised to provide adequate quantity of levy cement for meeting the requirements of socially oriented schemes like rural housing, housing for slum dwellers, Harijans, Adivasis and other poorer sections of society, rural water supply schemes and other items included in the 20-Point Programme.

It is hoped that the new distribution policy would provide greater momentum in the establishment of new capacity in the cement industry and better productivity in the case of existing plants. Government is also taking action to maximise production by making available the requisite infrastructural inputs to the extent possible.

#### Sick Units and Causes of Sickness

1732, SHRI K. A. RAJAN: Will the Minister of INDUSTRY be pleased to state:

(a) the number of sick industrial units in small, medium and large sections;

(b) whether any study has been made to find out the causes leading to industrial sickness; and

(c) if so, the details?

THE MINISTER OF INDUSTRY AND STEEL AND MINES (SHRI NARAYAN DATT TIWARI): (a) According to the data collected by the Reserve Bank of India as per the definition of sick units adopted by it the

number of sick units assisted by banks as on 31-3-1981, were as follows:

(i) Small Scale Units 23,093

(ii) Medium units, i.e. those 955 enjoying credit facility of less than Rs. one crore.

(ii) Large units enjoying 420 credit facility of Rs. one crore and above.

24,468

(b) and (c). According to the perception of the banks, management deficiencies (including mismanagement, diversion of funds, etc.) faulty initial planning, technical draw-backs (labour trouble, market recession, power cut and shortage of raw materials) are some of the major causes of sickness in industry.

#### Bharat Bandh Role of West Bengal Government

1733, SHRI H. K. L. BHAGAT: Will the Minister of HOME AFFAIRS be pleased to state:

(a) the role of West Bengal Government in the strike call and strike on 19 January, 1982; and

(b) whether any directions were issued by the Central Government to the State Government in that connection.

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI NIHAR RANJAN LASKAR) (a) and (b). The Government of West Bengal issued instructions on 14-1-1982 to various Subordinate Officers which stated among other things that Govt. did not propose to interfere with the observance of bandh on 19-1-1982. On

receipt of this information, the Union Home Minister wrote to the Chief Minister, West Bengal, informing him that it was the primary duty of the Govt. to maintain essential services and functioning of Government offices and public undertakings including railways and other transport facilities, so that normal life of the citizens was not disrupted. The State Government was also advised to ensure maintenance of law and order and provide security and protection to workers who did not want to associate themselves with the strike.

The State Government Employees Federation, West Bengal and others filed a petition in the Calcutta High Court contending that it was the duty of the State Government to ensure adequate arrangements for normal day-to-day business on the day of the bandh. The Calcutta High Court heard the petition and directed on 16-1-1982 that the State Government should ensure that the willing workers were able to attend offices and ply the State Transport Vehicles and Trains and were provided police protection for the purpose. The Court appointed an Advocate of the Calcutta High Court as a Special Officer to report on the implementation of the directives issued by the Court. The Special Officer submitted his report to the Calcutta High Court on 28-1-1982 in the matter. The court is reported to have issued a Rule of Contempt in this case on 26-2-1982, holding the Chief Secretary, Police Commissioner, Calcutta, Chairman, State Transport Corporation, and the State of West Bengal prima facie guilty of the contempt of court for violating the directives given by it on 16th January, 1982.

### Coloured Television Technology

1734. SHRI KAMAL NATH: Will the PRIME MINISTER be pleased to state:

(a) whether it is a fact that the colour television technology develo-

ped by the Central Electronic Research Institute, Pilani is ready for commercialisation;

(b) if so, the details thereof; and

(c) how Government propose to utilise the technology for making available to the people efficient and cheap colour television sets?

THE DEPUTY MINISTER IN THE DEPARTMENT OF ELECTRONICS (SHRI M. S. SANJEEVI RAO): (a) A colour TV set of 56 cm screen size has been developed by CEERI, Pilani. The set has not been evaluated by the Department of Electronics for its commercial-worthiness.

(b) According to information from CEERI Pilani, the 56cm PAL standard colour TV receiver developed by the Institute uses a precision in-line picture tube (without an integral yoke). Some salient features of the set are as follows: modular construction; use of 10 Integrated Circuits (ICs) of which 3 are produced locally. The multi-channel VHF electronic tuner and the Switched-Mode Power Supply (SMPS) used have been developed at CEERI; the provide built-in protection for short circuits, as also over-voltage and under-voltage conditions.

(c) Does not arise, as no decision has so far been taken by Government for introduction of colour TV broadcasts in the country.

### Development of North Eastern region

1736. SHRI CHINGWANG KONYAK: Will the Minister of PLANNING be pleased to state:

(a) whether it is a fact that forest resources, exploitation of natural resources, communication facilities, environment protection, need planned scientific development of the North Eastern Region; and

(b) if so, the steps taken to remove snags and early implementation of projects in the North-Eastern area?

**THE MINISTER OF PLANNING (SHRI S. B. CHAVAN):** (a) Yes, Sir.

(b) The development plans of North-Eastern States and the North Eastern Council are designed to promote balanced utilisation of natural and forest resources, development of infrastructural facilities including communication and overall planned development of the region consistent with ecological restoration and conservation.

A Committee of Ministers assisted by an official level committee review the progress of important developmental measures being taken in the North Eastern Region in order to ensure speedier economic development.

**Expansion of Hindustan Cables Limited**

**1737. SHRI AJIT KUMAR SAHA: SHRI KRISHNA CHANDRA HALDER:**

Will the Minister of INDUSTRY be pleased to state:

(a) whether to meet the ever widening telecommunications needs and facilitate the expansion of tele-communications system in the country during the coming years, the State owned Hindustan Cables Ltd., needs tremendous expansion in the near future;

(b) if so, the plan made by Government to meet the future needs in this regard;

(c) the total quantum of cables needed by the country in the future years as assessed by Government; and

(d) if no plan to meet the future needs and no assessment made so far, the reasons for that?

**THE MINISTER OF INDUSTRY AND STEEL AND MINES (SHRI NARAYAN DATT TIWARI):** (a) Yes, Sir.

(b) Government has approved the expansion of Hindustan Cables Limited by 30 lac CKM. In addition to this, a capacity of 45 lac CKM has been allowed to be generated in other State owned and private sector factories.

(c) The P&T are the major customers of Tele-communication cables. The requirement given by the P&T for these cables is as follows:

1982-83	35.57 lakh CKM
1983-84	50.57 lakh CKM
1984-85	41.06 lakh CKM
1985-86	68.09 lakh CKM
1986-87	81.60 lakh CKM
1987-88	101.94 lakh CKM
1988-89	129.99 lakh CKM
1989-90	129.99 lakh CKM

(d) Does not arise in view of (b) and (c) above.

**CBI Inquiry into death of a Delhi Boy**

**1738. SHRI NARAYAN CHOUBEY:** Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether CBI has been asked to investigate the cause of kidnapping and subsequent murder of a 8 year old boy Ashwani Kumar of Delhi in the last week of December, 1981, if so the full details thereof;

(b) whether culprits have been arrested; if so the details; and

(c) if not, whether any action has been taken against the police for the failure; and if so, the details?

**THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS AND DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI P. VENKATASUBBALAH):** (a) and (b) - On 18th December, 1981 Shri Nathi Lal Shukla of Tri Nagar lodged a report at Police Post, Shanti Nagar regarding the missing of his son, Ashwani Kumar alias Bablu aged about 8 years. On 21st December, 1981, the mother of Bablu suspected that the boy had been kidnapped. A case FIR No. 326, was registered u/s 363 IPC and investigation taken up. On 1st January, 1982, the dead

body of Bablu was found in a Nala in the area of Police Station Kingsway Camp.

2. Investigation of the case was initially transferred to Crime Branch on 4th January, 1982, and the investigation has been entrusted to the Central Bureau of Investigation on 20th January, 1982. One person, Ravinder Kumar was arrested as a suspect.

(c) The Sub-Inspector, Incharge of the Police Post Shanti Nagar, who was investigating the case, has been placed under suspension on 4th January, 1982, pending inquiry into his conduct in the case.

**Number of Families who gave land to Salem Steel Plant**

1739. SHRI K. ARJUNAN: Will the Minister of STEEL AND MINES be pleased to state:

(a) how many families gave lands to Salem Steel Plant;

(b) how many families availed job opportunities in Salem Steel Plant, and

(c) how many families have not been given job in Salem Steel Plant and reasons therefor?

THE MINISTER OF STATE IN THE MINISTRIES OF INDUSTRY AND STEEL AND MINES (SHRI CHARANJIT CHANANA): (a) to (c). Land from 3002 families was acquired for the Salem Steel Plant. So far, 128 persons belonging to these families have been given employment in the Plant.

On account of the highly sophisticated technology adopted in the Cold Rolling Mill Complex at the Salem Steel Plant, the possibility of recruitment of unskilled labour is limited. For posts with maximum pay not exceeding Rs. 800/-, recruitment is done through the local Employment Exchange. The local Employment Exchange at Salem sponsored 483

persons out of the 3002 displaced families. From amongst them, 128 persons were found suitable, and have been employed by the Salem Steel Plant.

**उत्तर प्रदेश के सरकारी क्षेत्र में दो कागज मिलों की स्थापना करना**

1740. श्री कृष्ण प्रकाश तिवारी : क्या उद्योग मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकारी क्षेत्र के उपक्रम हिन्दुस्तान कागज निगम ने उत्तर प्रदेश के सरकारी क्षेत्र में बायोगैस पर आधारित दो कागज मिलों की स्थापना करने के लिये कोई प्रस्ताव भेजा है;

(ख) क्या इस निगम ने उसमें यह भी उल्लेख किया है कि इस इन कारखानों के लिये बिजली की कोई आवश्यकता नहीं है क्योंकि ये कारखाने स्वयं बिजली का उत्पादन करेंगे; और

(ग) यदि हां, तो इन कारखानों की कब स्थापना की जायेगी और इन्हें किन स्थानों पर निर्मित किया जायेगा ?

उद्योग तथा इस्पात और खान मंत्री (श्री नारदण रत्न तिवारी) (क) जो, नहीं।

(ख) और (ग). प्रश्न ही नहीं उठता।

**Agreement with West Germany for Cooperation in Aeronautical Science**

1741. SHRI BALASAHEB VIKHE PATIL: Will the Minister of SCIENCE AND TECHNOLOGY be pleased to state:

(a) whether Government of India have recently signed an agreement with West Germany for cooperation in research and development for peaceful purposes in different areas of aeronautical science; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE DEPARTMENTS OF SCIENCE AND TECHNOLOGY, ELECTRONICS AND ENVIRONMENT AND OCEAN DEVELOPMENT (SHRI C. P. N. SINGH): (a) A 'Special Arrangement'

has been signed between the Council of Scientific and Industrial Research (CSIR) and DFVLR (The German Aerospace and Aeronautical Research Agency) for cooperation in Scientific Research and Technological Development for exclusively peaceful purposes in the field of Aeronautical Sciences.

The 'Arrangement' has been signed under the Inter-Governmental Agreement for Cooperation in Science and Technology between the two Governments.

(b) The 'Arrangement' provides for exchange of scientific information and scientists between the two organisations and implementation of collaborative projects of mutual interest in the field of Aerodynamics, Structures, Turbomachinery, Systems and Materials and other fields as may be jointly decided.

**गहरी और शमीक क्षेत्रों में उद्योगों की स्थापना करना**

1742. श्रीमती माधुरी सिंह : क्या उद्योग मंत्री यह बताने के कृपा करेंगे कि सरकार का विचार शमीक क्षेत्रों में बड़े पैमाने पर राजस्व प्रदान उद्योगों की स्थापना करने के लिये दिने जाने वाले नये प्रांतसाहनों का व्यौरा क्या है ताकि शमीक और गहरी क्षेत्रों के बीच असंतुलन कम किया जा सके ?

उद्योग तथा इस्पात और ज्ञान मंत्री (श्री नारायण दत्त तिवारी): देश के शक्तिशाली और पिछड़े क्षेत्रों में उद्योगों की स्थापना को सरकार सर्वोच्च प्राथमिकता देती है। रियासती विभाग और अन्य विभागों को प्राप्त करने के लिए और देश में 246 जिलों को औद्योगिक रूप में पिछड़ी घोषित किया गया है। इनमें से, 101 जिलों/क्षेत्रों को केंद्रीय नियोजन राजस्वहायता योजना का लाभ पाने के लिये बड़े वधिसूचित किया गया है। पिछड़े क्षेत्रों में बड़े, मंकोले और लघु उद्योगों की स्थापना करने के लिए उद्योगों को निम्नलिखित प्रांतसाहने उपलब्ध हैं :—

2. महिला भारतीय सावधिक उद्योग वित्तीय संस्थाओं से रियासती वित्त सुविधाएं।

3. परिवहन राजसहायता।

4. कर सम्बन्धी रियासतें।

5. राष्ट्रीय लघु उद्योग निगम से किराया सस्ती आधार पर लघु उद्योगों की मशीनें।

6. तकनीकी संस्थाओं के लिये परामर्श सेवाएं।

7. व्याज राज सहायता।

8. कृषि माल के आयात के लिये विशेष सुविधाएं।

9. बिना उद्योग केंद्र योजना।

उद्योग, सेवाएं और व्यापार मंचटक (आई. एन. डी.) को आई. वार. डी., कार्यक्रम में गठित किया गया है, जिसके अंतर्गत देश के सभी लघु (स्लाक) विभागों के अर्थात् प्रति वर्ष जाने जाने 600 परिवारों में से 100 परिवार लाभ और कूटीर उद्योगों के माध्यम से तथा अन्य 100 परिवार सेवा कार्यक्रम के माध्यम से लिए जायेंगे, बाका है कि छोटी योजना के दौरान लगभग 25 लाख परिवारों को शमीक उद्योगों की स्थापना करने में और इनमें ही लोगों को सेवा क्षेत्र में स्वीयोजन हेतु महत्त्व प्राप्त हो सकेगी।

बादरी और शमीक क्षेत्रों में उद्योग स्थापित करने के लिए शमी क्षेत्र में कारीगरों को प्रांतसाहने और सहायता उपलब्ध कराता है ताकि शमीक और गहरी क्षेत्रों के बीच के असंतुलन को कम किया जा सके।

बैंकों को बन्नाह दी गई है कि वे प्राथमिकता प्राप्त क्षेत्रों को चुनने के अपने कार्य में मंत्री लायें ताकि 1985 तक इनमें ज्यादातर उनकी कृत गया का 40 प्रतिशत तक किया जा सके।

लघु उद्योगों के अंतर्गत 25,000 रुपये तक की सीमा में ज्यादा वाले एककों को कम-कोर वर्क की श्रेणी में रखा गया है। बैंकों

1. विशेष राजस्वहायता की केंद्रीय योजना।



को सलाह दी गई है कि 1985 तक इनके द्वारा दिये जाने वाले कुल उधार का 12½ प्रतिशत लघु उद्योग क्षेत्र के कमजोर वर्ग को मिलना सुनिश्चित, किया जाना चाहिये। उपस्कर वित्त अथवा चल पूंजी या दोनों के लिये 25,000 रुपये तक का ऋण किमी एक कारीगर को व्यक्तिगत रूप से अथवा ग्राम कूटीर एकक को मिले-जुले सावाधिक ऋण के रूप में दिया जाता है और इस पर व्याज की दर पिछड़े क्षेत्रों में 10.25 प्रतिशत तथा अन्य क्षेत्रों में 12. प्रतिशत है। विकेन्द्रीकृत क्षेत्र के विकास के उद्देश्य में केन्द्र/राज्य सरकार द्वारा या मान्यताप्राप्त संवर्धक और विपणन संगठनों द्वारा स्थापित संगठनों को काम-गारों, श्रमिक और कूटीर उद्योगों हस्त शिल्पियों को मरिद करने तथा अर्पित करने अथवा उनके तैयार माग के विपणनार्थ दिये जाने वाले अधिमों पर 13.5 प्रतिशत प्रति वर्ष व्याज की दर लगाई जाती है। अन्तीय अमंतलों को कम करने के उद्देश्य के रूप में भारतीय रिजर्व बैंक द्वारा बैंकों को अन्तीय श्रमिक और अर्ध-सहारी एकाइयों में एकलता उद्घा ऋण अन्वयन को रुद्र-से-कम 60 प्रतिशत तक पहुँचाने की सलाह दी गई है।

#### Solar Energy Sources

1743. SHRIMATI SANYOGITA RANE: Will the Minister of SCIENCE AND TECHNOLOGY be pleased to state:

(a) whether it is a fact that a national solar energy convention was held in January this year; and

(b) if so, the conclusions arrived at in the convention to explore the solar energy sources to meet additional energy requirements?

THE MINISTER OF STATE IN THE DEPARTMENTS OF SCIENCE AND TECHNOLOGY, ELECTRONICS, ENVIRONMENT AND OCEAN DEVELOPMENT (SHRI C.P.N. SINGH): (a) and (b). The National Solar Energy Convention 1981 of the Solar Energy Society of India was held at the Indian Institute of Science, Bangalore from January 22—24, 1982. Various papers

were presented as posters in different areas of solar energy during Technical Sessions at the Convention. The papers are contained in the Proceedings brought out at the time of the Convention. This was a scientific conference for exchange of data and information by scientists working in the area.

Extension of Age Limit for I.A.S., I.P.S. and Allied Cadre Examinations

1744. SHRIMATI JAYANTI PATNAIK: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether Government propose to extend the age limit for the candidates appearing for IAS, IPS and other Allied cadre; examinations;

(b) if so, what would be the maximum age limit for the Scheduled Castes/Scheduled Tribe and general candidates; and

(c) the time by which such decision is expected to take place?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS AND DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI P. VENKATASUBBAIAH): (a) No proposal for raising the upper age limit for the candidates for the Civil Services Examination through which recruitment is made to the I.A.S., I.P.S. and Central Services Group 'A' and Group 'B' is under consideration.

(b) and (c). Do not arise.

Proposal to seal Indo-Burma Border

1745. SHRI PIUS TIRKEY: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether there is any proposal to seal the Indo-Burma border; and

(b) if so, the reasons thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI P. VENKATASUBBAIAH): (a) and (b). Necessary security arrangements on the border are continuing. These are reviewed from time to time.

**Bonded Labour in U.P.**

1746. SHRI PIUS TIRKEY:  
SHRI MAGANBHAI BAROT:

Will the Minister of LABOUR be pleased to state:

(a) whether the attention of Government has been drawn to the news item appearing in the "Times of India" dated 2nd February, 1982 wherein it is stated that 200,000 bonded labourers work in Uttar Pradesh.

(b) whether Government have conducted any survey regarding the bonded labour in the country; and

(c) what steps are being taken to free the bonded labourers and rehabilitate them?

THE DEPUTY MINISTER IN THE MINISTRY OF LABOUR (SHRI DHARMAVIR): (a) Yes, Sir. But the facts on which this allegation is based, have not been disclosed in the report. In the absence of details, it is not possible to verify the allegation.

(b) and (c). A State-wise statement showing the number of identified, freed and rehabilitated bonded labourers upto 31-12-81, as reported by the State Governments is attached.

The Labour Minister has requested the State Chief Ministers to order thorough surveys with a view to ensure total abolition of the system without delay. The urgency of the task has been repeatedly stressed on State Governments as meetings of State Labour Ministers as well as State Labour Secretaries. A Central Standing Committee on Bonded, Migrant, and Casual Labour, has also been set up to monitor progress in this regard.

Statement  
Identification release and rehabilitation of bonded labour  
(31-12-81)

State	1	2	3	4	5	6	7	8	9	Number of bonded labourers	
										Identified & freed	Rehabilitated so far under the Centrally sponsored Scheme
			under either on-going Schemes	during 1978-79	during 1979-80	during 1980-81	during 1981-82	Total covered	Remain- ing to be rehabilitated including new iden- tified during 1981		
1. Andhra Pradesh	.	.	2880	2920	1586	2268	913	10567	2882		
2. Bihar	.	.	4958	816	369	1876	361	4374	584		
3. Gujarat	.	.	42	..	..	..	..	42	..		
4. Karnataka	.	.	62699	527	1521	13436	61	55505	7194		
5. Kerala	.	.	1162	110	60	..	..	308	854		
6. Madhya Pradesh	.	.	1531	58	..	..	77	135	1396		
7. Orissa	.	.	7096	321	16	517	4938	5792	1304		
8. Rajasthan	.	.	6098	700	700	344	..	6000	36		
9. Tamilnadu	.	.	27874	..	..	359	..	27670	204		
10. Uttar Pradesh	.	.	8753	495	2616	500	3664	8633	120		
Total :		1,33,550	76,907	5,947	6,858	19,300	10,014	119,026	14,524		

जहाँगीरपुर दिल्ली में छत गिरने के कारण एक श्रमिक को मृत्यु

1748. श्री निहाल सिंह : क्या भ्रम मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या राजस्थान उद्योगनगर, जहाँगीरपुरी, दिल्ली के एक कारखाने की छत गिर गई थी और इसमें एक श्रमिक मर गया था और साथ अन्य श्रमिक जख्मी हुए थे; और

(ख) इस बारे में को गई जांच का ब्यौता क्या है और संबंधित दोषी व्यक्तियों के बिनाफ क्या कार्यवाही की गई है ?

भ्रम मंत्रालय में उप-मंत्री (जी धर्म बोर)

(क) जी, हाँ।

(ख) दिल्ली प्रशासन में प्राप्त सूचना के अनुसार, भवन के दानिक के निरीक्षक भारतीय दण्ड संहिता की धारा 337 के अधीन एक मामला दर्ज किया गया है। भवन के दानिक ने मृतक के परिवार को 8,000/- रुपये की राशि का भुगतान किया है। आयुक्त (कर्मकार प्रतिकार) में बनरोध किया गया है कि वह कर्मकार प्रतिकार अधिनियम, 1923 के अर्धीन मृतक के परिवार को मजदूरी का भुगतान दिवाने के लिए कार्यवाही करें।

Supply of Boots and Socks to reception Officers of Ministry of Home Affairs

1749. SHRI DAYA RAM SHAKYA: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether Reception Officers of Ministry of Home Affairs are supplied with the official uniform;

(b) if so, whether boots and socks are not supplied to the Reception officers;

(c) whether Minister of Home Affairs do not consider boots and socks as a part of official uniform of Reception Officers as in the case of C.R.P. and B.S.F.; and

(d) the reasons for not supplying the boots and socks to Reception Officers?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI NIHAR RANJAN LASKAR):  
(a) Yes, Sir.

(b) to (d), Shoes and socks are not being supplied to the Reception officers of the Ministry as these do not form part of the list of items of their official uniform at present.

Supply of Summer Uniforms to Reception Officers of Ministry of Home Affairs

1750. SHRI DAYA RAM SHAKYA: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether summer uniforms are yet to be issued to Reception Officers of Ministry of Home Affairs for the year 1981;

(b) whether Reception Officers are being issued two pairs of terricot uniforms for four years;

(c) if so, what is the yardstick for deciding the time period for the uniforms; and

(d) whether uniforms cloth is of a poor quality?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI NIHAR RANJAN LASKAR):

(a) The supply of these uniforms had been held up for sometime pending a decision on the switch over from cotton to terricot. A decision has since been taken to supply terricot uniforms and these are under issue.

(b) and (c). The scale for terricot uniforms is two pairs per block of four years which has been prescribed taking into consideration the durability of the fibre.

(d) No, Sir.

**Washing Allowance to Reception Officers of Ministry of Home Affairs**

1751. SHRI DAYA RAM SHAKYA: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether no washing allowance/drycleaning charges for official uniforms are given to the Reception Officers of Ministry of Home Affairs;

(b) whether washing allowance is given to group 'D' staff of Ministry of Home Affairs and Group 'C' staff i.e. Gestetner Operators, staff car drivers; and

(c) the reasons for not providing this facility to the Officers of the Reception Organisation?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI NIHAR RANJAN LASKAR):

(a) to (c). No, Sir. As payment of such an allowance is not a part of their entitlement at present.

**Alternative Route to Obtain Nuclear Fuel from Thorium**

1752 SHRI CHINTAMANI JENA: Will the PRIME MINISTER be pleased to state:

(a) whether the Atomic Commission has decided any new project of obtaining nuclear fuel through using charged particles in an accelerator;

(b) whether it is a fact that self-powered system which converts fertile material into fissile material, could provide an alternative route to obtain nuclear fuel from thorium of which the country had vast resource and natural uranium;

(c) if so, whether our country has made any beginning or have achieved any success in fusion research also; and

(d) if so, how far?

THE MINISTER OF STATE IN THE DEPARTMENTS OF SCIENCE AND TECHNOLOGY, ELECTRONICS AND

**ENVIRONMENT AND OCEAN DEVELOPMENT: (SHRI C.P.N. SINGH): (a) No, Sir.**

(b) Thorium can, in principle, be converted into uranium 233 by using neutrons from accelerators and fission sources. However, the technology is still to be developed.

(c) and (d). It is proposed to start initial studies in thermonuclear fusion.

**Electromobile two wheeler**

1753. SHRI K. MALLANNA: Will the Minister of INDUSTRY be pleased to state:

(a) whether first ever noiseless and pollution-free electromobile two wheeler, a joint venture of the Karnataka Government and a private firm has come on the road; and

(b) if so, the details regarding its cost, performance and whether it has been manufactured by India alone or with the collaboration of other countries?

THE MINISTER OF INDUSTRY AND STEEL AND MINES (SHRI NARAYAN DATT TIWARI): (a) and (b). It has been reported that a battery driven 2-wheeler has been launched by M/s. Electromobiles India Limited of Karnataka in February, 1982 at Bangalore. M/s. Electromobiles is a joint venture of the Government of Karnataka established to manufacture battery-powered two-wheelers and three-wheelers. The party has been permitted technical collaboration with a Swedish firm for this product. The ex-work price of the two-wheeler, as reported by the company, is Rs. 7.250/-. The two-wheeler has been duly tested by the Automotive Research Association of India and declared roadworthy.

**Export credit to be provided by France for Paradeep Plant in Orissa**

1754. SHRI B. V. DESAI: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether an element of uncertainty has been reported to have crippled in with regard to export credit to be provided by France for finalising the Paradeep Plant in Orissa;

(b) if so, what are the main reasons put forward by the French Government for helping the Paradeep Steel Plant;

(c) whether this decision of France will be a great loss to this project; and

(d) whether any alternative source is being adopted to fill this gap that has arisen because of the French Government's reluctance to provide assistance to this plant?

THE MINISTER OF STATE IN THE MINISTRIES OF INDUSTRY AND STEEL AND MINES (SHRI CHARANJIT CHANANA): (a) to (d). Negotiations with M/s. Devy Mckee are in progress for finalising the technical specifications, commercial and financial terms of the contract for setting up the proposed steel plant. As the French credit forms a part of the total financial package, the position will be known only after the finalization of the negotiations.

**Bonded Labour**

1755. SHRI B. V. DESAI:

SHRI S. M. KRISHNA:

Will the Minister of LABOUR be pleased to state:

(a) whether it is a fact that the Centre has asked the State Govern-

ments to speed up the process of identification of bonded labour;

(b) if so, whether it is also a fact that Union Government has been criticised of the slow implementation of this act promulgated in 1975 which abolished the system of bonded labour.

(c) if so, whether process of identification of bonded labour in the States has been completed by now;

(d) if not, how many States have not so far sent their proposals to the Union Government; and

(e) what action Government propose to take against those States which have not fully implemented this Act?

THE DEPUTY MINISTER IN THE MINISTRY OF LABOUR (SHRI DHARMAVIR): (a) Yes, Sir. The Minister has requested the State Chief Ministers to order thorough surveys to ensure total abolition of the system without delay.

(b) to (d). The Bonded Labour System (Abolition) Act, 1976, is implemented by the State Governments. The incidence of bonded labour system had been reported from ten States, viz., Andhra Pradesh, Bihar, Gujarat, Karnataka, Kerala, Madhya Pradesh, Orissa, Rajasthan, Tamil Nadu and Uttar Pradesh. A statement is attached showing the number of bonded labourers identified, freed and rehabilitated, upto 31-1-82. Identification is, however, a continuous process.

(e) The urgency of the task has been repeatedly stressed on State Governments at meetings of State Labour Ministers as well as State Labour Secretaries. The State Governments are taking all steps to fully implement the Act.

A Central Standing Committee on Bonded, Migrant and Casual Labour has also been set up to monitor progress in this regard.

**Statement**  
**Identification record and rehabilitation (31-1-82) of bonded labour**

State	Identified and freed	Under other on-going Schemes	Number of bonded labourers rehabilitated so far under the Centrally Sponsored Scheme				Total covered	Remaining to be reabilitated including new ideas identified during 1981
			During 1978-79	During 1979-80	During 1980-81	During 1981-82		
1	2	3	4	5	6	7	8	9
1. Andhra Pradesh	13399	2880	2980	1586	2268	913	10567	2892
2. Bihar	4958	952	816	369	1876	361	4374	584
3. Gujarat	42	42	..	..	..	..	42	..
4. Karnataka	62609	39960	527	1521	13436	61	55505	7194
5. Kerala	1162	138	110	60	..	..	308	854
6. Madhya Pradesh	1531	..	58	..	..	77	125	1396
7. Orissa	7096	..	321	16	517	4938	5792	1304
8. Rajasthan	6036	4256	700	700	344	96	6036	..
9. Tamil Nadu	27874	27311	..	..	359	..	27670	204
10. Uttar Pradesh	8753	1368	495	2606	500	3664	8633	120
<b>Total :</b>	<b>1,33,550</b>	<b>76,907</b>	<b>5,947</b>	<b>6,858</b>	<b>19,300</b>	<b>10,050</b>	<b>1,19,062</b>	<b>14,488</b>

बैलाडिला लोह-अयस्क खानों से मूल निस्त्राव द्वारा बस्तर में झंकनी नदी में प्रदूषण

1756. श्री लक्ष्मण कर्मा : क्या प्रधान मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या बैलाडिला लोह अयस्क परि-याोजना से मूल स्त्राव द्वारा बस्तर जिले में झंकनी नदी का पानी प्रदूषित हो गया है;

(ख) यदि हाँ, तो उसको रोक-थाम के लिये क्या उपाय किये जा रहे हैं, और

(ग) इस क्षेत्र के लोगों का पंच जन उप-लब्ध की व्यवस्था कराने हेतु क्या कार्यवाही करने का विचार है ?

विज्ञान और प्रौद्योगिकी, लक्ष्मीनारायण तथा पर्यावरण और महानगर विकास विभागों में राज्य मंत्री (श्री सी. पी. एन. सिंह): (क) जी, हाँ ।

(ख) इस समय दो लोह-अयस्क खान खानू है । एक खान ने सम्पूर्ण बहिष्कार उपचार संवत्त की स्थापना हुई है । दूसरी खान में कृषिकाओं को निर्धारित करने का एक निर्देशकारी मयत्र नका हुआ है । इस खान के निचले भी प्रभावी प्रदूषण क्षोभक द्रव्य लगाने के निचले प्रयास किये जा रहे हैं ।

(ग) बैलाडिला लोह-अयस्क परियाोजना ने 22 प्रभावित गांवों का स्वच्छ पंच जन प्रदान करने के निचले वैकल्पिक व्यवस्था की हुई थी ।

बस्तर को औद्योगिक रूप में पिछड़ा क्षेत्र घोषित करना

1757. श्री लक्ष्मण कर्मा : क्या उद्योग मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या बस्तर को आदिवासी पिछड़ा जिला होने के बावजूद अब तक औद्योगिक रूप से पिछड़ा क्षेत्र घोषित नहीं किया गया है; और

(ख) यदि हाँ, तो सरकार का विचार इस जिले को अब तक पिछड़ा क्षेत्र घोषित करने का है ?

उद्योग तथा इस्पात और खान मंत्री (श्री नारायण दत्त तिवारी) : (क) बस्तर को अखिल भारतीय सार्वभूमि ऋण देने वाली संस्थाओं से रियायती दर पर वित्त प्रदान करने हेतु औद्योगिक दृष्टि से पिछड़ा हुआ घोषित किया जा चुका है । तथापि, बस्तर जिले के किसी भी भाग को निदेशक राज सहायता के केंद्रीय योजना के लिये पात्र माने गये पिछड़े क्षेत्र में सम्मिलित नहीं किया गया है ।

(ख) योजना आयोग द्वारा पिछड़े क्षेत्रों का विकास करने हेतु स्थापित की गई राष्ट्रीय समिति ने औद्योगिक विकास के संबंध में अपनी रिपोर्ट दे दी है जिसकी राज्य सरकारों तथा संबंधित मंत्रालयों के परामर्श में योजना आयोग में जांच की जा रही है । पिछड़े जिलों क्षेत्रों की विद्यमान मशीनें को कोई भी पर्यवेक्षण करता इस समिति द्वारा की गई सिफारिशों की जांच और उस पर सरकार द्वारा दी गई स्वीकृति पर निर्भर करेगी ।

Reluctance of foreign companies for setting up of new Industries in India

1758. SHRI NAVIN RAVAN

SHRI MOHAN LAL PATEL:

Will the Minister of INDUSTRY be pleased to state:

(a) whether, inspite of incentives and concessions given to foreign companies, they are reluctant to open new industries in India;

(b) if so, the reasons therefor;

(c) whether any study has been made in this regard; and

(b) if so, the reasons therefor;

THE MINISTER OF INDUSTRY AND STEEL AND MINES (SHRI NARAYAN DATT TIWARI): (a) and (b). Companies with more than 40 per cent foreign equity and which are subject to the Foreign Exchange Regulation Act, 1973 can only estab-



lish industries included in Appendix I to the Press Note of 2nd February, 1973. Despite there being no special incentives and concessions for such companies, they have established several units in the industrial sectors in which they are allowed to participate.

(c) and (d) No study has been made by the Ministry of Industry in this regard.

**Advisor to U.P.S.C. missing**

1759. SHRI N. E. HORO: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether it is a fact that Dr. Laxmi Singh Negi, an advisor of the Union Public Service Commission, is missing since 23 November, 1981 when he went for morning walk in Delhi; and

(b) if so, the details regarding the efforts of Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS AND DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI P. VENKATASUB-BAIAH): (a) Yes, Sir.

(b) A search for Dr. Negi has been made at all temples, which he used to visit, and also at Varanasi, Nasik and Sirdi. An unstamped letter, purported to have been written by one Ram Singh, District Hospital, Town Hall, Moradabad was received by the son of Dr. Negi. An Assistant Sub-Inspector of Police Station Defence Colony was immediately sent to Moradabad on 6-12-81. Ram Singh was interrogated but no useful clue was found.

Records of Missing Persons Squad, Mental Hospital, Poor House and Crime Records Office have been checked. Wireless Messages have been flashed to all S.H.O's in Delhi and District Superintendents of Police in the adjoining Districts. The case is with the Crime Branch, and all efforts are being made to trace out Shri Negi.

**Payment of Arrears by State in the Construction of Sardar Sarovar Reservoir**

1760. SHRI R. P. GAEKWAD: Will the Minister of PLANNING be pleased to state:

(a) whether it is a fact that the Planning Commission had assured the Gujarat State Government to impress upon Maharashtra, Madhya Pradesh and Rajasthan for payment of arrears on their shares in the construction of the Sardar Sarovar (Reservoir) on Narmada; and

(b) if so, the details thereof?

MINISTER OF PLANNING (SHRI S. B. CHAVAN): (a) Yes, Sir. Planning Commission had assured the Government of Gujarat that the Commission would persuade Maharashtra, Madhya Pradesh and Rajasthan to provide their share for Sardar Sarovar Project.

(b) The Dy. Chairman of the Planning Commission in his discussion with the Chief Minister of each of the above States, for finalisation of Annual Plan 1982-83, suggested to them to provide full share including part of the arrears as on 31-3-82. As a result, the Government of Maharashtra agreed to provide their full share of Rs. 6.68 crores in 1982-83. The Government of Madhya Pradesh agreed to provide Rs. 9.60 crores in 1982-83 against the total requirement of Rs. 20.44 crores because of constraint of resources. The Government of Rajasthan agreed to provide Rs. 0.50 crores for 1982-83 against the total requirement of Rs. 6.11 crores also because of constraint of resources.

**Setting up of a National Centre for Entrepreneurship in Gujarat**

1761. SHRI R. P. GAEKWAD: Will the Minister of INDUSTRY be pleased to state:

(a) whether it is proposed to set up a national centre for entrepreneurship development in Gujarat; and

(b) if so, the cost and other details thereof?

**THE MINISTER OF INDUSTRY AND STEEL AND MINES (SHRI NARAYAN DATT TIWARI):** (a) and (b) All India financial institutions like Industrial Development Bank of India, Industrial Finance Corporation of India and Industrial Credit and Investment Corporation of India have proposals to set up a National Centre for Entrepreneurship Development at Ahmedabad at a total cost of about Rs. 2 crores. State Government of Gujarat have also offered to extend support to the Centre.

#### Cases of House Tax pending in Courts

1762. **SHRI SOMJIBHAI DAMOR:** Will the Minister of HOME AFFAIRS be pleased to state:

(a) how many cases of House-Tax for the non-implementation of the Supreme Court Judgement dated 20 December, 1979 against the Municipal Corporation of Delhi were pending in the Supreme Court, Delhi High Court and with the District Judge as on 1st January, 1981;

(b) how many fresh cases against the non-implementation of the Supreme Court Judgement dated 20 December, 1979 were instituted by the House Owners against the Municipal Corporation of Delhi in the above Courts during the period from January 1981 to October 1981; and

(c) how many of the cases pending in the above courts as on 1st January, 1981 relating to House Tax against non implementation of the Supreme Court Judgement were disposed of by these courts during the period from January, 1981 to October 1981?

**THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS AND DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI P. VENKATASUBBAIAH):** (a) to (c). The Municipal Corporation of Delhi has reported that information in regard to the number of cases pending as on 1-1-1981 is not readily available. However, as on

31-12-81, the number of cases pending was 8758. These included cases relating to property tax also. Furnishing information in regard to the number of cases instituted by the house owners against alleged non-implementation of the Supreme Court Judgement during the period from January, 81 to October 81 and the number of cases disposed of among them, will require scrutiny of all the cases filed during this period.

#### Pension to Freedom Fighters from Maharashtra

1763. **SHRI R. K. MHALGI:** Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether Government have since taken decision on remaining 1566 cases of freedom fighters from Maharashtra;

(b) if not, how many cases are still pending with Government and what are the specific reasons therefor; and

(c) what steps Government are taking to expedite the cases and when the decision on these cases is likely to be taken?

**THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS AND DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI P. VENKATASUBBAIAH):** (a) Yes, Sir. Out of these 1566 cases Soman Pension has been sanctioned in 160 cases.

(b) The remaining 1397 cases are awaiting final decisions for want of requisite information or documents from the individuals and/or reports from the State Government. Incidentally it is also pointed out that 10,912 more persons from Maharashtra have stated their claims so far;

(c) State Government have been requested to constitute separate cells to process the Pension claims of freedom fighters. They have also been instructed to launch special drives to clear all pending cases with them within a specified period. On request

from Ministry of Home Affairs, the Government of Maharashtra have set up a State Advisory Committee to help scrutinize the claims of freedom fighters. The pending cases are expected to be finalised as soon as reports from the State Government are received.

**Unsold Stock of one million tonnes in steel plants**

1764. SHRI H. N. NANJE GOWDA: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether it is a fact that the steel plants in the country are now saddled with an unsold stock of one million tonnes at the beginning of the current financial year;

(b) if so, the break-up of the above figure both in the public and the private sector;

(c) what has been the loss of interest incurred on this account; and

(d) the steps taken to liquidate the accumulation?

THE MINISTER OF STATE IN THE MINISTRIES OF INDUSTRY AND STEEL AND MINES (SHRI CHARANJIT CHANANA): (a) and (b). Stocks of saleable steel with integrated steel plants and stockyards are as follows:—

	('000 tonnes)	
	As on 1-4-81	As on 1-2-82
SAIL . . . . .	561.4	949.0
TISCO . . . . .	94.8	156.4

(c) This will be known at the close of the accounting year.

(d) Distribution procedures for most steel items have been relaxed; more steel is also being distributed through traders. The producers are adjusting their commercial policy suitably to cope with the market conditions.

**राज्यों द्वारा स्वतन्त्रता सेनानियों को पेंशन**

1765. श्री रामावतार शास्त्री : क्या गृह मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या भारत सरकार के अतिरिक्त कुछ राज्य सरकारें भी स्वतन्त्रता सेनानियों को पेंशन देती हैं;

(ख) यदि हां, तो उन राज्यों के क्या हैं और प्रत्येक राज्य द्वारा स्वतन्त्रता सेनानियों को दी जाने वाली पेंशन की धमराशि का ब्यौरा क्या है;

(ग) क्या कुछ राज्य सरकारें स्वतन्त्रता सेनानियों को कुछ अन्य सुविधाएं भी देती हैं; और

(घ) यदि हां, तो तत्संबंधी ब्यौरा क्या है ?

गृह मंत्रालय तथा संसदीय कार्य विभाग में राज्य मंत्री (श्री पी. बेंकटसुब्बय्या) : (क) और (ग). जी हां, श्रीमान ।

(ख) और (घ). आवश्यक सूचना राज्य सरकारों से एकत्र की जा रही है और सभा पटल पर रख दी जाएगी ।

**Implementation of decisions taken at meetings of Freedom Fighters Pension Advisory Committee**

1766. SHRI RAMAVATAR SHASTRI: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether Swatantrata Sainik Samman Pension Paramarshdatri Samiti (Freedom Fighter's Pension Advisory Committee) constituted by Government of India had taken some decisions in its previous meetings which are pending consideration with Government for months together;

(b) if so, the details of these decisions; and

(c) the action taken by Government towards implementation of these decisions and the reasons for delay in taking action thereon?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS AND DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI P. VENKATASUBBALAH): (a) The Freedom Fighter's Pension Advisory Committee have made several recommendations in the course of four meetings held by them during April-December, 1981. The recommendations of administrative nature were

accepted as and when they were taken. The various recommendations relating to recognition of movements and having financial implications remained under consideration of the Committee till December, 1981 and these are being processed;

(b) and (c). As per Statement attached.

Statement

REVIEW OF ACTION TAKEN ON THE RECOMMENDATIONS OF THE ADVISORY COMMITTEE MADE IN ITS EARLIER MEETINGS HELD IN APRIL, JUNE, SEPTEMBER AND DECEMBER, 1981

Recommendations	Action Taken
(1) Recovery of all Past payments of pension granted on mistaken grounds to ineligible claimants to be waived	Necessary instructions have been issued.
(2) Enhancement of pension of all pensioners to Rs. 200/- p. m. from 1-10-76 (Rs. 100/- p. m. in case of widows of Freedom Fighters) and Rs. 300/- p. m. from 1-8-80 (Rs. 200/- p. m. in case of widows) without waiting for State verification reports.	Necessary instructions have been issued.
(3) Provisional Pension not to be suspended in complaint cases till verification is completed.	Necessary instructions have been issued.
(4) Extension of last prescribed date for receipt of applications for Samman Pension by 6 months from 31-7-1981 to 31-1-1982—now upto 31-3-1982.	Instructions are likely to issue shortly after approval of the Cabinet.
(5) Relaxation in the matter of acceptable documentary evidence in support of jail imprisonment/detention for six months. Certificates of Coprisership from any two prominent Freedom Fighters who have Undergone more than one year's imprisonment and are recipient of Samman Pension and Tamrapatra.	The matter has to be submitted to the Cabinet after concurrence of Ministry of Finance to the additional expenditure involved.
(6) Admission of Samman Pension to persons who have undergone imprisonment in connection with Swaz Canal and Ambala Cantt. cases from 1-8-1980 as a Special case.	Do.
(7) Admission of Samman Pension w.e.f. 1-8-80 to persons who have suffered imprisonment in connection with C. I. H. Mutiny and Egypt Mutiny Cases as a Special Case without reversal of the Government's approach and decision in these issues.	Do.
(8) Acceptance of Kuka Movement (1971) as part of National freedom Struggle.	Do.
(9) Acceptance of Holwell Monument Removal Movement (1940) as part of National Liberation Movement.	Do.

- |   |  |
|---|--|
| (10) Grant of Pension to Ex-INA Women members of Rani of Jhansi Regt. who fought on the war fronts, in relaxation of the provision of pension scheme.   | The matter has to be submitted to the cabinet after concurrence of Ministry of Finance to the additional expenditure involved. |
| (11) Eligibility for Samman Pension of children born to freedom fighter parents in Jails or who remained with them in Jails for qualifying periods, in relaxation of the provision of the Pension scheme. | Do.  |
| (12) Grant of Samman Pension to participants of steel Helmet case of Hong Kong.   | The matter has been remitted for financial Sanction of the Additional Expenditure involved before it is taken to the Cabinet.  |
| (13) Grant of Samman Pension to participants of Army Revolt at Jhansi.  | Do.  |
| (14) Grant of Pension to Mutineers of Madras Artillery Army Revolt.   | Do.  |
| (15) Amendment in the provision of acceptance of Certificates from prominent freedom fighters in support of underground suffering.  | Do.  |
| (16) Grant of pension to Ex-INA personal deported to New Guinea and other islands.  | Do.  |
| (17) Consideration of Books/Lists of Freedom Fighters published by 1951-52 by various State Governments as adequate documentary evidence for grant of Samman Pension.                                     | Do.  |
| (18) Recognition of Punnapravayalar (Kerala) struggle for grant of Samman Pension.  | Do.  |
| (19) Recognition of Telengana Uprising (A.P.) for grant of Samman Pension.  | Do.  |
| (20) Recognition of flogging/caning or whipping for the purpose of grant of Samman pension.   | Do.  |
| (21) Visit by the Members of Non-Official Advisory Committee and Officers of MHA to District Headquarters for speedy disposal of pending applications.  | Matter is being processed.   |
| (22) Recognition of Aranyr Satyagraha Mysore Karnataka for grant of Samman Pension.   | Instructions have been issued.   |

घोषित करारों को स्वतन्त्रता सेनानी पेंशन

1767. श्री रामाबतार झास्त्री : क्या गृह मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि सरकार ने फरार घोषित स्वतन्त्रता सेनानियों द्वारा स्वतन्त्रता सैनिक सम्मान पेंशन (स्वतन्त्रता सेनानी पेंशन) के लिए अभ्यावेदन प्राप्त करने की अन्तिम तारीख 31 जनवरी, 1982 निर्धारित की थी;

(ख) यदि हाँ, तो क्या सरकार ने अन्तिम तारीख न बढ़ाने का निर्णय किया है;

(ग) यदि हाँ, तो कुल कितने अभ्यावेदन प्राप्त हुए हैं और उनका राज्यवार ब्यौरा क्या है;

(घ) स्वतन्त्रता संग्राम के दौरान फरार घोषित उन स्वतन्त्रता सेनानियों का राज्यवार ब्यौरा क्या है जिन्हें स्वतन्त्रता सैनिक सम्मान पेंशन (स्वतन्त्रता सेनानी पेंशन) मंजूर की गई है; और

(ङ) क्या सरकार द्वारा इन सभी अभ्यावेदनों पर विचार किए जाने की संभावना है ?

गृह मंत्रालय तथा संसदीय कार्य विभाग  
के राज्य मंत्री (श्री पी. व. कदम) :  
(क) जी हाँ, श्रीमान् ।

(ख) जी नहीं, श्रीमान् । आवेदन अभी  
प्राप्त हो रहे हैं । अन्तिम तारीख निश्चित  
करने के बारे में सरकार विचार कर रही  
है ।

(ग) और (घ). संलग्न विवरण के  
अनुसार ।

(ङ) सम्मान पेंशन के ऐसे मामलों  
जिनका अभी तक निर्णय नहीं हुआ है,  
को राज्य से स्थापन रिपोर्टों और/अथवा  
आवेदकों से अपेक्षित सूचना प्राप्त होने पर  
अन्तिम रूप में दिया जाएगा ।

### विवरण

राज्य का नाम	प्राप्त हुए आवेदनों की सं.	ऐसे मामलों की संख्या जहाँ 1-8-1980 के पर्याप्त भूमिगत स्व- संभला संनानियों के रूप में पेंशन दी गई है
(1)	(2)	(3)
असम	24712	--
आन्ध्र प्रदेश	21214	—
अरुणचल प्रदेश	41	--
अंडमान और निकोबार	54	--
बिहार	87457	4
बिहार	138	—
दिल्ली	2718	2
गुजरात	6105	—
गोवा	2863	--
हरियाणा	2500	—
हिमाचल प्रदेश	1091	17
जम्मू और कश्मीर	2634	11
कर्नाटक	17674	--
केरल	28918	--
महाराष्ट्र	30944	—
मेघालय	147	—
मणिपुर	150	--
मध्य प्रदेश	7274	2
मिजोरम	4	--
नागालैंड	19	--

(1)	(2)	(3)
उड़ीसा	13787	--
पंजाब	12087	--
पांडिचेरी	1495	--
राजस्थान	1525	--
तमिलनाडु	9249	1
त्रिपुरा	2309	1
उत्तर प्रदेश	26552	--
पश्चिम बंगाल	24712	--
भूतपूर्व आ. हि. फा. के आवेदक	34078	--
<b>जोड़</b>	<b>401710</b>	<b>38</b>

**दुर्घटनाओं में मारे गए तथा अपंग हुए व्यक्ति**

1768. श्री रामावता झास्त्री: क्या गृह मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि सरकार ने 1981 का विक्रमांग वर्ष घोषित किया था;

(ख) यदि हां, तो क्या यह भी सच है कि इस वर्ष के दौरान बहुत सी दुर्घटनाओं में काफी व्यक्ति मारे गए और बहुत से विक्रमांग हो गये; और

(ग) यदि हां, तो पूरे वर्ष के दौरान मारे गये तथा अपंग हुए व्यक्तियों की पृथक्-पृथक् संख्या कितनी है?

गृह मंत्रालय में राज्य मंत्री (श्री निहार रंजन सस्कर): (क) जी हां, श्रीमान ।

(ख) और (ग). जबिल भारतीय बाजार पर वर्ष के दौरान अनेक दुर्घटनाओं में मारे गए और अपंग हुए व्यक्तियों को संख्या के संबंध में कोई आंकड़े संकलित नहीं किए जाते हैं क्योंकि यह राज्य का विषय है ।

**Removal of Ceiling of 20 per cent Bonus**

1769. SHRI D. S. A. SIVAPRAKASHAM: Will the Minister of LABOUR be pleased to state:

(a) whether Government have any proposal to remove the ceiling of 20 per cent bonus at least when bonus was linked to productivity;

(b) if so, the details thereof; and

(c) if not, the reasons thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF LABOUR (SHRI DHARMVIR): (a) No such proposal is under consideration.

(b) Does not arise.

(c) It has been held that a very high rate of bonus may distort and upset emoluments all round and create more problems by widening disparities in incomes in various units and industries. In any case, the allocable surplus left after paying maximum bonus is carried forward and can be used when there is no such allocable surplus available.

Organisations receiving foreign contributions in Tamil Nadu Kerala and Karnataka

1771. SHRI D. S. A. SIVAPRAKASHAM: Will the Minister of HOME AFFAIRS be pleased to state:

(a) the total number of organisations in Tamil Nadu, Kerala and Karnataka which have received or have been receiving Foreign contributions under Foreign Contribution (Regulation) Act during the last three years; and

(b) the names and addresses of the organisations, sources from which the contributions are received and the purpose for which the amounts have been received?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI NIHAR RANJAN LASKAR):

(a) Number of organisations in each State which submitted returns for receipt of foreign contribution during the last three years is as under:

State	No. of organisations
Tamil Nadu	852
Kerala	996
Karnataka	437

(b) The detailed information sought relating to these organisations is voluminous and would be available after the returns received from these organisations have been computerised. The work regarding computerisation is in process and it will take some more time.

**Regional Imbalance in Leather Industry**

1772. SHRI D. S. A. SIVAPRAKASHAM: Will the Minister of INDUSTRY be pleased to state:

(a) whether it is a fact that Government have decided to correct regional imbalance in the Leather Industry through selective Licensing policy;

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

(c) whether Government of Tamil Nadu voiced their concern that policy would hit the tanneries in Tamil Nadu; and

(d) the reaction of Government of India to the protest of Tamilnadu?

THE MINISTER OF INDUSTRY AND STEEL AND MINES (SHRI NARAYAN DATT TIWARI): (a) and (b). Correction of regional imbalance, to the extent possible, is an accepted objective of Government's licensing policy. Insofar as the Leather Industry is concerned, the current licensing policy provides for licensing of additional capacity for finished leather, wherever required to be created in favour of the following categories:—

(i) State Leather Development Corporations and Cooperatives of small tanneries for setting up Common Facility Centres;

(ii) States where at present no finishing capacity is available, or where production of semi-finished leather exists but finishing capacity is inadequate;

(iii) Small scale units engaged at the present time in processing of semi-finished leather converting their capacity into finished leather;

(iv) Existing units with a view to enabling them to reach economic viability by way of substantial expansion; and

(v) Establishment of finishing capacity by new units in association with existing licensed semi-finished leather units, provided the latter have 51 per cent financial interest in the new Company and are prepared to supply raw material to the new company from their existing units.

(c) Central Government have not received any official communication from the Government of Tamil Nadu in this regard.

(d) Question does not arise.



बिहार शरीफ में लघु उद्योग सेवा संस्थान की शाखा खोलना

1773. श्री विजय कुमार यादव : क्या उद्योग मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या 7 जनवरी, 1978 को नालंदा जिले में राजगीर के अपने दारों के दौरान भारत सरकार के तत्कालीन विकास आयुक्त (लघु उद्योग) ने उप निदेशक, लघु उद्योग सेवा संस्थान, पटना को लिखित आदेश दिये थे कि बिहार शरीफ में लघु उद्योग सेवा संस्थान की एक शाखा खोलने के लिये एक अध्ययन रिपोर्ट प्रस्तुत की जाय;

(ख) यदि हां, तो क्या अध्ययन रिपोर्ट प्रस्तुत कर दी गई है; और

(ग) यदि हां, तो सरकार ने बिहार शरीफ में लघु उद्योग सेवा संस्थान की शाखा खोलने के लिये क्या कदम उठाये हैं ?

उद्योग तथा इस्पात और खान मंत्री (श्री गिरधर बल तिवारी): (क) में (ग) नालंदा जिले के औद्योगिक जिले का एक विष्टमंडल तत्कालीन विकास आयुक्त (लघु उद्योग) में 6 जनवरी, 1978 को राजगीर में बिना था और बिहार शरीफ में एक शाखा संस्थान खोलने का अनुरोध किया था। वर्तमान प्रश्न के भाग (क) में यथा उल्लिखित कांड निम्नलिखित आदेश उपलब्ध नहीं है तथापि इस मामले पर बाद में विचार किया गया था तथा अखिल भारतीय स्थिति तथा माधनगत बाधाओं का दखल है, इस अनुरोध का मान नंदा संभव नहीं पाया गया। उल्लेखनीय है कि बिहार में पटना, रांची तथा मुजफ्फरपुर में 3 लघु उद्योग सेवा संस्थान पहले में ही कार्य कर रहे हैं।

#### Minimum wages for Bidi Workers

1774. SHRI VIJAY KUMAR YADAV: Will the Minister of LABOUR be pleased to state:

(a) whether it is a fact that in several States the minimum wages fixed for Bidi workers by the respective State Government during the last one year period, are not being implemented; if so, the names of those States and

the dues of the workers accrued due to such non-implementation; and

(b) what steps Government propose to take for the implementation of such wages?

THE DEPUTY MINISTER IN THE MINISTRY OF LABOUR (SHRI DHARMAVIR): (a) and (b). The appropriate Government in the matter of fixation/revision and enforcement of minimum wages in respect of bidi industry are the State Governments. At a meeting of Labour Ministers held in September, 1981, it was concluded that all State Governments should take immediate steps to revise the minimum wages for the employments in bidi industry in the range of Rs. 7/- and Rs. 8/- per day to be effective latest by the 1st January, 1982. The meeting also recommended that the State Governments should take measures to strengthen their enforcement machinery and to make them more effective. A number of States have already revised the minimum wage since September, 1981.

Action for non-implementation, if any, can be taken only by the concerned State Governments when such cases are brought to their notice.

Freedom fighters pension to freedom fighters who participated in underground movement in 1942

1775. PROF. MADHU DANDAVATE: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether a number of freedom fighters who participated in the underground movement in 1942 are not given the facility of freedom fighters' pension;

(b) if so, what are the difficulties in this regard; and

(c) the steps proposed to be taken to remove these difficulties?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS AND DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI P. VENKATASUBBAIAH): (a) No, Sir. Underground freedom fighters are eligible for Swatantra Sainik Samman Pension provided that they remained under ground for six months as:

- (i) a proclaimed offender; or
- (ii) on whom an award for arrest/head was announced, or
- (iii) on whom detention order issue but not served.

(b) and (c). Do not arise.

ESI hospitals in Koraput District  
(Orissa)

1776. SHRI K. PRADHANI: Will the Minister of LABOUR be pleased to state:

- (a) the total number of ESI hospitals set up in Orissa;
- (b) whether Government have a proposal to set up some more number of ESI hospitals in the tribal districts of the country, particularly in the mining areas;
- (c) if so, whether the proposal to open ESI hospital in the Koraput district of Orissa is likely to be taken into consideration in 1982-83; and
- (d) if so, the progress made so far in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF LABOUR (SHRI DHARMAVIR): (a) 4 ESI Hospitals and 2 Annexes have been set up in the States.

(b) The ESI Corporation will be setting up a number of new hospitals at selected places all over the country including districts with the tribal population. The ESI Scheme does not, however, apply to mines.

(c) and (d). A 25 bed ESI Hospital is already functioning at Jayakaypur in the district Koraput and there is no proposal for the present to set up any new hospital in that area.

Visit to Sites of Kalsinga Kalahandi

1777. SHRI RASABEHARI BEHERA: Will the Minister of INDUSTRY be pleased to state:

- (a) whether a central team visited the sites of Kalsinga, Kalahandi District, Orissa for industrial nucleus projects; and
- (b) if so, the details thereof?

THE MINISTER OF INDUSTRY AND STEEL AND MINES (SHRI NARAYAN DATT TIWARI): (a) Yes, Sir.

(b) For intensive industrialization under the nucleus plant programme, five districts/areas including Kalahandi district have been identified at the instance of State Government of Orissa. Task Force consisting of Central and State Government officials was constituted to report on project possibilities that can be taken up for industrialisation. The Task Force visited various sites in the State including Kalsinga in Kalahandi District during the period 14th to 19th January, 1982. The Task Force is presently at work finalising their report.

बीबी बधिकों में अर रोग

1778. श्रीमती उषा प्रकाश बधिकारी: क्या यह सही यह बताने की कृपा करें कि:

(क) क्या यह सच है कि बीबी बधिकार अर रोग के अधिक प्रबल हैं;

(ख) क्या इन रोगों में कोई उपचार किया गया है और यदि हां, तो सम्बन्धी खर्चे क्या हैं;

(ग) बीबी बधिकारों में अर रोग को रोकने और इन रोगों के उपचार के लिए क्या कदम उठाए जा रहे हैं और

(घ) बीड़ी श्रमिकों को इस रोग से बचाने के लिये सरकार किस उपायों पर विचार कर रही है?

अब मंत्रालय में उप-मंत्री (श्री धर्मवीर)  
(क) बीड़ी श्रमिकों में भय-रोग को घटाने के लिये क्या कार्यवाही की जा रही है ?

(ख) कोई भी अध्ययन विशेष रूप से बीड़ी श्रमिकों के बीच भय रोग की साक्ष्य प्रमाणों को मालूम करने के लिए नहीं किया गया है, जो अन्य श्रमिकों के बीच भय-रोग की रोकथाम के प्रतिकूल हो ।

(ग) बीड़ी कर्मकार कल्याण विधि के अन्तर्गत स्थापित किए गए स्थिर और चलते फिरते औद्योगिकों द्वारा बीड़ी श्रमिकों को चिकित्सीय सुविधाएं प्रदान की जा रही है। इसके अतिरिक्त, निधि के अन्तर्गत ग्रैसुर में दस 'पलंगों' वाला एक अस्पताल और नीम-टीटो, पश्चिम बंगाल में एक चैस्ट क्लिनिक है। भय रोग से पीड़ित बीड़ी श्रमिकों को विविध प्रकार के इलाज प्रदान करने के लिए टी. बी. अस्पतालों में पलंगों को आरक्षित करने के लिए योजना शुरू की गई है। इस योजना में संबंधित श्रमिकों को पलंगों संबंधी खर्च, निर्वाह भत्ता, भोजन की कीमत और द्वितीय श्रेणी रोज़े किए गए देने की व्यवस्था है ।

(घ) बीड़ी कर्मकार कल्याण निधि द्वारा प्रदान की गई चिकित्सीय सुविधाओं का उद्देश्य राज्य सरकारों द्वारा प्रदान की गई सामान्य सुविधाओं को अनुपूरित करना है। सरकार की यह नीति है कि उन स्थलों पर सुविधाओं को अनुपूरित किया जाय जहाँ बीड़ी श्रमिक बहुत अधिक संख्या में हैं, जिन्हें अन्यथा राज्य सरकारों द्वारा उपलब्ध कराई गई चिकित्सीय सुविधाओं से पर्याप्त लाभ नहीं पहुँचता है ।

**Control of pollution by chemical and other industrial units**

1779. SHRI BHIKU RAM JAIN. Will the PRIME MINISTER be pleased to state:

(a) whether Government propose to consider the expenditure incurred by

chemical and other industrial units for pollution control on par with that on research and development for taxation purposes and also make available soft loans for the setting up of effluent treatment facilities; and

(b) what other steps are proposed by Government to induce and even more interest in controlling pollution?

THE MINISTER OF STATE IN THE DEPARTMENTS OF SCIENCE AND TECHNOLOGY, ELECTRONICS AND ENVIRONMENT AND OCEAN DEVELOPMENT (SHRI C.P.N. SINGH):

(a) No Sir, there is no such proposal under consideration in the Department.

(b) Provisions exist in the Water (P&CP) Cess Act, 1977 according to which any person or local authority installing any plant for the treatment of sewage or trade effluent is entitled for a rebate of seventy per cent of the cess payable by such person or local authority. Besides, this, no other proposal is under consideration.

**Reallocation of Plan Funds by Review meeting of Planning Commission**

1780. SHRI D. P. YADAV:

SHRI MADHAVRAO SCINDIA:

Will the Minister of PLANNING be pleased to state

(a) whether a review meeting was held by the Planning Commission recently and the reallocation of plan funds on various priorities were decided;

(b) if so, the details thereof; and

(c) whether as a review of the plan allocation, the social schemes have suffered due to resources shortage?

THE MINISTER OF PLANNING (SHRI S. B. CHAVAN): (a) In the Planning Commission meeting held on 28-12-1981, the six monthly review regarding the progress in the implementation of the 1981-82 plan programmes

and projects was undertaken. However, no decision on reallocation of plan funds was taken.

(b) and (c). Do not arise.

#### Licence to Mini and Large Cement Plants

1781. SHRI TARIQ ANWAR: Will the Minister of INDUSTRY be pleased to state:

(a) the complete list of mini and large cement plant licensed by the

Government during last four years; and

(b) what steps have been taken to ensure that most of these cases are not an attempt to pre-empt the capacity?

THE MINISTER OF INDUSTRY AND STEEL AND MINES (SHRI NARAYAN DATT TIWARI): (a) A statement is attached.

(b) The progress made by the approved cement projects is being closely monitored in the Department of Industrial Development.

#### Statement

\* Details of cement projects for which licences under the Industries (D&R) Act, 1951 were granted during the years 1978—1981.

S.No.	Name of the party	Location Dist.	Capacity in lakh/tonnes p. a.
1.	M/s. Udaipur Cement Works	Udaipur	2 (expn.)
2.	M/s. Narmada Cement Ltd.	Amreli	10 (after expn.)
3.	M/s. Century Cements Ltd.	Rajpur	2 (expn.)
4.	M/s. Mysore Cements Ltd.	Tumkur	1.1 (expn.)
5.	M/s. Panyam Cements Ltd.	Kurnool	5.31 (after expn.)
6.	M/s. Dalmia Cement (Bharat) Ltd.	Tiruchy	0.70 (expn.)
7.	M/s. Kalyanpur Lime & Cement Industries	Rohtas	6.5 (expn.)
8.	M/s. Damodar Cement & Slag Ltd.	Purulia	2.6
9.	M/s. Raasi Cement Ltd.	Nalgonda	3
10.	M/s. K. C. P. Ltd.	Guntur	0.96 (expn.)
11.	M/s. Larsen & Toubro Ltd.	Char darpur	11.09
12.	M/s. Birla Jute Mfg. Co. Ltd.	Satna	8 (expn.)
13.	M/s. Raymond Woollens Mill	Bilaspur (MP)	4
14.	M/s. Andhra Cement Ltd.	Vizag	2.5
15.	M/s. A. C. C. Ltd.	Gulbarga	10 (expn.)
16.	M/s. Deccan Cements Ltd.	Nalgonda	0.66 (Mini)
17.	M/s. Kakatya Cements Ltd.	Nalgonda	0.66 (Mini)
18.	M/s. Andhra Cement Ltd.	Guntur	2.5 (expn.)
19.	M/s. Cement Corporation of India Ltd.	Adilabad	4
20.	M/s. A. C. C. Ltd.	Durg	5 (expn.)

21. M/s. A. C. C. Ltd.	Chandrapur	1.6 (expn.)
22. M/s. Nagarjuna Cements	Nalgonda	0.66 (Mini)
23. M/s. A. R. C. Cement Ltd.	Dehra Dun	0.60 (Mini)
24. M/s. Hariganga Cement Ltd.	Chandrapur	0.66 (Mini)
25. M/s. Straw Products Ltd.	Sirohi	5
26. M/s. Rajasthan Industrial Investment Corpn. (Swadeshi Cement)	Jaipur	0.66 (Mini)
27. M/s. Coromandel Fertilizers Ltd.	Guddapah	10
28. M/s. A. C. C. Ltd.	Bilaspur (HP)	1.6 (expn.)
29. M/s. Sameswara Cement & Chemicals Ltd.	Adilabad	0.66 (Mini)
30. M/s. Mangalam Cements Ltd.	Kota	4
31. M/s. Kesoram Industries & Cotton Mills Ltd.	Karimnagar	2 (expn.)
32. M/s. Orient Paper Mills Ltd.	Adilabad	9
33. M/s. Madras Cements Ltd.	Ramanathapuram	1.25 (Expn.)
34. M/s. Shriram Cements Ltd.	Banaskanta	0.66 (Mini)
35. M/s. A.C.C. Ltd.	Gulbarga	2 (Expn.)

**UNIDO as a specialised agency**

1783. PROF. NARAIN CHAND PARASHAR: Will the Minister of INDUSTRY be pleased to state:

(a) whether India had proposed the setting up of UNIDO as a specialised agency of the United Nations;

(b) if so, the latest position in this regard?

THE MINISTER OF INDUSTRY AND STEEL AND MINES (SHRI NARAYAN DATT TIWARI): (a) and (b). The Constitution of the United Nations Industrial Development Organisation as a Specialised Agency of the United Nations provides that the Constitution shall enter into force when at least 80 States that have deposited instruments of ratification, acceptance or approval notify the Depository that they have agreed, after consultation among themselves, that the Constitution shall enter into force. India has been urging Member States at various international force to take early action for ratification of the Constitution. So far 70 States, including India, have ratified the Constitution.

**Grant of L.T.C. to Central Government employees**

1784. SHRI PRATAP BHANU SHARMA: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether Government have any consolidated record of Leave Travel Concession (LTC) granted to Central Government employees and their family members every year;

(b) if so, the number of persons enjoying this facility every year; and

(c) how much loss Railways have to suffer on this account?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS AND THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI P. VENKATASUBBAIAH): (a) No. Sir.

(b) Information in this regard is not maintained centrally.

(c) The question of Railways suffering a loss does not arise as Government employees availing of LTC do not travel free, but purchase tickets for their journey.

**Cabaret shows**

1785. SHRI MADHAVRAO  
SCINDIA:

SHRI TARIQ ANWAR:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether in view of a court judgment allowing for more flexibility in the definition of 'Obscenity' cabaret shows have mushroomed in the capital and other metropolises; and

(b) if so, the steps taken or proposed to be taken by Government to curb the tendency?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS AND DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI P. VENKATASUBBAIAH): (a) and (b). Before the Court Judgment i.e. before 11-11-1980, there were 8 Restaurants in Delhi staging floor shows. There are at present 14 restaurants running floor shows in Delhi, out of which 5 are licenced and issue of licence for one is under consideration. Legal action against 2 restaurants has been taken as a result of which these have either closed down or stopped such shows. Action against the remaining 6 restaurants is being taken. Information relating to other metropolises is being collected and will be laid on the Table of the House.

**Encashment of leave to Central Government employees**

1786. SHRI RAM VILAS PASWAN:

SHRI RAJESH KUMAR SINGH:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether Government have taken any final decision in regard to the encashment of leave to the Central Government Employees;

(b) if not, what are the reasons for delay; and

(c) by when this proposal is likely to be implemented?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS AND DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI P. VENKATASUBBAIAH): (a) At present there is no proposal to allow encashment of leave to Central Government employees during the period of their service.

(b) and (c). Do not arise.

**Import of Iron and Steel from China**

1787. SHRI LAKSHMAN MALLICK: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether Government have a proposal to import iron and steel from China;

(b) if so, the total quantities of iron and steel proposed to be imported from China annually;

(c) whether any agreement has been signed by both the countries for this purpose;

(d) the year from which such import will be started; and

(e) the details thereof?

THE MINISTER OF STATE IN THE MINISTRIES OF INDUSTRY AND STEEL AND MINES (SHRI CHARANJIT CHANANA): (a) to (c). No agreement has been made between the Governments of India and China to import iron and steel from China. Nor is any such proposal under consideration of the Government of India. However, in response to tenders issued by SAIL, certain foreign suppliers offered materials of Chinese

origin. On the basis of competitive-ness of these offers SAIL has placed

orders for supply of the following iron and stel items of Chinese origin.

Year	Item	Quantity (in tonnes)	Value (in Rs. lakhs)
1980-81	Billets . . . . .	82,346	2027.43
1981-82	Pig Iron . . . . .	1,00,000	1212.1
1981-82	Structurals . . . . .	1,23,811	3331.00

(d) and (e). Shipment of billets has been completed. Shipment of pig iron has started and shipment of structurals is likely to start next month.

**बीड़ी श्रमिक कल्याण निधि को हानि**

1788. श्री बया राम शाक्य : क्या श्रम मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि बीड़ी श्रमिक कल्याण निधि का मंत्रालय की अकर्मण्यता के कारण 5 करोड़ रुपये की हानि हुई; और

(ख) सरकार ने एंसी अकर्मण्यता के विरुद्ध क्या कार्यवाही की है ?

**श्रम मंत्रालय में उप-मंत्री (श्री धर्मवीर):**

(क) बीड़ी कर्मकार कल्याण उपकर अधिनियम, 1976 में 1981 में किए गए संशोधन से पूर्व बीड़ी कर्मकार कल्याण निधि अधिनियम, 1976 के प्रयोजन के लिए उपकर लगाने तथा उसे एकत्र करने की व्यवस्था थी, जो कि उतने ही तम्बाकू पर लगाया जाता था जितना किसी व्यक्ति को किसी गोदाम से बीड़ी के निर्माण में संबंधित किसी भी प्रयोजन के लिए किया जाता था। 1979 में तम्बाकू से उत्पाद कर को समाप्त करने के फलस्वरूप तम्बाकू पर उत्पाद नियंत्रण के लिए गोदामों को लाइसेंस देने की पद्धति समाप्त कर दी गई और बीड़ी के उत्पादन के लिए गोदामों से दिये जाने वाले तम्बाकू पर उपकर लगाने या उसे एकत्र करना संभव नहीं रहा। कल्याण निधि के लिए धन की व्यवस्था करने के लिए सरकार ने 1981 में

तम्बाकू पर उपकर लगाने की जगह तैयार बीड़ी पर उपकर लगाने का निर्णय किया। तदनुसार अधिनियम को संशोधित कर दिया गया है और तैयार बीड़ी पर उपकर पहली जनवरी, 1982 से लागू हो गया है। अधिनियम में संशोधन करने के लिए विधेयक प्रस्तुत करने में विलम्ब का कारण यह था कि इसमें नीति-निर्णय अन्तर्ग्रस्त था और मामला सरकार के विचाराधीन था।

(ख) प्रश्न नहीं उठता।

**Posting of police officials at Airports to check smuggling and crimes**

1789. SHRI BHEEKHABHAI: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether Government are aware that the international airports have become dens of nepotism so far as postings of police officials are concerned and only those privileged few who have access to the high ups and are considered to be trustworthy of obliging them can hope to be posted at these airports; and

(b) whether Government propose to take some concrete steps to check this malpractice so that smuggling and crimes may be effectively brought under control?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI NIHAR RANJAN LASKAR) (a) No specific complaint in this regard has come to notice.

(b) International airports are manned by the officials of Delhi Police and the concerned State Police Forces. Complaints against police officials posted at the international airports are looked into by the respective State Governments and Delhi Administration.

**House tax for Lawrence Road L.I.G. Flats**

1790. SHRI RAM LAL RAHI: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the covered area of all the Low income Group DDA flats in Lawrence Road Colony, falling under Karol Bagh Zone, New Delhi, of Delhi Municipal Corporation House Tax Department is the same; and

(b) if so, the reasons for which different amount of house tax is charged from different families residing therein and the details in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS AND DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI P. VENKATASUBBAIAH): (a) The Delhi Development Authority has intimated that there are four different categories of LIG Flats in Lawrence Road Colony and the covered area is different in respect of each category.

(b) The Municipal Corporation of Delhi has intimated that covered area is not the only criterion for fixation of property tax liability of DDA Flats. There are many other factors which go to determine the same, like cost of construction and market value of land on the date of commencement of construction of the reasonable rent of such flats.

**Pollution of Ganga waters**

1791. SHRI MADHAVRAO SCINDIA:

SHRI R. L. BHATIA:

Will the PRIME MINISTER be pleased to state:

(a) whether it is a fact that the preliminary findings of a comprehensive study of the Ganga conducted recently by the Central Board of Prevention and Control of Water Pollution has high-lighted a tragic paradox namely that the most venerated Ganga has perhaps become the most polluted river in the country;

(b) if so, the details of the main polluting factors for the Ganga waters; and

(c) the steps being taken to remove the pollution and to preserve the sanctity and purity that this river holds as the virtual life-line of a large parts of north India?

THE MINISTER OF STATE IN THE DEPARTMENTS OF SCIENCE AND TECHNOLOGY, ELECTRONICS AND ENVIRONMENT AND OCEAN DEVELOPMENT (SHRI C. P. N. SINGH): (a)

No Sir, the studies reveal that some reaches of Ganga are heavily polluted, but it is not the most polluted river in the country.

(b) The main polluting factor for the pollution of river is the discharge of untreated sewage and sullage from Class I and Class II cities. Untreated discharge of effluents from industries is, to some extent, also responsible for pollution.

(c) The U.P. State Board for the Prevention and Control of Water Pollution is taking necessary steps as envisaged in the Water (P&CP) Act, 1974, for the Prevention and Control of Pollution of Ganga river. The U.P. State Board has undertaken a study in collaboration with the Central Board to control the pollution arising from the tanneries at Kanpur.



**Renewal energy Based devices**

1792. SHRI BHIKU RAM JAIN: Will the Minister of SCIENCE AND TECHNOLOGY be pleased to state:

(a) the institutions working in public and private sectors for development of renewable energy based devices;

(b) the Central subsidy if any made available in these institutions;

(c) the details of renewable energy operated gadgets;

(d) how many of these products are available in the market for use; and

(e) the steps proposed to encourage the production of similar gadgets for bringing economy consumption conventional of fuels?

THE MINISTER OF STATE IN THE DEPARTMENTS OF SCIENCE AND TECHNOLOGY, ELECTRONICS AND ENVIRONMENT AND OCEAN DEVELOPMENT (SHRI C. P. N. SINGH): (a) and (b). The broad based integrated new and renewable energy sources programme of the Government covers research, design, development, demonstration and utilisation activities, and involves the participation of a large number of research and educational institutions, industry, user and extension agencies in the country. Government provides grants for undertaking these activities in these institutions. Government has also introduced various fiscal incentives to promote rapid commercialisation of renewable energy equipment. The incentives already announced, are enhanced depreciation allowance, exemption from excise duty, and provision of soft term loans. Various State Governments are also providing exemption from sales tax. Subsidy is available for the purchase of solar cookers and installation of family-type biogas plants.

(c) Various renewable energy devices and systems that are being developed include solar water heating systems, solar dryers and timber kilns, solar cold storage systems, solar distillation units, solar cookers, solar photovoltaic systems for pumping, lighting and other applications, solar power plants, water pumping windmills and wind electric generators, community biogas plants, sewage gas plants, energy plantations, battery powered vehicles, etc. Based on technologies already developed it is now possible to provide energy, based on renewable energy sources, mainly for decentralised applications in the agricultural and household sectors in rural areas, and for low and medium temperature requirements in the commercial and industrial sectors.

(d) Solar water heating systems and solar cookers are available in the market. Biogas plants can also be installed upon request by several agencies. Industrial production of solar drying systems, timber kilns, solar distillation units and water pumping windmills has been initiated.

(e) All associations of engineering industries and manufacturers have been asked to adopt energy conservation measures and processes. A Committee on Energy Conservation has been set up by Government to recommend further steps for encouraging energy conservation and production of any special equipment needed for this.

**Research for energy sources**

1793. SHRI R. L. P. VERMA: Will the Minister of SCIENCE AND TECHNOLOGY be pleased to state:

(a) whether it is a fact that our planning is not ostensible and worthwhile in the areas of research for energy sources i.e. tidal, solar and wind to meet the necessities of crores of Indians; and

(b) if not, what are details of research in that area and what are prospects thereof?

THE MINISTER OF STATE IN THE DEPARTMENTS OF SCIENCE AND TECHNOLOGY, ELECTRONICS AND ENVIRONMENT AND OCEAN DEVELOPMENT (SHRI C. P. N. SINGH): (a)

No, Sir. The Commission for Additional Sources of Energy set up in March 1981, has taken up in a significant and coordinated manner, consistent with our resources, the planning for the development of renewable sources of energy such as solar, bioenergy, wind etc. with a view to meeting the needs of our population.

(b) As a result of the efforts put in so far, several devices and systems based on renewable sources of energy have been developed and are now being made in the country. These include solar water heaters for domestic and industrial use, solar dryers and kilns, solar pumps, solar cookers, small and large biogas plants and wind-mills. Work is continuing to improve the efficiency and reduce the initial costs of these units as also to develop newer applications and newer sources of renewable energies. As costs of conventional sources of energy rise and those of renewable energy systems decline, it is expected that renewable sources of energy will play an increasing part in meeting the requirements of various sections of the population.

**Bhilai and Rourkela Steel Plants facing power shortage**

1794. SHRI H. N. NANJE GOWDA: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether it is a fact that two premier steel mills of our country the Bhilai and Rourkela are faced with acute power shortage;

(b) whether it is also a fact that the Bhilai Steel Plant which had never faced a power crisis had to be closed down for some time due to power shortage and Rourkela too is limping towards a closure;

(c) if so, the reasons for the above; and

(d) what urgent steps have been taken to improve the situation?

THE MINISTER OF STATE IN THE MINISTRIES OF INDUSTRY AND STEEL AND MINES (SHRI CHARANJIT CHANANA): (a)

to (c). Restrictions on power supply imposed by the respective State Electricity Boards have affected the production in Bhilai and Rourkela Steel Plants in recent months. The production in Bhilai Plant was seriously disrupted on account of total failure in supply of power by Madhya Pradesh Electricity Board for about 7 hours on 10th and 11th February, 1982.

(d) Efforts are made at different levels to secure that power requirements of these plants from the respective State Electricity Boards.

**Solar water heating system**

1795. SHRIMATI PRAMILA DAN-DAVATE: Will the Minister of SCIENCE AND TECHNOLOGY be pleased to state:

(a) whether Government propose to use the solar water heating system designed by the National Research Development Corporation in the major industrial cities;

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

(c) whether the know-how will be made available to private industries?

THE MINISTER OF STATE IN THE DEPARTMENTS OF SCIENCE AND TECHNOLOGY, ELECTRONICS AND ENVIRONMENT AND OCEAN DEVELOPMENT (SHRI C. P. N. SINGH): (a) to (c). The

know-how for the manufacture of solar water heating systems has been developed through R&D programmes sponsored by the Commission for Additional Sources of Energy, Department of Science and Technology. This know-how has been transferred to National Research Development Corporation of India which in turn has passed it on to several companies for commercial production. A large number of water heating systems have already been installed in hotels, hospitals, bakeries, textile mills etc. under the demonstration programmes of the Commission for Additional Sources of Energy. Such water heating systems are now commercially available in the country.

**News item captioned "Power curb low coal stock worry SAIL"**

1796. SHRI BAPUSAHEB PARULEKAR: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether attention of the Government has been drawn to the news item in *Times of India* dated 5 February, 1982 under the heading "Power curbs, low coal stocks worry SAIL";

(b) facts thereof and reaction of Government thereon; and

(c) action Government propose to take?

THE MINISTER OF STATE IN THE MINISTRIES OF INDUSTRY AND STEEL AND MINES (SHRI CHARANJIT CHANANA): (a) Yes, Sir.

(b) and (c). The level of stocks of cooking coal in the integrated steel plants of SAIL has been going down. On 1st February, 1982 steel plants and stocks of 2,34,800 tonnes as compared to 3,38,700 tonnes on 1st October, 1981. State Electricity Boards of Orissa and Madhya Pradesh have imposed restrictions on supply of power to Rourkela and Bhilai Steel Plants respectively. Both these factors have been a cause for anxiety, and efforts are being made at all levels to improve the situation.

**Additional Atomic Power Plants**

1797. SHRI PRATAP BHANU SHARMA:

SHRI R. P. GAEKWAD:

SHRI M. RAMGOPAL REDDY:

Will the PRIME MINISTER be pleased to state:

(a) whether it is a fact that Atomic Energy Commission has envisaged twelve more atomic power plants in the country during next 15 years;

(b) if so, the details thereof; and

(c) what will be our total installed capacity at that time?

THE MINISTER OF STATE IN THE DEPARTMENTS OF SCIENCE AND TECHNOLOGY, ELECTRONICS AND ENVIRONMENT AND OCEAN DEVELOPMENT (SHRI C. P. N. SINGH): (a) No, Sir.

(b) and (c). Do not arise.

**Permission for Tanning Raw Hides by Leather Development Corporation**

1798. SHRIMATI GEETA MUKHERJEE: Will the Minister of INDUSTRY be pleased to state:

(a) whether it is a fact that the Leather Development Corporation, an enterprise in the State sector in West Bengal has been seeking the permission of the Central Government for tanning raw hides and making finished leather for quite some time;

(b) if so, whether Government have given permission to them;

(c) if not, the reasons therefor; and

(d) whether it is also a fact that private firms who have the licence for making finished leather are not utilizing it fully?

**THE MINISTER OF INDUSTRY AND STEEL AND MINES (SHRI NARAYAN DATT TIWARI):** (a) to (c). The West Bengal State Leather Industries Development Corporation were granted an Industrial Licence dated 17-11-1979 for establishment of a service centre for manufacture of finished leather for the benefit of cottage and small scale units. A request has been received from the Corporation for utilising part of the capacity in the service centre for production of finished leather on commercial basis. The request is under consideration of Government.

(d) Precise information is not available. However, capacity utilisation for manufacture of finished leather from hides and skins during 1981 varied between 60 per cent to 70 per cent.

#### Employment for Women

**1799. SHRIMATI GEETA MUKHERJEE:** Will the Minister of PLANNING be pleased to state:

(a) whether in para 27.32 of Sixth Plan it has been stated that "Efforts would be made to offer larger employment for them (meaning women) in the schemes for public distribution system, rural godowns, operation flood II, Dairy Development and social forestry and in armed forces"; and

(b) if so, what is the increase of employment of women in absolute number as well as in percentage in each of the above mentioned fields in the last two years?

**THE MINISTER OF PLANNING (SHRI S. B. CHAVAN):** (a) Yes, Sir.

(b) Sufficient information on the impact of the above schemes on direct and indirect employment of Women is not available.

#### Representation of Hindustan steel construction Ltd.

**1800. SHRI KRISHNA CHANDRA HALDER:** Will the Minister of STEEL AND MINES be pleased to state:

(a) whether Hindustan Steel Construction Ltd. have sent any representation to the Government regarding the approach of the Madhya Pradesh Government towards the organisation's employment policy in Bhilai Steel Plants;

(b) if so, main points of the said representation;

(c) reaction of Government on that representation;

(d) steps taken on that representation by Government; and

(e) if no steps taken, the reasons for the same?

**THE MINISTER OF STATE IN THE MINISTRIES OF INDUSTRY AND STEEL AND MINES (SHRI CHARANJIT CHANANA):** (a) Some communications have been received from Hindustan Steel Works Construction Limited (not Hindustan Steel Constructoin Limited) regarding the approach of the Government of Madhya Pradesh to the workers of its Bokaro Unit who had been transferred to its Bhilai Unit for employment there.

(b) The main points made in the above communications are:—

(i) The workers transferred from HSCL's Bokaro Unit were not allowed to join duties at Bhilai in view of the serious law and order situation.

(ii) HSCL was directed to stop further transfer of the workers from its Bokaro Unit to Bhilai Unit.

(iii) HSCL should do massive recruitment locally before the persons posted from Bokaro could be considered for allowing them to join duty at Bhilai. a

(c) to (e). The matter is under consideration of the Government in consultation with the Government of Madhya Pradesh, HSCL etc. in the context of mobility of labour force of a public sector undertaking of all-India character. Efforts are being made to find an agreed solution of this problem.

**Proposal to set up heavy water plant in M.P.**

1801. SHRI CHIRANJI LAL SHARMA: Will the PRIME MINISTER be pleased to state at what stage is the proposal to set up a heavy water plant in Madhya Pradesh?

THE MINISTER OF STATE IN THE DEPARTMENTS OF SCIENCE AND TECHNOLOGY, ELECTRONICS AND ENVIRONMENT AND OCEAN DEVELOPMENT (SHRI C. P. N. SINGH): Government has no such proposal under consideration.

**Industries Facing Recession in Eastern Region**

1802. SHRI CHIRANJI LAL SHARMA: Will the Minister of INDUSTRY be pleased to state:

(a) whether it is a fact that jute, cotton, textiles, paper and engineering industries in Eastern Region are feeling the impact of recession in recent months; and

(b) if so, measures to be taken to save these industries from recession?

THE MINISTER OF INDUSTRY AND STEEL AND MINES (SHRI NARAYAN DATT TIWARI): (a) and (b). The recent production data of paper and engineering industries does not give evidence of any recessionary trends in these industries.

The cotton textile industry in the country has been experiencing some demand recession. With the cotton prices having stabilised, the industry

should be able to get over this demand recession by suitable price adjustments.

The jute industry is currently suffering from demand recession. The remedial measures taken by Government include the following:

(i) Grant of cash compensatory support for export of jute goods with effect from September, 1981;

(ii) Emergency purchase of one lakh bales of B-Twill bags as one-time operation through DGS&D under the Essential Commodities Act and also repeat order on behalf of State Governments to step up the off-take of jute bags;

(iii) Compulsory use of new bags for packing cement upto 90 per cent.

(iv) Persuading other user-Departments to use more jute bags, instead of synthetic substitutes for packaging of fertilizer, sugar and foodgrains.

(v) Providing additional credit facility for purchase of raw jute by reducing margin by 10 per cent for December, 1981 and 15 per cent for January, 1982.

(vi) A Committee of Secretaries has looked into the Task Force recommendations on Jute Textiles, with regard to demand and supply factors, long-term problems of technological improvements, market promotion and export strategy. Necessary action to implement the recommendations has been initiated.

(vii) Regional and international level consultations among jute producing and consuming countries under the auspices of ESCAP, UNCTAD and FAO, are also being periodically held to formulate joint action programme to stabilise prices and export earnings of the jute producing countries.

**Recommendations of Sivaraman  
Committee on Coir Industry**

1803. SHRI A. NEELALOHITHA-DASAN NADAR: Will the Minister of INDUSTRY be pleased to state:

(a) the main recommendations of the high level Study Team under the Chairmanship of Shri B. Sivaram appointed by Government of India in 1976 in the field of Coir Industry; and

(b) the details of action taken by Government of India on those recommendations?

THE MINISTER OF INDUSTRY AND STEEL AND MINES (SHRI NARAYAN DATT TIWARI): (a) and (b). Government are examining the Report of the High Level Study Team on Coir Industry constituted under the Chairmanship of Shri B. Sivaraman. After the Government takes a final view on the report of the Study Team, appropriate action will be taken on the recommendations contained in the Report.

**Development of Coal Industry in  
Kerala**

1804. SHRI A. NEELALOHITHA-DASAN NADAR: Will the Minister of INDUSTRY be pleased to state:

(a) when a comprehensive scheme for the development of Coir Industry in the State of Kerala was submitted to Government of India;

(b) the action taken by Government of India on it; and

(c) what are the details of the schemes submitted?

THE MINISTER OF INDUSTRY AND STEEL AND MINES (SHRI NARAYAN DATT TIWARI): (a) to (c). The Government of Kerala in 1979 submitted a scheme to the Central Government for the development of coir industry in the State during the period 1978-83 involving an outlay of Rs. 61.62 crores consisting of Rs. 24.24 crores as assistance from the Centre, Rs. 32.38 crores as insti-

tutional finance and Rs. 5 crores as the State Government's contribution under the Plan. The scheme aims at organising of 600 primary co-operative societies, 10 manufacturing societies one marketing federation, opening of sales depots, financial assistance to Kerala State Coir Corporation, undertaking welfare measures etc. In July, 1980, the Kerala Government had sent proposal for the revised Five Year Plan 1980-85 within the same broad scheme mentioned above, but seeking to raise the State Plan outlay to Rs. 14.88 crores (as against Rs. 5 crores as envisaged earlier).

This was discussed with the State Government of Kerala and they have been requested to rework the proposals in the light of the discussions.

**Plan Share of Kerala**

1805. SHRI A. NEELALOHITHA-DASAN NADAR:

SHRI A. K. BALAN:

Will the Minister of PLANNING be pleased to state:

(a) what was the amount of plan share demanded by the Kerala Government during the recent discussion;

(b) what was the amount of plan share agreed by the Government of India; and

(c) what is the reason for the shortage in the allotment of plan share to Kerala?

THE MINISTER OF PLANNING (SHRI S. B. CHAVAN): (a) to (c). It would be appropriate if this information is furnished after the presentation of the State budget for 1982-83.

**Nationalisation of Sree Chitra Tirunal  
Institute for Medical Sciences and  
Technology, Trivandrum**

1806. SHRI A. NEELALOHITHA-DASAN NADAR: Will the Minister of SCIENCE AND TECHNOLOGY be pleased to state:

(a) when the Sree Chitra Tirunal Institute for medical Sciences and

Technology, Trivandrum was taken over by the Government of India;

(b) what was the investment made by Government of India after the take over;

(c) the details of the investment; and

(d) the details of staff working in the Institute?

**THE MINISTER OF STATE IN THE DEPARTMENTS OF SCIENCE AND TECHNOLOGY, ELECTRONICS AND ENVIRONMENT AND OCEAN DEVELOPMENT (SHRI C. P. N. SINGH):**  
 (a) The Sree Chitra Tirunal Medical Centre, which was originally set up as an autonomous body in 1974 under the Societies Registration Act, was declared as an Institution of National Importance, constituting it as a statutory body corporate by an Act of Parliament (Act 52 of 1980) under the name Sree Chitra Tirunal Institute for Medical Sciences and Technology, Trivandrum. The Act came into force on the 1st March, 1981.

(b) Since the 1st March, 1981, the Central Government have so far released as grant-in-aid to the Institute a sum of Rs. 105 lakhs under Plan and Rs. 60 lakhs under Non-Plan.

(c) The Plan funds released are mostly for investment in new buildings such as Surgical Block, Post-graduate Hostel; laboratory equipment, hospital instruments, library books and recurring expenses for salary and allowances of staff. The Non-Plan funds are for meeting the hospital expenses, pay of officers and establishment, maintenance of existing buildings and other contingent items.

(d) At present the Institute has a total staff strength of 503; of which 229 are scientists, doctors, technologists and paramedical personnel.

**De-Reservation of posts of Doctors reserved for S.T. and S.C.**

**1807. SHRI BHEEKHABHAI:** Will the Minister of INDUSTRY be pleased to state:

(a) the total number of doctors in his Ministry as on 1st January, 1979 and the percentage of Scheduled Tribes and Scheduled Castes among them;

(b) the total number of posts earmarked for Scheduled Castes and Scheduled Tribes de-reserved during last three years;

(c) the reasons for de-reservation of posts in the last three years;

(d) whether it is a fact that reservation orders issued by his Ministry as late as 1971 though Constitution came into being in 1950;

(e) whether Government are going to make good job-losses to these reserved Communities; and

(f) if so, when?

**THE MINISTER OF INDUSTRY AND STEEL AND MINES (SHRI NARAYAN DATT TIWARI):** (a) In so far as the Ministry proper and attached and subordinate offices thereunder are concerned, there is no post of doctor.

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

(d) No, Sir.

(e) and (f). Does not arise in view of reply to part (d) above.

**अश्लील साहित्य के प्रकाशन तथा विक्री पर प्रतिबन्ध**

**1808. श्री मनोराम बागड़ी:** क्या गृह मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या आजकल अश्लील साहित्य रेलवे बुक स्टालों, राडबेज बुक स्टालों और पुस्तक विक्रेताओं के पास कुल्लुआम बिक रहा है और पत्रिकाओं के मुख्यपृष्ठ पर लड़कियों के नंगे चित्र छापे जाते हैं; और

(ब) यदि हां, तो सरकार ऐसे साहित्य के प्रकाशन और बिक्री पर प्रतिबंध लगाने के लिये क्या उपाय कर रही है और तत्संबन्धी ब्यौरा क्या है ?

गृह मंत्रालय में राज्य मंत्री (श्री निहार रंजन लस्कर): (क) केन्द्र सरकार को अश्लील साहित्य को ऐसी बूली बिक्री के बारे में हाल में कोई विशिष्ट शिकायत प्राप्त नहीं हुई है।

(ब) अश्लील साहित्य के प्रकाशन, बिक्री तथा परिचालन के विरुद्ध कार्रवाई करने के लिए भारतीय दंड संहिता, 1860 की धारा 292 तथा 293 और दंड प्रक्रिया संहिता, 1973 की धारा 95 में पर्याप्त कानूनी उपबंध है। अश्लील साहित्य का बायात भी सीमाशुल्क अधिनियम, 1962 के अधीन निषिद्ध है। अश्लील प्रकाशनों को जब्त करने की शक्तियां राज्य सरकारों को प्रदान की गई हैं। ऐसे अपराधों के लिए मुकदमा भी राज्य सरकारों द्वारा चलाया जाता है।

#### जनसंख्या में वृद्धि का प्रतिशत

1809. श्री रेत सात प्रसाद वर्मा : क्या गृह मंत्री यह बताने की कृपा करेंगे कि

(क) वर्ष 1961 से 1971 तक तथा 1971 से 1981 के दौरान देश में हिन्दुओं, मुसलमानों, सिक्खों, ईसाईयों, बौद्धों तथा जैनिकों की जनसंख्या में कितने-कितने प्रतिशत वृद्धि हुई ;

(ख) क्या सरकार का विचार उन परिवारों पर "जन्म कर" लगाने का है जिनमें बच्चों की संख्या, समानता के सिद्धान्त तथा धर्म निष्पक्षता के विचार से, राष्ट्रीय नीति में परिकल्पित संख्या से अधिक है; और

(ग) यदि हां, तो तत्संबन्धी ब्यौरा क्या है ?

गृह मंत्रालय में राज्य मंत्री (श्री निहार रंजन लस्कर): (क) 1961 से 1971 तक की अवधि के दौरान हिन्दुओं, मुसलमानों, सिक्खों, ईसाईयों, बौद्धों और जैनियों की जनसंख्या में प्रतिशत वृद्धि संलग्न विवरण में दी गयी है। 1971 से 1981 तक की अवधि के दौरान इन धर्मों के

लिये प्रतिशत वृद्धि उपलब्ध नहीं है क्योंकि धर्म के आधार पर जनसंख्या का 1981 की जनगणना सारणीकरण किया जा रहा है।

(ख) जी नहीं, श्रीमान।

(ग) उपर्युक्त (ख) की दृष्टि से प्रश्न नहीं उठता।

#### विवरण

जनसंख्या में वृद्धि का प्रतिशत, 1961-1971

धर्म	1961 से 1971 तक प्रतिशत वृद्धि*
कुल	24.80
हिन्दू	23.69
मुसलमान	30.84
सिक्ख	32.28
ईसाई	32.58
बौद्ध	17.33
जैन	28.49

\*इससे अरुणाचल प्रदेश शामिल नहीं है जिसके 1961 के तुलनात्मक आंकड़े उपलब्ध नहीं हैं क्योंकि 1961 की जनगणना के समय सामान्य अखिल भारतीय सांख्यिकी का बजाय 297,853 व्यक्तियों की एक संक्षिप्त सांख्यिकी बनाई गई थी।

#### Annual Plan Size for 1982-83 for Assam

1810. SHRI SANTOSH MOHAN DEV: Will the Minister of PLANNING be pleased to state:

(a) the annual plan size fixed for Assam for 1982-83;

(b) the total Sixth Plan outlay for Assam;

(c) whether in view of new power and irrigation projects in the State, special consideration for Assam will be assured by the Planning Commission;

(d) whether provision has also been made for Bongaigaon and Namrup



Projects and Borgoloi thermal plant projects; and

(e) if so, the details thereof?

THE MINISTER OF PLANNING (SHRI S. B. CHAVAN): (a) to (e). The Sixth Plan 1980-85 outlay for Assam is Rs. 1115 crores. Regarding the details of the Annual Plan 1982-83, it would be appropriate if the information is furnished after the State's Budget is presented to the Legislature.

Financial Grant to Orissa and Bihar for rehabilitation of bonded labour

1811. SHRI CHINTAMANI JENA: Will the Minister of LABOUR be pleased to state:

(a) whether it is a fact that Central Government have granted some finances to the States while sponsoring the Bonded Labour Scheme; and

(b) if so, the details regarding this financial grant made to the States of Orissa and Bihar for their rehabilitation during 1981-82?

THE DEPUTY MINISTER IN THE MINISTRY OF LABOUR (SHRI DHARMAVIR): (a) and (b). The incidence of bonded labour system had been reported from ten States including Orissa and Bihar.

The Bonded Labour System (Abolition) Act, 1976 is implemented by the State-Governments. With a view to supplementing the States' efforts and accelerating the process of rehabilitation of freed bonded labourers, a Centrally Sponsored Scheme was introduced in 1978-79 under which matching assistance on 50 : 50 basis, is provided to the States for the rehabilitation of bonded labourers. The funds released under the Scheme during 1981-82 (upto 31.1.1982) to the States of Orissa and Bihar for the rehabilitation of freed bonded labourers, is as follows:—

State	No. of bonded labourers covered.	Funds released
Orissa	4,938	49,33,000/-
Bihar	361	3,61,000R-

Know-How Programmes through E.T.T.D.C.

1812. SHRI CHINTAMANI JENA: Will the PRIME MINISTER be pleased to state:

(a) whether it is a fact that Central Government have framed certain programmes through the Electronic Trade and Technology Development Corporation (Know-how) throughout the country;

(b) if so, the details regarding the States which are going to be benefited; and

(c) whether any request from the State of Orissa has also been made to the Union Government to include that State in the programme?

THE DEPUTY MINISTER IN THE DEPARTMENT OF ELECTRONICS (SHRI M. S. SANJEEVI RAO): (a) and (b). The Government, through ETTDC, is encouraging spread of the Electronic Industry in rural and backward areas. ETTDC have developed a set of products so that assembly by relatively untutored and unskilled labour is possible. ETTDC is proposing to give free know-how to entrepreneurs in such rural areas and also free training. Raw materials and components are to be supplied in kit form according to the quantity to be produced by each entrepreneur. The products are also such that they could be marketed locally or centrally by ETTDC and State Corporations. No specific States have been identified so far for such promotional work by ETTDC.

(c) No Sir.

Export of India's Mini TV sets

1813. SHRI CHINTAMANI JENA; SHRI K. MALLANNA:

Will the PRIME MINISTER be pleased to state:

(a) whether some foreign countries have shown their interest in importing India's mini-TV sets recently;

(b) if so, the names of such countries; and

(c) the details regarding the negotiations held if any?

THE DEPUTY MINISTER IN THE DEPARTMENT OF ELECTRONICS (SHRI M. S. SANJEEVI RAO): (a) Yes, Sir.

(b) Algeria, Zimbabwe, Nigeria, USA, Belgium and Panama.

(c) Tender offer is under consideration in the case of Algeria, while the offers for Nigeria and Zimbabwe are in the final stages of negotiation.

**News Item "Cheating by Police Alleged"**

1814. SHRI RAJNATH SONKAR SHASTRI: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether Government's attention has been drawn to the news item appearing in Indian Express dated 17th January, 1982 captioned "Cheating by police alleged" highlighting the helping of wards by several police officials in the selection test conducted on 14th January, 1982;

(b) if so, the reaction of Government thereto; and

(c) whether any investigations have been made into the matter, if so, with what results?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS AND DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI P. VENKATASUBBAIAH): (a) Yes, Sir.

(b) and (c). The matter has been looked into by the Commissioner of Police and the allegation made in the Press Report has not been substantiated.

**Additional amount for irrigation targets**

1815. SHRIMATI PRAMILA DANDAVTE;  
SHRI R. P. YADAV:

Will the Minister of PLANNING be pleased to state:

(a) whether it is a fact that Irrigation Ministry has sought an additional Rs. 150 crores for this year to meet new targets;

(b) whether the new targets contain irrigation facilities; and

(c) if so, the details thereof?

THE MINISTER OF PLANNING (SHRI S. B. CHAVAN): (a) to (c). Yes, Sir; The Ministry of Irrigation have requested an advance plan assistance of Rs. 150 crores to the States for the current year in order to step up the tempo of creation of irrigation potential to 2.6 m.ha. during the current year from 2.4 m.ha. achieved last year and to build up the tempo still further keeping in view the Sixth Plan target of achieving 13.7 m.ha.

**Aid for irrigation facilities under 20-Point programme**

1816. SHRIMATI PRAMILA DANDAVATE: Will the Minister of PLANNING be pleased to state:

(a) whether aid for any new plan of irrigation facilities under new 20-point programme has been sought by the Government of Maharashtra; and

(b) if so, the details thereof?

THE MINISTER OF PLANNING (SHRI S. B. CHAVAN): (a) No, Sir.

(b) Does not arise.

**Increase in saleable steel stocks**

1817. SHRI CHITTA BASU: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether it is a fact that there has been of late, steep increase in the

saleable steel stocks with the plants; and

(b) if so, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRIES OF INDUSTRY AND STEEL AND MINES (SHRI CHARANJIT CHANANA): (a) The stock of saleable steel at the six integrated steel plants (including TISCO) and in the stockyards at various places in the country was as follows:

(‘000 tonnes)

DATE	STOCK
1.4.1981	647.4
1.2.1982	1149.4
1.10.1981	862.3
1.1.1982	1015.6
1.1.1982	842.0

(b) Increase in production has not been matched by the increase in demand.

**Consortium for exploited development potentials**

1818. SHRI CHITTA BASU: Will the Minister of SCIENCE AND TECHNOLOGY be pleased to state:

(a) whether Government contemplate to set up a consortium to identify area by area, the under exploited development potentials;

(b) if so, whether any specific step has since been taken in this direction; and

(c) if so, details thereof?

THE MINISTER OF STATE IN THE DEPARTMENTS OF SCIENCE AND TECHNOLOGY, ELECTRONICS AND ENVIRONMENT AND OCEAN DEVELOPMENT (SHRI C. P. N. SINGH):

(a) Discussions have been held on the possibility of setting up a consortium of survey organisations in the country

to identify, area by area, the under-exploited developmental potential, specially in the economically under-developed regions of the country.

(b) and (c). Since these discussions were held in the context of reducing unemployment amongst qualified S & T personnel, the recently set up National S and T Entrepreneurship Development Board will look into the modalities of setting up such a consortium.

**Palekar Award-formation of Committees by Government of West Bengal, Tripura and Orissa for implementation thereof**

1819. SHR RASA BEHARI BEHRA: Will the Minister of LABOUR be pleased to state:

(a) whether State Government of West Bengal, Tripura and Orissa have formed any committee to look into the problem of implementing the Palekar Award in the newspapers of these States;

(b) if so, the details of the Committees in these States and the details of the functioning of these Committees with the details of the cases brought to the notices of the Committees and the action taken thereon; and

(c) the details of the result achieved upto date in proper implementation of Palekar Award for the journalists in these States?

THE DEPUTY MINISTER IN THE MINISTRY OF LABOUR (SHRI DHARMAVIR): (a) The State Government of West Bengal has constituted a Committee to look into the problems of implementation of the Government orders on the recommendations of Palekar Tribunals. The Government of Orissa has not formed any such Committee. There is no intimation from the Government of Tripura in this regard.

(b) Details of the Committee constituted by the Government of West Bengal is given in the attached statement at Annexure I. As the Committee is responsible to the State Government,

which is the appropriate Government for implementation, it has not been reporting the cases considered by it to the Central Government.

(c) The position of implementation in these States as reported by the State Government, is given in the statement attached at Annexure II.

#### Statement-I

Statement referred to in Answer to Part (e) of Unstarred Question No. 1819 for answer on 3-3-1982

*Detail of the Committee set up by the Government of West Bengal to oversee the implementation of the recommendations of the Palekar Tribunals*

1. Shri Adhir Chakraborty Press & Information Adviser, Department of Information and Cultural Affairs, Govt. of West Bengal . . . . . Chairman
2. Shri A.K. Mukherjee, Asstt. Labour Commissioner, Labour Directorate, Government of West Bengal . . . . . Secretary
3. One representative of the Labour Department Government of West Bengal . . . . . Member
4. One representative of the Department of Information and Cultural Affairs, Govt of West Bengal . . . . . Member
- 5 to 10. Six representatives of the Indian and Eastern Newspaper Society (I.E.N.S.) . . . . . Members
- 11-12 Two representatives of the West Bengal Newspapers Employees Federation . . . . . Members
- 13-14 Two representatives of the Indian Journalists Association . . . . . Members
- 15-16 Two representatives of the West Bengal National Union of Journalists . . . . . Members

#### Statement-II

Statement referred to in Part (c) of Unstarred Question No. 1819 for answer on 3-3-1982.  
(Position of Implementation)

Sl. No.	Name of the State/ Union Territory	Establishments which have implemented the recommendations	Establishments which have not implemented the recommendations	Remarks
1	2	3	4	5
1.	West Bengal	1. The Jugantar Ltd. 2. Amrita Bazar Patrika Ltd.@ 3. Ananda Bazar Patrika@ 4. Sangmarg Hindi Daily 5. Vishvmitra Hindi Daily 6. Satajug Publications (P) Ltd.@ 7. The Gazi 8. The Azad Hind Daily Urdu	1. Economic Times 2. Dainik Akshar 3. Malantar Patrika 4. Ganasakti 5. Jannania Bengal Daily	Case in Court.  Have no regular Journalist or non-Journalist

@Arrears not paid, legal action being taken.

1	2	3	4	5
		9. The Daily Nav Prabhat	6. Ghazi Urdu Daily	
		10. Deshpran Punjabi Daily	7. Abshar Urdu Daily	
		11. The Basumati Corpn. Ltd.	8. Lok Sevak	
		12. The Statesman@		
		(14 remaining small concerns have yet to be inspected)		
2. Orissa		1. Prajatantra*		
		2. The Samaja		
		3. The Matrubhumi		
		4. The Dharitri*		
		5. The Pragatibadi@		
		6. The News of the World		
		7. The Swarajya@		
3. Tripura		Not implemented by any newspaper in the State. It has been reported by the State Government that efforts are being made to secure implementation of the recommendations in the State.		

\* Legal action is being taken by the State Govt. for partially implementing the recommendations of Palekar Tribunals.

@ Arrears not paid, legal action being taken.

**Bogus Industrial Units**

1820. SHRI NAVIN RAVANI:  
SHRI MOHANLAL PATEL:

Will the Minister of INDUSTRY be pleased to state:

(a) whether there are hundreds of bogus industrial units functioning in India;

(b) if so, whether any checking has been made in this regard by Centre and State Industrial Departments;

(c) if so, the findings thereof;

(d) the action taken against the offenders; and

(e) the number of such cases, State-wise?

THE MINISTER OF INDUSTRY AND STEEL AND MINES (SHRI NARAYAN DATT TIWARI): (a) to (e). The performance of industrial units re-

gistered with various agencies of States and Central Governments is reviewed by the registering authority from time to time. If the unit is found to have ceased to function, and if the circumstances so warrant, it is removed from the list of registered units.

**Foreign Nationals Entering Assam With Mischievous Intentions**

1821. SHRI N. E. HORO: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether it is a fact that the Home Minister has stated that the foreign nationals, who had entered Assam and other north-eastern States with mischievous ideas and bad intentions would be ousted from the country;

(b) if so, whether some foreign nationals' activities had also been

found anti-Government during the last two years in that State; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI NIHAR RANJAN LASKAR):

(a) At a news conference in Kohima, Home Minister said, that genuine Indian nationals would not be ousted in the name of foreigners and that the foreign nationals would be detected and ousted from the country.

(b) and (c). Government are vigilant in the matter. Apart from detecting infiltrators on a continuing basis, appropriate proceedings are initiated in specific cases under relevant laws.

#### Aims and Objective of C.S.L.O.

1822. PROF. AJIT KUMAR MEHTA: Will the Minister of SCIENCE AND TECHNOLOGY be pleased to state:

(a) whether it is a fact that the conditions prevailing at the Central Scientific Instruments Organisation (CSIO) in Chandigarh are hardly conducive to the fulfilment of the aim and objectives of the organisation and that the officials including certain scientists have been indulging in giving out know-how and technology to outsiders for use in the industrial units; and

(b) if so, details thereof stating the measures taken/proposed to be taken by the Government in the matter?

THE MINISTER OF STATE IN THE DEPARTMENTS OF SCIENCE AND TECHNOLOGY, ELECTRONICS AND ENVIRONMENT AND OCEAN DEVELOPMENT (SHRI C. P. N. SINGH): (a) No, Sir. The Central Scientific Instruments Organisation (CSIO), Chandigarh has developed significant capabilities and infrastructure in the field of instrumentation and has several accomplishments to its credit. The research projects of the Institute are approved by its Research Advisory Council/Executive

Committee and are reviewed from time to time to see that they are in consonance with the National goals and priorities and guidelines indicated by the CSIR.

Regarding release of know-how, it is stated that in terms of the agreement between the Council of Scientific and Industrial Research (CSIR) and National Research Development Corporation (NRDC) rights on inventions, patents and technical and engineering "knowhow" developed in the Laboratories of CSIR such as CSIO are assigned to NRDC for release to the industry except in cases where, for special reasons, the Director-General, Scientific and Industrial Research in consultation with the Chairman of the NRDC, decides to exclude them from the purview of this agreement. Except for a few very minor processes, no process of CSIO has been approved for direct release.

(b) Does not arise.

#### Problems and Facilities for Small Scale Industries

1823. PROF. AJIT KUMAR MEHTA:

SHRI RAJESH KUMAR SINGH:

SHRI B. D. SINGH:

Will the Minister of INDUSTRY be pleased to state:

(a) the existing facilities available for the development of rural industries products in the matter of procurement of raw material, design development, improved tools and equipment and marketing of the products;

(b) whether any assessment with regard to the problems being faced by the rural industries has been made by Government with a view to removing the bottlenecks, if any, in the development of the products and marketing; and

(c) if so, the details thereof and the steps contemplated by Government in this regard?

**THE MINISTER OF INDUSTRY AND STEEL AND MINES (SHRI NARAYAN DATT TIWARI):** (a) to (c). The development of rural industries is being looked after by the Khadi and Village Industries Commission (in respect of 22 types of traditional and village industries) and by the State Governments. To help the rural industries, the Centrally sponsored district industries centres programme which aims at developing village, tiny and small industries on a widely dispersed basis has been initiated since 1978-79 to provide support and services to the entrepreneurs in procuring raw materials and marketing of the products. The DICs arrange training of the existing and prospective artisans by giving stipends in various trades and after the training is over, tool kits are provided to them on 100 per cent subsidy basis subject to a limit of Rs. 500 per trainee. The artisans are also subsidised for setting up of workshop and purchase of machinery. With regard to design development, the existing facilities under Small Industries Development Organisation for development of products through the net work of SISIs, Branch SISIs and Extension Centre as well as the Process-cum-Product Development Centres are available to the rural industries. The KVIC has set up raw material banks for cotton, raw-wool, edible and non-edible oil seeds, splints and veneers. KVIC's pattern of assistance provides for working capital loans for stocking of raw materials at 4 per cent interest for village industries and no interest is charged for Khadi loans. The Commission imparts training in manufacture of articles in conformity with changing pattern of demand. The Commission also undertakes research and development under its science and technology plan for design development, improving the productivity, reducing the drudgery and improving

the earnings of the artisans. In order to assist the marketing of Khadi and Village industries products, the Commission has evolved a net-work of distribution channels consisting of a dozen Khadi Gramodyog Bhavans in Metropolitan cities in the country, 3500.

Khadi Gramodyog Bhavans and 7500 sales outlets at the production points. Continuous assessment of the problem of the rural entrepreneurs are done by KVIC and DICs and ways and mean are found out to solve their problems.

**Deaths due to Fires and Explosions in Cracker Factories in South**

1824. **SHRI D. M. PUTTE GOWDA:** Will the Minister of INDUSTRY be pleased to state:

(a) whether every year a number of deaths take place in cracker factories in South due to fire and explosions;

(b) if so, details of such deaths during the last three years and the particulars of such factories;

(c) the amount of compensation given in such cases by Government and factory owners; and

(d) the steps proposed by Government to minimise such mishaps?

**THE MINISTER OF INDUSTRY AND STEEL AND MINES (SHRI NARAYAN DATT TIWARI):** (a) to (d). Relevant information is being collected and will be laid on the Table of the House.

**Revision of Delhi Annual Plan 1982-83**

1825. **SHRI D. M. PUTTE GOWDA:**  
**SHRI BHIKU RAM JAIN:**  
**SHRI H. K. L. BHAGAT:**

Will the Minister of PLANNING be pleased to state:

(a) whether it is a fact that the annual plan for Delhi for 1982-83 has been revised;

(b) if so, details thereof; and

(c) what steps for improvement of electricity, industrial sector, agriculture, housing and urban development, sewage, hospital construction, road and bridges, and education expansion are proposed to be taken?

**THE MINISTER OF PLANNING (SHRI S. B. CHAVAN):** (a) to (c). The Annual Plan, 1982-83, of Delhi has been finalised recently at Rs. 200 crores after discussions between the Planning Commission and the Lt. Governor, Delhi. The Plan size of this order provides Rs. 423.45 lakhs for Agriculture and Allied Services, Rs. 3140.00 lakhs for Power, Rs. 597.50 lakhs for Industry and Minerals, Rs. 3280.00 lakhs for Roads and Bridges, Rs. 2077.89 lakhs for General Education, Rs. 1620.00 lakhs for Medical, Public Health and Sanitation, Rs. 2842.00 lakhs for Sewerage and Water Supply, and Rs. 3543.00 lakhs for Housing and Urban Development.

**Publication of result of Section Officers Departmental Examination by UPSC**

1826. **SHRI JAGPAL SINGH:** Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether UPSC does not publish the result of the Section Officers Departmental Examination in the newspapers when it is done in the case of others;

(b) if so, the steps taken to publish the same in the newspapers;

(c) what were the basis for starting the S.Os Departmental Examination; from which year did it start; what has been the ratio of successful stenographers in competing S.Os Examinations;

(d) the basis of giving selection grade to the Stenographers and whether there is any percentage fixed for that; and

(e) if so, the reasons thereof and steps taken to remove the stagnation?

**THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS AND DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI P. VENKATASUBBAIAH):** (a) and (b). No, Sir. As in the case of other examinations conducted by the Commission, copies of the Press Note containing result of S.Os./Stenographers' Grade B'/Grade I) Limited Departmental Competitive Examination are forwarded by the Commission to the Press Information Bureau who transmit them to various newspapers of the country for publication. Copies of the result are also sent to the Employment News for publication.

(c) The basis for starting this examination was to provide avenues of accelerated promotion to young and meritorious Assistants. The first examination was conducted in 1955. Out of 215 candidates who were declared finally qualified on the results of the Combined Limited Departmental Competitive Examination, 1980, there were 93 Stenographers.

(d) and (e). Having regard to the stagnation in Grade 'C' of the Central Secretariat Stenographers Service, a Selection Grade has been introduced. The strength of the Selection Grade is 20 per cent of the sanctioned strength of each of the decentralised cadres. Apart from creation of Selection Grade, the Government have also taken the following steps.

(i) Officers in the intermediate level between those of Director (Rs. 2000—2250) and Joint Secretary (Rs. 2500—2750) have been provided Stenographer Grade 'B' instead of Stenographer Grade 'C'.

(ii) Grade 'C' Stenographers with five years regular approved service have been allowed to appear along with Assistants in the limited Departmental competitive examination for promotion to the grade of Section Officers of the Central Secretariat at Service.



**Cement supplied to various States and Union Territories in 1981-82**

1827. SHRI LAKSHMAN MALICK: Will the Minister of INDUSTRY be pleased to state

(a) the total quantities of cement supplied to various States and Union Territories in 1981-82;

(b) whether Government are aware of the severe shortage of cement in some State, like Orissa, Karnataka, Kerala and Rajasthan to undertake the construction work of the various on going projects;

(c) if so, the steps Government propose to take to augment cement allocation to those States in 1982-83 for the speedy construction of various on going projects; and

(d) the details thereof?

THE MINISTER OF INDUSTRY AND STEEL AND MINES (SHRI NARAYAN DATT TIWARI): (a) 1,36,38,171 tonnes of cement has been despatched to the States and Union Territories under the State Category during the first ten months of the year 1981-82.

(b) There is a general scarcity of cement in the country including the State of Orissa, Karnataka, Kerala and Rajasthan. To this extent some of the construction work might have been adversely affected in these States.

(c) and (d). With the announcement of the policy in regard to cement prices and distribution involving dual prices and partial decontrol of cement with effect from 28-2-1982 and also with the materialisation of additional capacities during the year 1982-83, availability of cement in the country during the year 1982-83 is expected to improve to meet the requirement of various sectors.

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**Strengthening of Home Guard for Communal and caste harmony**

1828. SHRI LAKSHMAN MALICK: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether Government have a proposal to introduce a Central Scheme for the strengthening of the home guards in various States to assist in preservation of communal and caste harmony;

(b) if so, whether such scheme has been proposed to be introduced in financial year 1982-83; and

(c) the details about the guidelines proposed to be sent to various State Governments to take all possible steps to check communal riots?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI NIHAR RANJAN LASKAR):

(a) Home Guards is a Voluntary Force raised under State Home Guards Acts. Promotion of communal harmony and to give assistance to the administration in protecting weaker sections of the society is one of their assigned roles, which they are already performing as and when they are called upon for that purpose by the State Governments. There is, therefore, no fresh proposal to introduce a Central Scheme for strengthening of Home Guards for preservation of communal and caste harmony in States.

(b) Does not arise.

(c) Guidelines have already been issued to the States in respect of Home Guards on the following lines:

(i) To utilise Home Guards in assisting the administration in preventing and controlling communal disturbances and protecting weaker sections of the society.

(ii) To ensure that local minority groups, scheduled castes and

scheduled Tribes are adequately represented in the Home Guards organisation.

(iii) To deploy them in greater numbers alongwith the Police in sensitive areas for maintenance of communal harmony.

**Production strategy of the public sector steel plants**

1829. SHRI B. V. DESAI: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether Government have decide to revamp the production strategy of the public sector steel plants under the Steel Authority of India Limited with a view to improving their economic viability;

(b) whether this decision of Government was to remove the anxiety over the gradual decline in the performance of the public sector plants both in terms of profitability and production efficiency; and

(c) what are the main features of the new production strategy and to what extent this scheme has brought fruits and has improved the efficiency of the steel plants?

THE MINISTER OF STATE IN THE MINISTRIES OF INDUSTRY AND STEEL AND MINES (SHRI CHARANJIT CHANANA): (a) to (c). Performance of public sector steel plants has been improving during the last two years. During the current year 1981-82, the production of saleable steel is expected to be of

the order of 5.7 million tonnes as compared with 4.75 million tonnes during 1980-81. The production strategy which is being adopted from now onwards is to harmonise the production programmes of steel plants with the demand profile. The emphasis will, therefore, be not on production of gross tonnage but on the product-mix would meet the demand for different items of steel in the country. Results of this strategy would be seen over a period of time. ✍

**Saleable steel production**

1830. SHRI B. V. DESAI:  
SHRI EBRAHIM SULAIMAN SAIT;  
SHRI RAJESH KUMAR SINGH:

Will the Minister of STEEL AND MINES be pleased to state:

(a) what was the total production of saleable steel during 1980-81 and to what extent it was higher in 1981-82;

(b) what are the details regarding the steel targets production fixed by Government during 1980-81; and

(c) what was the steel production targets for the year 1981-82?

THE MINISTER OF STATE IN THE MINISTRIES OF INDUSTRY AND STEEL AND MINES (SHRI CHARANJIT CHANANA): (a) and (b). The position with regard to five public sector steel plants was as follows:—

(<sup>000</sup> tonnes)

Production during 1980-81	Production during 1981-82 Apr., 81-Jan, 82	Production during 1980-81 Apr. 80-Jan. 81	1981-82 as variance over 1980-81 (%)
4746*	4514*	3708*	(- ) 22 (approx.)*

\*Excluding transfer of HR coils from Bokaro to Rourkela and Rolling of BSP Billets at IISCO.

(c) The target for production of saleable steel by the public sector steel plants for the current year was fixed at the commencement of the year at 5.73 million tonnes. In September 1981, it was revised upwards to 6.3 million tonnes on the assumption that infrastructural support at a higher level would be available for the remaining period of the year. But since this assumption did not materialise, for all practical purposes, the production programme of the plants remained geared to the original target of 5.73 million tonnes.

#### Demand of Bajaj Scooters

1831. SHRI SOMJIBHAI DAMOR: Will the Minister of INDUSTRY be pleased to state:

(a) whether there is a heavy demand of Bajaj and Priya Scooters in the country; and

(b) if so, the number of pending cases of delivery, booking and quota for delivery dealer-wise in the country upto January, 1982?

THE MINISTER OF INDUSTRY AND STEEL AND MINES (SHRI NARAYAN DATT TIWARI): (a) Yes, Sir.

(b) A statement is in regard to the orders booked and pendency in supplies is laid on the Table of the House. [*Placed in Library. See No. LT-3466/82.*] The manufacturers have reported that the actual allocations to the dealers are made on a quarterly basis having regard *inter alia* to estimated production pendency of orders, past supplies, waiting period etc.

#### Demand and Production of Scooters

1832. SHRI SOMJIBHAI DAMOR: Will the Minister of INDUSTRY be pleased to state:

(a) whether there is acute shortage of two-wheeler scooters in the country;

(b) if so, the reasons therefor;

(c) the demand of various types of two-wheelers during the year ending December, 1981;

(d) the production of various types of two-wheelers during the last three years i.e. 1978-79; 1979-80 and 1980-81; and

(e) the measures Government propose to take for the easy delivery of these scooters?

THE MINISTER OF INDUSTRY AND STEEL AND MINES (SHRI NARAYAN DATT TIWARI): (a) and (b). While there is a substantial waiting list in respect of the Bajaj and Priya Scooters, other makes are readily available.

(c) The Sub-Group on Automobile and Allied Industries of the Working Group set up by the Planning Commission has estimated the demand for all types of two wheelers including scooters at 5,41,000 Nos. during the year 1981-82. Out of this, the demand for Scooters alone was estimated at about 2,46,000 Nos.

(d) The production of various types of two-wheelers during the last three years as reported by the manufacturers is:

(Production in Nos. )

	1978-79	1979-80	1980-81
Scooters	1,75,203	1,55,445	2,13,068
Mopeds	47,595	71,822	1,29,894
Motor-cycles	87,427	91,108	1,04,164

(e) Various measures taken by Government to increase the production of 2-wheeler scooters include approval for substantial expansion of the capacity by M/s. Bajaj Auto Limited from 80,000 Nos. to 1,00,000 Nos. and provision of funds to M/s. Scooters India Limited, a public sector undertaking, towards rehabilitation and modernisation and for increasing the production.

**Allotment of Scooters on Priority basis by M/s. Maharashtra Scooters Ltd.**

1833. SHRI SOMJIBHAI DAMOR: Will the Minister of INDUSTRY be pleased to state:

(a) whether the shareholders of M/s. Maharashtra Scooters Ltd. were allotted scooters on priority basis by draw of lots;

(b) if so, the number of unsuccessful shareholders who got 3:5.50 and above shares respectively;

(d) if not, the reasons therefore; and

(e) the criteria to allot the scooters on priority to its employees and dealers?

THE MINISTER OF INDUSTRY AND STEEL AND MINES (SHRI NARAYAN DATT TIWARI): (a) to (d). Maharashtra Scooters Limited have reported that under a scheme for priority allotment of Priya scooters to the initial shareholders of the company as set out in the prospectus at the time of public issue of shares, 12,000 scooters were allotted on priority to initial shareholders. 12,318 initial shareholders exercised option for the allotment of Priya scooters. The company allotted scooters to 12,000 shareholders on priority by drawn of lots in accordance with the terms mentioned in the prospects and 318 initial shareholders were unsuccessful in obtaining priority allotment. There is no proposal to allot scooters on priority basis to the shareholders who were un-

successful as the scheme as outlined in the prospectus was limited to the allotment of 12,000 scooters only.

(e) The manufacturers have stated that an employee, who is confirmed, with a minimum service of three years and has a basic salary of Rs. 500/- and above is considered for priority allotment. No scooters are allotted by the manufacturers on priority to their dealers.

**Setting up of Industries by M.R.T.P. Houses**

1834. SHRIMATI JAYANTI PATNAIK: Will the Minister of INDUSTRY be pleased to state:

(a) the policy of Government in issuing industrial licences to large and Monopolies Restrictive Trade Practices Houses in industrially backward States;

(b) whether he is aware that in an industrially backward State like Orissa with abundant natural resources, the industrial development is based on mineral based industry which are capital intensive and unless large House, with large funds for investment are given encouragement development cannot come about; and

(c) whether he would consider liberalisation of licensing policy in favour of large Houses for setting up industries in backward States like Orissa to ensure removal of regional disparity in the field of industrialisation?

THE MINISTER OF INDUSTRY AND STEEL AND MINES (SHRI NARAYAN DATT TIWARI): (a) to (c). One of the important objectives of Government's industrial policy is to correct regional imbalances and to secure industrialisation in backward areas. With a view to achieve this objective, preference is given for setting up industries in backward areas and comparatively less industrially developed areas. This preference is available for MRTP/FERA as well as non-MRTP/non-FERA companies.

However, MRTP and FERA Companies are eligible to set up industries included in Appendix-I to the Press Note of 2nd February, 1973. For setting up industries in other fields they have to undertake an export obligation of 60 per cent, if the item is not reserved for small scale and 75 per cent, if the item is reserved for small scale. Several concessions and facilities are also provided for setting up of industries in backward areas. These include Central Investment Subsidy, Concessional finance, seed/margin money at low rate of interest, income tax reliefs, preferential treatment for hire purchase of machinery by small scale units, consultancy arrangements etc.

**Chandaka Nucleus Industrial Complex Orissa**

1835. SHRIMATI JAYANTI PATNAIK: Will the Minister of INDUSTRY be pleased to state:

(a) whether Government are aware that development of infrastructure in the backward areas where nucleus industrial complexes are being set up is vitally essential;

(b) whether Central Government would allocate funds to the State to meet the cost of development of such infrastructure in the nucleus complexes;

(c) whether a proposal has been recommended by the working group in respect of Chandaka Nucleus Industrial Complex in Orissa for Central grant to cover the infrastructural expenses; if so, the details thereof; and

(d) when this grant is being made available to the State Government?

THE MINISTER OF INDUSTRY AND STEEL AND MINES (SHRI NARAYAN DATT TIWARI): (a). Yes, Sir.

(b) to (d). The differential set of incentives and concessions to be made available in districts/areas identified for nucleus plant programme are

under active consideration of the Government.

The Task Force on Chandaka has recommended that the total cost of developing infrastructure in the first phase would be about Rs. 10.00 crores.

**Proposal to set up Paper Plants in Orissa**

1836. SHRIMATI JAYANTI PATNAIK: Will the Minister of INDUSTRY be pleased to state:

(a) whether Government have a proposal to set up some paper plants in the country during the Sixth Plan period;

(b) whether application have come from the State of Orissa for permitting to set up paper plant in that State;

(c) if so, whether Government have a proposal to set up paper plants in Orissa in 1982-83; and

(d) the details about the locations and progress made so far in this regard?

THE MINISTER OF INDUSTRY AND STEEL AND MINES (SHRI NARAYAN DATT TIWARI): (a). The Hindustan Paper Corporation Ltd., a Public Sector Enterprise, is actively engaged in the setting up of three integrated pulp and paper mills in the public sector in Nagaland and Assam during the Sixth Plan period.

(b) An application has been received from the Industrial Promotion and Investment Corporation of Orissa Ltd. for setting up an integrated pulp and paper mill with a capacity of 50,000 tonnes per annum, at District Bolangir, Orissa.

(c) and (d) Consideration of the application has been deferred, pending assurance from the State Government of sustained supply of raw materials on a long term basis.

## Issue of Licences

1837. SHRI RASABEHARI BEHERA: Will the Minister of INDUSTRY be pleased to state:

(a) number of industrial licences issued region-wise, State-wise and year-wise during the period 1980-81 and 1981-82;

(b) how many licences issued during the period for setting up industries in the backward regions of States lagging far behind;

(c) whether regional imbalances in industrial development have been given priority for issuing the licences: and

(d) if so, the details?

THE MINISTER OF INDUSTRY AND STEEL AND MINES (SHRI NARAYAN DATT TIWARI): (a) and (b). A Statement is enclosed.

(c) and (d). An important objective of Government policy as also of industrial licensing is to correct regional imbalance and to secure the industrialisation of backward areas. The Industrial Policy Statement of July, 1980 lays stress on this objective and specifically States that the Government have decided to encourage dispersal of industry and setting up of units in industrially backward areas.

In this context, the Government have taken several measures to encourage the dispersal of industries to backward region of the country. The Government is giving special consideration to applications showing preference for establishing industrial undertakings in backward areas, both in notified backward districts/areas as well as industrially backward States. It has also been decided that applications for industrial licences for locations in 'No Industry districts' will be given over-riding preference over applications for all other location.

## Statement

*Statement showing Zone-wise State-wise break up of the total number of Industrial Licences granted the Licenses granted during 1981 and Jan. 82 and the share of backward areas*

Zone /State	Number of Industrial Licenses granted					
	1980		1981		Jan 1982	
	Total	Share of Backward Areas	Total	Share of Backward Areas	Total	Share of Backward Areas
All India . . . . .	475	147	476	165	44	16
North Zone . . . . .	62	21	72	28	6	..
Jammu & Kashmir . . . . .	1	1	3	3	1	..
Punjab . . . . .	18	8	17	6	1	..
Himachal Pradesh . . . . .	2	1	1	1	1	..
Rajasthan . . . . .	15	9	26	14	1	..
Haryana . . . . .	20	2	22	4	2	..
Chandigarh . . . . .	1	..	1	..	..	..

Zone State	1980		1981		Jan. 82	
	Total	Share of Backward Areas	Total	Share of Backward Areas	Total	Share of Backward Areas
Delhi . . . . .	5	..	2	..	..	..
<i>Central Zone</i> . . . . .	48	15	30	17	4	1
Madhya Pradesh . . . . .	18	10	15	11	..	..
Uttar Pradesh . . . . .	30	5	24	6	4	1
<i>West Zone</i> . . . . .	194	51	197	56	18	7
Dadra & Nagar Haveli ; . . . . .	..	..	..	..	..	..
Goa, Daman & Diu . . . . .	2	2	5	5	1	1
Gujarat . . . . .	85	27	70	26	3	1
Maharashtra . . . . .	107	22	114	25	14	5
<i>East Zone</i> . . . . .	35	13	49	15	3	..
Bihar . . . . .	4	2	10	1	1	..
Orissa . . . . .	8	5	5	3	..	..
West Bengal . . . . .	23	6	24	11	2	..
West Bengal . . . . .	23	6	24	11	2	..
<i>South Zone</i> . . . . .	130	45	110	44	12	8
Andhra Pradesh . . . . .	42	15	39	19	3	2
Karnataka . . . . .	40	14	25	7	1	..
Kerala . . . . .	11	3	15	7	1	1
Pondicherry . . . . .	..	..	1	1	..	..
Tamil Nadu . . . . .	37	13	30	10	7	5
<i>North East Zone</i> . . . . .	5	1	5	3	..	..
Arunachal Pradesh . . . . .	..	..	..	..	..	..
Assam . . . . .	5	1	4	2	..	..
Manipur . . . . .	..	..	1	1	..	..
Meghalaya . . . . .	..	..	..	..	..	..
Mizoram . . . . .	..	..	..	..	..	..
Nagaland . . . . .	..	..	..	..	..	..
Sikkim . . . . .	..	..	..	..	..	..
Tripura . . . . .	..	..	..	..	..	..

**Distribution of Cement in Maharashtra**

1838. SHRI MADHU DANDAVATE: Will the Minister of INDUSTRY be pleased to state:

(a) whether it is true that the distribution of Cement in Maharashtra from the ad-hoc allocations of cement from the Centre was not made strictly on the basis of the procedure prescribed by the State Government through its notification; and

(b) if so, will the Centre ensure that in the case of distribution of cement by Maharashtra Government from the ad-hoc quota of cement sent by the Centre, the procedures notified by it will be strictly adhered to

THE MINISTER OF INDUSTRY AND STEEL AND MINES (SHRI NARAYAN DATT TIWARI): (a) and (b). The Cement Controller makes bulk allocation to every State Government in each quarter. A specified quantity is reserved out of it separately for irrigation and power and for small scale industries. Ad-hoc allocations of cement are made by the Cement Controller from time to time to the various State Governments in addition to the basic allocation. The distribution of the State's basic allocation as also of ad hoc allocation is done by the States at their discretion except the quantity pre-reserved for irrigation and power and small scale industries. The Central Government has not laid down any guidelines in this regard.

**Palekar Award**

1839. DR. VASANT KUMAR PANDIT: Will the Minister of LABOUR be pleased to state:

(a) whether Government have directed all State Governments in September, 1981 to submit a list of newspapers who have not yet implemented the Palekar Award;

(b) if so, the up-to-date list, State-wise;

(c) whether the Union Government have directed the State Governments to take legal steps against the erring newspapers, if so, how many have prosecuted, State-wise; and

(d) whether Government propose to exempt small units who have less than 7 on staff, from the implementation of Palekar Award?

THE DEPUTY MINISTER IN THE MINISTRY OF LABOUR (SHRI DHARMA VIR): (a). Yes, Sir.

(b). A statement giving the information sent by State Governments during 1981-82 is laid on the Table of the House. [Placed in Library. See LT-3467/82].

(c). Yes, Sir. Available information on the legal steps taken by State Governments is indicated in the statement referred to above.

(d). No, Sir.

**Regularization of Working of Agencies Recruiting Workers for Gulf Countries**

1840. SHRI V. S. VIJAYARAGHAVAN: Will the Minister of LABOUR be pleased to state:

(a) whether Government propose to regulate the working of private agencies which are recruiting workers for employment in Gulf countries; and

(b) if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF LABOUR (SHRI DARMAVIR): (a) Yes, Sir,

(b) The draft Emigration Bill is in the final stages of consideration.

**BHEL Pitted against French Concern**

1841. SHRI S. M. KRISHNA: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether Bharat Heavy Electricals is pitted against a French concern and several other European suppliers for the supply of electric drive systems of the proposed Virag Steel Plant; and



(b) if so, the reasons for the same despite the established national capabilities in this field?

**THE MINISTER OF STATE IN THE MINISTRIES OF STEEL AND MINES (SHRI CHARANJIT CHANANA):** (a) and (b) It is presumed that the question refers to electric drive systems which are component of the rolling mills. Limited global tenders for the first rolling mill have been issued. In assessment of offers the national capabilities are invariably given due consideration.

**Proposal of West Bengal Government to set up a Stainless Steel Rolling Mill at Durgapur**

1842. SHRI NIREN GHOSH: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether the West Bengal Government submitted a proposal to set up a stainless steel rolling mill at Durgapur;

(b) whether the State Government prepared a project report for the same;

(c) whether the State Government formed a body 4 years ago to expedite the construction of the proposed rolling mill;

(d) if so, whether the project has been cleared and when will construction begin; and

(e) if not, the ground for rejection?

**THE MINISTER OF STATE IN THE MINISTRIES OF INDUSTRY AND STEEL AND MINES (SHRI CHARANJIT CHANANA):** (a) and (b). Yes, Sir.

(c) Government have no information.

(d) and (e). The proposal was turned down by the Government on the grounds that (i) adequate capacity for rolling of steel has already been created and (ii) capacity utilisation in this industry is low.

**Gujarat Government G.I.C. Request to Central Government for setting up a Sponge Iron Project**

1843. SHRI CHHITTUBHAI GAMIT: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether it is a fact that Gujarat Government's Gujarat Industrial Investment Corporation has requested the Central Government to issue letter of intent to set up a sponge iron project using natural gas and iron oxide pellets; and

(b) is it also a fact that Steel Ministry has unnecessarily referred the application of GIIC to the Planning Commission when Government of India confirmed availability of necessary gas?

**THE MINISTER OF STATE IN THE MINISTRIES OF INDUSTRY AND STEEL AND MINES (SHRI CHARANJIT CHANANA):** (a) Yes, Sir.

(b) Planning Commission's advice on certain points was considered necessary. The request of G.I.C. for a letter of intent is under Government's consideration.

**Manhandling of a Scientist of GSI, Lucknow**

1844. SHRI SOMNAHH CHATTERJEE: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether Government are aware that a scientist of the Geological Survey of India's Northern Region, Lucknow was manhandled by a splinter association of the GSI employees on 2 November, 1981;

(b) whether Government are aware that the Scientists Association of that organisation at Lucknow having felt insecure and finding no action being taken by the administration, against the offending officials had gone on a day's mass casual leave thereafter to press for ensuring security of the officers;

(c) whether Government are aware that the allotted room of the GSI Employees Association, Lucknow was broken open and forcibly occupied on 19 October, 1981 by the members of the said splinter group; and

(d) steps taken or proposed to be taken to bring the offending officials to book, ensuring security to the Scientists and other officers inside the office and to restore the possession of the room allotted to the GSI Employees' Association?

THE MINISTER OF STATE IN THE MINISTRIES OF INDUSTRY AND STEEL AND MINES (SHRIMATI RAM DULARI SINHA): (a) and (b). An altercation took place between two officials of Geological Survey of India in Lucknow on 3rd November, 1981 over the signing of the office attendance register. The incident involved only two persons. However, a section of the scientific officers went on one day's casual leave. It is not correct to say that any section of the employees in Lucknow Office of GSI is feeling insecure as a result of this incident;

(c) and (d). A section of the GSI Employees Association is reported to have occupied the office room of the Association in Lucknow. A report has been lodged with the Police by the aggrieved party.

#### Ban on R.S.S. Shakhas

1845. SHRI HARIHAR SOREN: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether it is a fact that his Ministry has advised various State Governments to ban the RSS Shakhas in the premises of education institutions;

(b) if so, the names of States where such advice has been implemented;

(c) whether it is a fact that some State Government have not implemented this decision if so, the names of those State Governments; and

(d) the guidelines proposed to be sent to those State Governments for implementing such decision and when such guidelines are proposed to be sent?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI NIHAR RAMJAN LASKAR):

(a) to (c). In the interest of minimising communal tension and preventing communal disturbances, the State Governments were advised to consider the imposition of restrictions on the holding of R.S.S. Shakhas, particularly in public places, like parks, school buildings, etc. through the judicious exercise of powers conferred by law, particularly in areas which are known to be communally sensitive or prone to communal disturbances. Subsequently, in the light of some orders/notifications issued by the Governments of Uttar Pradesh and Kerala and the provisions of section 7 of the Assam Maintenance of Public Order Act, other State Governments were advised to consider either amending their respective Police Acts on the lines of the Kerala amendment or incorporating a provision analogous to that of Section 7 of the Assam Maintenance of Public Order Act in the corresponding State enactment, if any, or issuing instructions on the lines of those issued by the Government of Uttar Pradesh for banning the holding of R.S.S. Shakhas in public places and in the premises of educational institutions run/aided by the Government or local bodies. In the context of these suggestions the State Governments of Andhra Pradesh and Rajasthan have indicated that they are seized of the matter. The State Governments of Karnataka and Manipur have indicated that they have in view the question of legislating on this subject. In the case of Haryana, the State Government does not consider a ban to be necessary in the State at present. However, the State Government is alive to the situation, for taking appropriate action when the situation demands it. The State Governments of Jammu & Kashmir, Madhya Pradesh, Maharashtra, Orissa, Punjab, Tamil Nadu and Tripura have stated

that appropriate instructions, as considered necessary by them, have been issued to the subordinate authorities. The State Government of Meghalaya feel that the provisions of the Assam Maintenance of Public Order Act, 1953, as adopted by the Government of Meghalaya, are sufficient to meet the requirements. The State Governments of Nagaland, Sikkim and West Bengal have also considered the suggestions and are of the view that no specific steps in this regard are required at present. Government of Himachal Pradesh has assumed powers to impose such a ban whenever necessary. Government of Gujarat has informed that the Bombay Police Act empowers the State Government to prohibit or restrict such Shakhas in the interest of maintenance of public order. Government Bihar has decided not to grant permission to RSS, JEI Anand Marg and other such organisations in this regard.

(d). Law and Order is a State subject. The suggestion made to the State Governments in this regard is advisory in nature. It is for the State Government concerned to take a decision in the matter in the light of their own assessment of the situation.

#### Setting up Projects for Power from Nuclear Fusion

1846. SHRI S. M. KRISHNA: Will the PRIME MINISTER be pleased to state:

(a) whether there are proposals to obtain power from nuclear fusion more economically by setting up the projects in this field;

(b) if so, where these projects are to be set up and when; and

(c) whether the Atomic Energy Commission plans to collaborate with some private firms in this respect?

THE MINISTER OF STATE IN THE DEPARTMENTS OF SCIENCE AND TECHNOLOGY, ELECTRONICS AND ENVIRONMENT AND OCEAN DEVELOPMENT (SHRI C. P. N. SINGH):

(a) No, Sir.

(b) and (c) Do not arise.

#### New Processes and Patents Developed by Central Fuel Research Institute, Dhanbad

1847. SHRI A. K. ROY: Will the Minister of SCIENCE AND TECHNOLOGY be pleased to state:

(a) names of the new processes and patents developed by the Central Fuel Research Institute in Dhanbad till 1st January, 1982;

(b) same put to commercial use by Government or sold to private parties and the amount earned by them in the last five years, with year-wise break-up in detail;

(c) whether there is a great frustration amongst the scientific personnel of the Institute due to the opting by Government for foreign technology when indigenous knowhow is available;

(d) whether any memorandum has been received during the last one year to this effect; if so, facts in details;

(e) whether there is recent slowing down of the momentum of innovation work in that Institute; and

(f) if so, steps taken in the matter?

THE MINISTER OF STATE IN THE DEPARTMENTS OF SCIENCE AND TECHNOLOGY, ELECTRONICS AND ENVIRONMENT AND OCEAN DEVELOPMENT (SHRI C. P. N. SINGH): (a) to (f). The information is being collected and will be laid on the Table of the House.

#### Needs of Indian Expatriates

1848. SHRI S. M. KRISHNA: Will the Minister of LABOUR be pleased to state:

(a) whether the Committee set up to go into the needs of Indian expatriates has since submitted its report;

(b) if so, the main features of the recommendations made;

(c) whether procedural tangles and bureaucratic delays in connection with the decisions to be taken for providing facilities to expatriates was also discussed; and

(d) if so, the results thereof?

**THE DEPUTY MINISTER IN THE MINISTRY OF LABOUR (SHRI DHARMVIR):** (a). No such Committee was set up to go into the needs of Indian Ex-patriates.

(b) to (d). Since no such Committee was set up to go into the needs of Indian Ex-patriates, these questions do not arise.

**Subjects Discussed at Meeting with J.C.M.**

1849. **SHRI NAWAL KISHORE SHARMA:** Will the Minister of HOME AFFAIRS be pleased to state:

(a) the subjects which were discussed in last meeting held with Joint Consultative Machinery and what decisions were taken; and

(b) the steps taken to implement the decisions taken at the meeting of the JCM?

**THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI NIHAR RANJAN LASKAR):** (a) and (b). Perhaps the reference in the question is to the recent meeting of the Standing Committee of the National Council of the JCM held on 15th February, 1982. Discussions were held with the Staff Side on their pending demands. The matter is still under consideration.

**Purchase of Stationery from Central Government Employees Consumer Cooperative Society Limited**

1850. **SHRI RAJNATH SONKAR SHASTRI:** Will the Minister of HOME AFFAIRS be pleased to state:

(a) the quantum of stationery purchased locally by the Government of

India Ministries and Departments, from the Central Government Employees Consumer Co-operative Society Limited, New Delhi and from other agencies during the period 1st July to 31st December, 1981;

(b) have the Ministries etc. resorted to local purchases of stationery items from sources other than the Society, if so, reasons thereto;

(c) whether Government contemplate to issue strict directive to all the Ministries and Departments and offices financed and controlled by them including the public sector undertakings and autonomous corporations for strict compliance of the Order issued in this regard to purchase stationery from Society only; and

(d) if so, will copies of the same be laid on the Table of the House?

**THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI NIHAR RANJAN LASKAR):** (a) According to the information furnished by the Central Government Employees Consumer Co-operative Society, Ministries/Departments located at Delhi/New Delhi, have purchased stationery and other items worth Rs. 40.08 lakhs from the Society during the period 1st July to 31st December, 1981. These figures do not include purchases made by attached and subordinate to offices of the Government as also Public Sector Undertakings and autonomous corporations controlled by the Government, located at Delhi/New Delhi.

(b) The information is being collected and will be laid on the Table of the House.

(c) and (d). A copy of the instructions on the subject issued on the 14th July, 1981, is laid on the Table of the House. [Placed in Library. See No. LT-3468/82].

Statement correcting reply to U.S.Q. No. 1660 dt. 2-12-1981. Reg. inclusion of Nepali language in English scheduled.

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI NIHAR RANJAN LASKAR) : The reply in respect to Lok Sabha Unstarred Question No. 1660 for 2nd December, 1981 may be read as under :—

Reply Already given :

Modified Reply :

“(a) Yes, Sir.

(a) : Yes, Sir.

(b) & (c) : In 1973 arising out of motion by Shri Inderjit Gupta, MP for inclusion of Nepali in the Eighth Schedule, the Prime Minister had observed that the question is not a simple one and it will have to be seen what the other likely repercussions are. The position remains the same. However, it is the endeavour of the Government to develop the cultural and literary heritage of all the languages irrespective of their inclusion in the Eighth Schedule.

(b) & (c) : When a Nepali delegation met the Prime Minister in December, 1972 and March, 1973, she had personally told them that what we agree with the demands the inclusion of the Nepali language in the Eighth Schedule would create other problems with other language. The position remains the same. However, it is the endeavour to the Government to develop the cultural and literary heritage of all the languages irrespective of their inclusion in the Eighth Schedule.”

2. The modified facts relating to the question came to light after the conclusion of the Winter Session of Parliament. Hence the delay.

पर लगा हुआ है, जैसा हम सलाह करते हैं, कांसेन्स करते हैं, उस हिसाब से डिस्कशन करवा दते हैं। कल हमने विजनेस एडवाइजरी कमेटी की मीटिंग की थी, आज मेरे पास एडजर्नमेंट मोशन, जिसके लिये आप कह रहे हैं कि किया है, उस पर उन लोगों के भी दस्तखत हैं, जो कल मीटिंग में शामिल थे।

12.00 hrs.

SEVERAL HON. MEMBERS <sup>rose</sup>  
SHRI RAM VILAS PASWAN (Hajipur) : . . . \*

(Interruptions.)

MR. SPEAKER: Nothing goes on record. . . .

श्री हरिकेश बहादुर : हम सब नहीं थे, हम कमेटी के मेंबर नहीं हैं।

अध्यक्ष महोदय : आपकी पार्टी की तरफ में नुमाइन्दा होता है और उसको डेमोक्रेसी कहते हैं,

(Interruptions.)

PROF. MADU DANDAVATE (Rajapur) : Sir, remember that you yourself said that you will make a statement. The issue is very clear.

(व्यवधान)

SHRI HARIKESH BAHADUR (Gorakhpur) : It is a question of human right. . . . People are being killed. . . . There is no rule of law.

अध्यक्ष महोदय : मैं नहीं कहता कि आप नहीं कर रहे थे, यह किस ने कहा है? मैंने यह नहीं कहा कि आपने कहा, श्री राकेश ने नहीं कहा। मैं तो यह कह रहा हूँ कि डेमोक्रेसी एक कांसेन्स का नाम है। हम बिजनेस एडवाइजरी कमेटी में बैठ जाते हैं, डिस्कशन करते हैं। मैंने यह नहीं कहा कि मैं नहीं करूंगा, मैं जब भी यह नहीं कहता कि मैं नहीं करूंगा। मैंने एक बात कही थी,

(Interruptions.)

अध्यक्ष महोदय : माननीय सदस्य, मुझे एक निबंदन करना है। मैंने हाउस में पहले भी कहा है, मैं आज भी उस बात

(व्यवधान)

\*Not recorded.

अध्यक्ष महोदय : बीच में बोलते हैं, यह अच्छी बात नहीं है।

I do not know what this hon Member is saying and what rule he is following. He does not have the courtesy to listen to me properly.

हर पक्ष के दो पक्ष होते हैं—एक विरोध पक्ष होता है, एक उसके हक का होता है। कोई दुनिया में ऐसी चीज नहीं होती जिसका नेगेटिव, पाजिटिव नहीं होता, कोई ऐसा विचार नहीं होता जिसके उलट विचार धारा नहीं होती।

(ब्यवधान)

अध्यक्ष महोदय : मैं कब कहता हूँ कि आप गलत कहते हैं? मैंने नहीं कहा। मैं तो यह कहता हूँ कि जब हम विचार करते हैं, बैठते हैं बिजनेस एडवाइजरी कमिटी में, तो उस बात पर आपको बंधे रहना चाहिए। हमने फैसला किया था कि होम मिनिस्ट्री की डिमांड्स का पहले ले लेंगे, फिर भी आपको तसनी नहीं। मैं कल अस्ववार में पढ़ रहा था,

(ब्यवधान)

श्री हरिकेश बहादुर : यह ह्यूमन किनिंग का मामला है, ह्यूमन राइट्स का मबान है, होम मिनिस्ट्री की डिमांड्स छांड दीजिये, अलग में उम पर बहस करवाइये।

(ब्यवधान)

अध्यक्ष महोदय : आप फिर बीच में उठ गये हैं।

एक जाननीय सदस्य : हजारों की संख्या में... (ब्यवधान)

अध्यक्ष महोदय : आपके शरीर में भी एक दिल होगा, मरे भी है, मरे भी करूँगा है, मैं भी मरूँगा हूँ इस बात को....

(ब्यवधान)

अध्यक्ष महोदय : आप सुनते नहीं। काम चलेगा, हिसाब से चलेगा। उत्तर प्रवेश

विधान-सभा में कल से यही चीज चल रही है और वहाँ की बात वहाँ चल रही है, चलनी भी चाहिए उनको, अन्यथा उनका कोई मान नहीं रहता।

(ब्यवधान)

MR. SPEAKER: You are too much agitated unnecessarily.

आपको तो इतना भी नहीं लगता, मैं जानता हूँ, मुझे मालूम है।

(ब्यवधान)

अध्यक्ष महोदय : आप मंत्री बात नहीं सुन रहे हैं...

Nothing goes on record without my permission.

आप मुझे अपनी बात ही पूरी नहीं करने देना चाहते, तो आप और क्या करेंगे? आप कानून नहीं चलने देना चाहते, मंत्री विधान नहीं चलने देना चाहते। आप मंत्री बात नहीं सुन रहे हैं। कानूनी ऐसी बात है, जिमपर डिस्कशन नहीं होगा, लेकिन सब विधान की परिधि के अन्दर ही होगा। आप बिजनेस एडवाइजरी कमिटी की बात नहीं मानते, मंत्री क्या मानेंगे?

एक बात है : या तो मैं चलाऊँ, और मैं आपके कहने से और आपकी मर्जी से चला रहा हूँ। अगर कोई डिस्कशन कायम कर के अपनी बात मनवाना चाहता है, तो बात दूसरी है। मैं चाहता हूँ कि मैं आपकी राय से काम चलाऊँ। कल मैंने बिजनेस एडवाइजरी कमिटी में कहा था कि आप फैसला कर लें, आप जो कहेंगे, वह मैं करूँगा। लेकिन जिन लोगों ने वहाँ दमनकत किया, वे यहाँ बोल रहे हैं।

मैं किसके पास जाऊँ? आप मंत्री पास प्रोटेस्ट करते हैं। अगर मर कर भी चैन न पाया, तो कहाँ जाएंगे? अगर आपसे बात कर के भी बात नहीं बनती है, तो मैं किसके पास जाऊँ?

Where I am to go? This is too much

(ब्यवधान)

PROF. MADHU DANDAVATE: Sir, we agree that you discussed the matter in the Business Advisory Committee and we are bound by the decision of the Business Advisory Committee. But I would like to point out that this is not only a law and order question within the jurisdiction of the State. We have carefully worded our Notices for Adjournment Motion. We have said that under the garb of liquidating the dacoits Harijans are being shot dead and this House has always allowed discussion on the atrocities on Harijans under Rule 184, 193 and Adjournment Motion. It has already been allowed.

(Interruptions)

अध्यक्ष महोदय : मैंने पहले कहा है कि होम मिनिस्ट्री को डिमांड्स आ रही हैं, उसमें हम बात को डिस्कस कीजिए। You are unnecessarily and unfairly hard-pressing me.

(Interruptions)

अध्यक्ष महोदय : बिजिनेस एडवाइजरी कमेटी ने मेरे साथ बैठ कर फैसला किया है, लेकिन आप उसमें बंधे नहीं रहते। मे-किमी का बंधन नहीं मानता।

(व्यवधान)

अध्यक्ष महोदय : मैंने यह भी कहा था कि अगर उसमें तसल्ली नहीं होती है, तो फिर डिमकस कर लीजिए।

(व्यवधान)

PROF. MADHU DANDAVATE: Sir, I am only requesting you, do not give the Ruling that even the question of killings of Harijans is only in the jurisdiction of the State Government.

(Interruptions)

अध्यक्ष महोदय : क्या सून लूं ? यह तो राज का धंधा है।

(व्यवधान)

अध्यक्ष महोदय : आप पहले फैसला कर लें कि कान बोलेंगे।

श्री राम विलास पासवान : कल बिजिनेस एडवाइजरी कमेटी की बैठक में हम लोगों ने कहा था कि एनकाउंटर का मामला इतना गंभीर है कि . . .

अध्यक्ष महोदय : आपने फिर दोबारा उठा लिया।

(व्यवधान)\*\*

MR. SPEAKER: Nothing will go on record without my permission.

(Interruptions)

अध्यक्ष महोदय : मुझे पता लग गया है कि आप अपनी बात भी नहीं मानते।

(व्यवधान)

12.10 hrs.

#### PAPERS LAID ON THE TABLE

IMPORTED CEMENT CONTROL (FIFTH AMENDMENT) ORDER, 1981, NOTIFICATIONS UNDER INDUSTRIES DEVELOPMENT AND REGULATIONS ACT 1951 REVIEWS ON AND ANNUAL REPORTS OF SCOOTERS INDIA LTD. LUCKNOW FOR 1980-81, BHARAT OPHTHALMIC GLASS LTD., DURGAPUR FOR 1980-81 AND BHARAT HEAVY ELECTRICALS LTD., NEW DELHI FOR 1980-81 AND TWO STATEMENTS FOR DELAY.

THE MINISTER OF INDUSTRY AND STEEL AND MINES (SHRI NARAYAN DATT TIWARI): I beg to lay on the Table

(1) A copy of the Imported Cement Control (Fifth Amendment) Order, 1981 (Hindi and English versions) published in Notification No. S.O. 933(E) in Gazette of India dated the 31st December, 1981, under sub-section (6) of section 3 of the Essential Commodities Act, 1955. (Placed in Library. See No. LT-3426|82.)

(2) A copy each of the following Notifications (Hindi and English versions) under sub-section (2) of section 18A of the Industries (Development and Regulations) Act, 1951:—

(i) S.O. 914(E) published in Gazette of India dated the 26th December, 1981, regarding continuance of management of Messrs Andhra Scientific Company Limited, Machilapatnam.

(ii) S.O. 16(E) published in Gazette of India dated the 13th January, 1982, regarding continuance of management of Messrs Shri Janki Sugar Mills and Company, Doiwala, District Dehradun (U.P.).

*(Placed in Library. See No. LT-3427/82).*

(3) A copy of the following papers (Hindi and English versions) under sub-section (1) of section 619A of the Companies Act, 1956:—

(a) (i) Statement regarding Review by the Government on the working of the Scooters India Limited, Lucknow, for the year 1980-81.

(ii) Annual Report of the Scooters India Limited, Lucknow, for the year 1980-81 along with the Audited Accounts and the comments of the Comptroller and Auditor General thereon.

*(Placed in Library. See No. LT-3428/82.)*

(b) (i) Review by the Government on the working of the Bharat Ophthalmic Glass Limited, Durgapur, for the year 1980-81.

(ii) Annual Report of the Bharat Ophthalmic Glass Limited, Durgapur, for the year 1980-81 along with the Audited Accounts and the comments of the Comptroller and Auditor General thereon. *[Placed in Library. See No. LT-3429/82.]*

(c) (i) Statement regarding Review by the Government on the working of the Bharat Heavy Electricals Limited, New Delhi, for the year 1980-81.

(ii) Annual Report of the Bharat Heavy Electricals Limited, New Delhi, for the year 1980-81 along with the Audited Accounts and the comments of the Comptroller and Auditor General thereon.

(4) Two Statements (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (b) and (c) of item (3) above.

*[Placed in Library. See No. LT-3430/82].*

REVIEW ON AND ANNUAL REPORT OF NORTH EASTERN ELECTRIC POWER CORPORATION LTD., SHILLONG (MEGHALAYA) FOR 1980-81.

THE MINISTER OF STATE IN THE MINISTRY OF ENERGY (SHRI VIKRAM MAHAJAN): I beg to lay on the Table.

A copy, each of the following papers (Hindi and English version) under sub-section (1) of section 619A of the Companies Act, 1956:—

(1) Review by the Government on the working of the North Eastern Electric Power Corporation Limited, Shillong (Meghalaya) for the year 1980-81.

(2) Annual Report of the North Eastern Electric Power Corporation Limited, Shillong (Meghalaya) for the year 1980-81 along with the Audited Accounts and the comments of the Comptroller and Auditor General thereon. *[Placed in Library. See No. LT-3431/82].*

ANNUAL ACCOUNTS OF COUNCIL OF SCIENTIFIC AND INDUSTRIAL RESEARCH, NEW DELHI FOR 1979-80 AND STATEMENT FOR DELAY

THE MINISTER OF STATE IN THE DEPARTMENTS OF SCIENCE AND TECHNOLOGY, ELECTRONICS AND ENVIRONMENT AND OCEAN



**DEVELOPMENT (SHRI C. P. N. SINGH):** I beg to lay on the Table:

(1) A copy of the Annual Accounts (Hindi and English versions) of the Council of Scientific and Industrial Research, New Delhi, for the year 1979-80 together with Audit Report thereon.

(2) A statement (Hindi and English versions) showing reasons for delay in laying the Accounts. [Placed in Library. See No. LT-3432/82].

**NOTIFICATIONS CONSTITUTING A COMMISSION OF INQUIRY FOR GANDHI PEACE FOUNDATION, GANDHI SAMARAK NIDHI, ALL INDIA SARWA SEWA SANGH, ASSOCIATION OF VOLUNTARY AGENCIES FOR RURAL DEVELOPMENT ETC., UNION PUBLIC SERVICE COMMISSION (EXEMPTION FROM CONSULTATION) (AMENDMENT) REGULATIONS, 1981 AND NOTIFICATIONS UNDER ALL INDIA SERVICES ACT, 1951.**

**THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS AND DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI P. VENKATASUBHAIAH):** I beg to lay on the Table:

(1) A copy of the Notification No. S.O. 839 83(E) (Hindi and English versions) published in Gazette of India dated the 17th February, 1982, constituting a Commission of Inquiry for the purpose of making inquiry into the working and activities etc. of Gandhi Peace Foundation, Gandhi Samarak Nidhi, All India Sarwa Sawa Sangh; Association of Voluntary Agencies for Rural Development, and other organisations closely connected with the above mentioned organisations. [Placed in Library, See No. LT-3433/82].

(2) A copy of the Union Public Service Commission (Exemption from Consultations) (Amendment) Regulations, 1981 (Hindi and English versions) published in Notification No. G.S.R. 73 in Gazette of

India dated the 23rd January, 1982 under clause (5) of article 320 of the Constitution. [Placed in Library. See No. LT-3434/82].

(3) A copy each of the following Notifications (Hindi and English versions) under sub-section (2) of section 3 of the All India Services Act, 1951:—

(i) The All India Services (Study Leave) First Amendment Regulations, 1981, published in Notification No. G.S.R. 6 in Gazette of India dated the 2nd January, 1982.

(ii) The All India Services (Discipline and Appeal) Amendment Rules, 1982, published in Notification No. G.S.R. 92 in Gazette of India Dated the 30th January, 1982. [Placed in Library. See No. LT-3435/82].

**EMPLOYEES' PROVIDENT FUNDS (FIRST AMENDMENT) SCHEME, 1982.**

**THE DEPUTY MINISTER IN THE MINISTRY OF LABOUR (SHRI DHARMAVIR):** I beg to lay on the Table a copy of the employees' Provident Funds (First Amendment) Scheme, 1982 (Hindi and English versions) published in Notification No. G.S.R. 141 in Gazette of India dated 6th February, 1982: under sub-section (2) of section 7 of the Employees' Provident Funds and Miscellaneous Provisions Act, 1952. [Placed in Library. See No. LT-3436/82].

12.13 hrs.

**COMMITTEE ON PRIVATE MEMBERS' BILL AND RESOLUTIONS**

**THIRTY-SIXTH REPORT**

**SHRI G. LAKSHMANAN (Madras North):** I beg to present the Thirty-sixth Report of the Committee on Private Members' Bills and Resolutions.

## PUBLIC ACCOUNTS COMMITTEE

SEVENTIETH AND SEVENTY-SECOND  
REPORTS

SHRI SATISH AGARWAL (Jaipur): I beg to present the following Reports (Hindi and English versions of the Public Accounts Committee:—

(i) Seventieth Report on Action Taken on the Forty-First Report on Expenditure on New Service/ New Instrument of Service.

(ii) Seventy-second Report on Action Taken on the Twenty-seventh Report on Union Excise Duties.

—  
(Interruptions)\*\*

MR. SPEAKER: Nothing is going on record. I have not allowed it. Mr. Madhukar, Calling Attention.

श्री राजनाथ सोनकर शास्त्री मैं मदन से वाक-जाउट करता हूँ ।

Shri Rajnath Sonkar Shastri then left the House

12.14 hrs:

(Interruptions)

SHRI SAMAR MUKHERJEE (Howrah): Yesterday the issue was raised in the Business Advisory Committee meeting. You were not reluctant to allow a discussion. But you said, in some suitable form it should be raised. That is what I recall.

(Interruptions)

MR. SPEAKER: I said like this because the discussion on the Home Ministry's Demands is to take place, we should utilise this forum to give expression to whatever the Members feel because, this is also Home Ministry's Demands...

SHRI SAMAR MUKHERJEE: It is not about Law and Order.

.. (Interruptions)\*\*

MR. SPEAKER: Let me complete it.

(Interruptions)

MR. SPEAKER: If there was anything left behind, if the Home Minister does not reply, I said, we will consider it in some other form. That is what I said.

(Interruptions)

MR. SPEAKER: The Business Advisory Committee unanimously adopted it. I will stick to that.

(Interruptions)

MR. SPEAKER: I think this is utterly insulting to the Business Advisory Committee.

(Interruptions)

I also asked the Business Advisory Committee to lay down what is important, so that we can discuss each item one by one.

(Interruptions)\*\*

MR. SPEAKER: No, Calling Attention—Shri Madhukar.

(Interruptions)\*\*

SHRI CHANDRAJIT YADAV (Azamgarh): On the first day I brought it to the notice of the House under Rule 377 with your permission.

MR. SPEAKER: I allowed it.

SHRI CHANDRAJIT YADAV: You are saying that no discussion will take place. This is not a question of discussion only....

MR. SPEAKER: I cannot allow it.

SHRI CHANDRAJIT YADAV: Why can't the Home Minister make a statement,

MR. SPEAKER: He has to reply to the debate on Home Ministry's Demands.

SHRI CHANDRAJIT YADAV: Did he get any report from the State Government?... (Interruptions).

MR. SPEAKER: होम मिनिस्ट्री की डिमांड बाएगी । सबमं पहले रखवा लो । जितना आपका दद है, उतना मुझे भी है । मैं भी बैसा ही आदमी हूँ ।

This is unfair, utterly unfair, unjustified; this is belligerency. I think, it is highly insulting to the Business Advisory Committee.

PROF. MADHU DANDAVATE (Rajapur): There should have been a *suo motu* statement by the Home Minister... (Interruptions)

MR. SPEAKER: No.

SHRI ATAL BIHARI VAJPAYEE (New Delhi): You kindly ask the Home Minister to make a statement.

MR. SPEAKER: He has to make a statement when you say something.

SHRI ATAL BIHARI VAJPAYEE: I raised this matter under Rule 377. (Interruptions).

MR. SPEAKER: You take part in the discussion also.

SHRI ATAL BIHARI VAJPAYEE: He made a wrong statement that no Harijan has been killed... (Interruptions).

MR. SPEAKER: How can it be?

SHRI CHANDRAJIT YADAV: At least you ask him to give a report.... (Interruptions).

MR. SPEAKER: You are unnecessarily wasting the time of the House. No, point.

(Interruptions)

MR. SPEAKER: You do whatever you like. It is your House; I do not mind. If you want to waste the time like this, you are welcome. I am not going to say anything.... It is happening daily.

PROF. MADHU DANDAVATE: We are not interested in that.... (Interruptions). In the past whenever certain matters under Rule 377 were raised, there was a statement by the Ministers. Why was there not any statement by the Home Minister in this case, when specially Shri Atal Bihari Vajpayee raised this matter. They should have made a *suo motu* statement.... (Interruptions)

अध्यक्ष महोदय: कल वहाँ होम मिनिस्टर भी थे, और सारे लोग थे । सारों ने फैसला किया है ।

I am not going to allow this. Once the Business Advisory Committee has taken a decision, I am going to stick to it.

(Interruptions)\*\*

MR. SPEAKER: No; I am giving you the final decision. There is always a discussion before a decision is taken.

मैंने कब कहा है कि डिमांड नहीं होती है ।

It was a consensus jointly taken.

(Interruptions.)

MR. SPEAKER: It is only the Business Advisory Committee who has got a right.

PROF. MADHU DANDAVATE: I will give you a precedent. Even when the Railway Budget is pending and an accident takes place, always the Railway Minister comes forward with an *suo motu* statement, in a similar manner even when the Home Ministry's demands are pending, I think, it is a moral responsibility of the Home Minister to come forward with a *suo motu* statement when the news has appeared

[Prof. Madhu Dandavate]

in the press today about what happened in Uttar Pradesh. That is the point I am making.

अध्यक्ष महोदय : मैंने किसी को एलाउ भी बल रहा है ।

(अवधान)

अध्यक्ष महोदय : मैंने किसी को एलाउ नहीं किया है ।

(अवधान)

अध्यक्ष महोदय : हरिकेश जी मरे का तो सिम्पथी है, लेकिन मरे लिए किसी का सिम्पथी नहीं है ।

... (अवधान) ...

MR, SPEAKER: I go by the Advisory Committee's decision. I have gone and I will go according to the Business Advisory Committee.

(Interruptions)

MR, SPEAKER: If I cannot force you, I cannot force the Mome Minister also.

मरे का तो दरवाजा फिर भी बन्द नहीं है ।

(Interruption)\*\*

श्री हरेश कुमार गंगवार (पीलीभीत) : अध्यक्ष महोदय, मैं दू मरे अपने एडवांसीमेंट मॉशन के बारे में बात करना चाहता था ।

अध्यक्ष महोदय : बीच में नहीं, बाद में कर लेना ।

you can come at any time.

12.21 hrs.

Some hon. Members then left the House

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE

Reported Grounding of two Boeing 707 Aircraft of AIR India in Bombay

SHRI KAMLA MISHRA MADHUKAR (Motihari): I call the attention of the Minister of Tourism and Civil Aviation to the following matter of urgent public importance and request that he may make a statement thereon:—

“Reported grounding of two Boeing 707 Aircraft of Air India in Bombay”

THE MINISTER OF TOURISM AND CIVIL AVIATION (SHRI A. P. SHARMA): Sir, the Regional Controller of Air Safety at Bombay informed the Director General of Civil Aviation on 27th February 1982 that Air India's B-707 aircraft which was to operate Air India service AI-211, Bombay-Dar-Es-Salaam-Lusaka was withdrawn from service as both No. 3 and No. 4 engines, functioned erratically after start up and stopped running.

Immediately, preliminary investigations were ordered and it came to light that the fuel uplifted from Indian Oil Corporation's Bowser for filling up Star-Board Wing Tank was contaminated with water and sediments.

Stand-by B-707 aircraft which was also re-fuelled from the same Bowser was also found contaminated prior to the release of the flight.

The Bowser and the Ground Storage Tank at the new terminal complex were sealed for detailed examination. The fuel samples collected from the Bowser AR-7 were tested in the IOC laboratory at Bombay and water contamination was confirmed. The water content in the sample was as high as 25 per cent (approximately) as against the maximum permissible limit of 0.003 per cent. The source of contamination which was a portion of the new hydrant has been isolated and sealed.

**MR. SPEAKER:** May I interrupt you. We, in the Business Advisory Committee, decided yesterday to dispense with the lunch hour. I think the House will agree with this.

**SEVERAL HON. MEMBERS:** Yes.

**MR. SPEAKER:** Now you can continue.

**SHRI A. P. SHARMA:** As a precautionary measure other refuelling Bowsers and storage Tanks are being checked before refuelling other aircraft.

According to the laid-down procedures, both Indian Oil Corporation and Air India should have checked the sample of the fuel before refuelling the aircraft. This was not done by the Indian Oil Corporation and Air India's engineers. Disciplinary action is being taken by Air India against the concerned engineer and he is under suspension. Indian Oil Corporation has also suspended the concerned officers.

As a result of the above the two B-707s were grounded for detailed checks and decontamination of the fuel systems. Consequently, three flights—two to Moscow and one to Dubai were re-scheduled and departed late. The flight to Dar-es-Salaam and Lusaka was operated on 28th February 1982 (12.50 hrs. IST) with another Boeing aircraft.

12.26 hrs.

**MR. SPEAKER:** in the Chair.

**श्री कमला मिश्र मधुकर (मांतीहारी) :** उपाध्यक्ष जी, इस बयान का मैंने बड़े ध्यान से सुना है और मैं मंत्री जी के प्रति सम्मान प्रकट करता हुआ ममभ्रता हूँ कि इस बयान का फाइल कर रद्दी की टांकरी में फेंक देना चाहिए।

उपाध्यक्ष महोदय, अखबारों की रिपोर्ट और टाइम्स आफ इंडिया की रिपोर्टें मरे पास हैं। तीन दिन तक ये खामोश रहे और

इनके खामोश रहने के बाद यह घटना अखबारों में प्रकाशित हुई और हमने यहां इस पर चर्चा की। उसके बाद सरकार ने कुछ कदम उठाया और वह कदम यह उठाया कि वहां के जूनियर आफिसर्स को सस्पेंड कर दिया और बड़े बड़े मगरमच्छों को छोड़ दिया। इसीलिए मैं कह रहा हूँ कि यह बयान रद्दी की टांकरी में फेंक देने लायक है।

सवाल केवल इतना है कि बोइंग 707 विमान के ईंधन में मिलावट की गयी और उसमें पानी मिलाया गया। यह जो मिलावट होती है वह आपकी व्यवस्था के कारण होती है क्योंकि आपकी व्यवस्था सड़ी हुई है। उपाध्यक्ष महोदय, देश में मिलावट कहां नहीं होती है? दूध में, तेलों में, दालों में सभी क्षेत्रों में मिलावट होती है। कौन-सा ऐसा क्षेत्र है जहां मिलावट और भ्रष्टाचार नहीं होता है। इस में असल में आपका दोष नहीं है। आपने जो व्यवस्था की हुई है, उसी का यह नतीजा है।

आपके शासनतंत्र में इसीलिए हरिजनों की हत्या हो रही है, इसीलिए आपके एम. एल. ए. और एम. एल. सी. द्वारा डकैतों का समर्थन किया जाता है। आजकल चम्पारण जिले में, बंतिया में डकैतों द्वारा लोगों को उठाया जाता है और फिर उन्हें छोड़ने के लिए लाखों रुपये की साँदे-वाजी की जाती है, उसके बाद उन्हें छोड़ा जाता है। उसके बाद भी भारत सरकार वैसी है, मिलावट वैसी है, डकैती वैसी ही है। इस तरह से जीवन के साथ खिलवाड़ हो रहा है। प्रशासनतंत्र ठप्पा पड़ चुका है।

आप जरा सोचिए कि अगर यह हवाई जहाज इस को डिटेक्ट करने के पहले ही उड़ जाता तो कितनी दुर्भाग्यपूर्ण घटना हो सकती थी और कितने लोगों के जीवन की हत्या हो सकती थी। क्या किसी के जीवन का कोई मूल्य पैसों में आंका जा सकता है? अगर आपके बयान को ही मान लिया जाए तो आपके विमानों के फ्यूल टैंक की सफाई औरह: मैं और और चीजों में करौड़ों रुपये लग जाएंगे। यह है आपके प्रशासन का हाल।

[श्री कमला मिश्र मधुकर]

मैं आपसे पूछना चाहूंगा कि क्या यह सही नहीं है कि इस प्रकार की घटना पहली नहीं है? इस से पहले भी ऐसी घटना हाँ चुकी है जिसके दारों में अखबारों में निकल चुका है। एक हवाई जहाज काठमांडू जाने वाला था उसमें भी ऐसी घटना हुई थी। आपके यहां ईंधन की चोरी होती है और उस चोरी में आपके छांटें लोग शामिल नहीं होते हैं। उसमें आपके इंडियन एयर लाइंस के चेंजरमैन और इंडियन आयल के चेंजरमैन का भी हाथ रहता है। एक टन फ्यूल का दाम 3500 रुपये होता है और एक टैंक में 50 से 70 टन फ्यूल रहता है। इस तरह हिमाचल लगाए कि कितने लाख रुपयों का गबन होता है और इस तरह की गड़बड़ी होती है। पता नहीं आपकी आंख क्यों बंद रहती है। अगर आपकी आंख बंद रहती तो आप अवश्य तत्परता दिखाते। समय रहते कार्यवाही क्यों नहीं की गई। ईंधन की चोरी के ममाचार पहलें भी मिले हैं, तब इस बारे में कोई कार्यवाही क्यों नहीं की गई।

विमानों में समीचत मात्रा में तथा विना मिलावट का ईंधन डाला जाए, इसके चेंक-अप की कोई व्यवस्था अभी तक क्यों नहीं की गई है। यदि फें गई है तो यह घटना क्यों हुई?

इस काण्ड में चार जूनियर अधिकारियों को आपने सम्पेंड किया है, लेकिन एयर-पोर्ट टर्मिनल मैनेजर को क्यों नहीं कोई सजा दी गई? क्योंकि एयर-पोर्ट की दोष रत्न की मारी जिम्मेदारी उमकी होती है।

जब बोईंग 707 में मिलावट भरा ईंधन डाला गया तथा पता लग गया तो फिर दूसरे विमान में इसी ईंधन को क्यों डाला गया? समय रहते इस कार्यवाही को क्यों नहीं रोका गया?

जब एमें दुराचार का पता चल गया तो भी तीन दिन तक आप सामोश रहें?

क्या ईंधन की चोरी एवं मिलावट में कुछ बड़े अधिकारियों का हाथ है जो इस तरह के कर्म का धन इकट्ठा करते हैं और विमान यात्रियों के जीवन के साथ खिलवाड़ करते हैं?

क्या ऐसा कार्य दोषद्रोह नहीं है? यदि है तो जब सरकार हड़ताल करने वाले मजदूरों के विरुद्ध राष्ट्रीय सुरक्षा कानून के अंतर्गत कार्यवाही करती है तो ऐसे दोष-द्रोही तत्वों के विरुद्ध कानून का कानून लाया जा रहा है?

क्या ईंधन के अंडर ग्राउंड की समय-समय पर नियमित जांच की व्यवस्था है? यदि है तो क्या है और नहीं तो क्यों नहीं है?

ईंधन के अंडर ग्राउंड टैंकों को संप्रैंगट करने की कोई व्यवस्था सरकार ने क्यों नहीं की?

क्या सरकार कोई गारंटी दे सकती है कि ऐसी कदाचार की घटना फिर नहीं दोहराई जाएगी तथा इसके लिए आपके पास कानून की व्यवस्था है।

पेट्रोलियम मंत्री जो भी यहां पर बैठे हैं। उनको भी पता होना चाहिए कि न केवल इंडियन एयर लाइंस, बल्कि पेट्रोलियम डिपार्टमेंट भी इसमें इन्वाल्व है, इसलिए आप भी जवाब दीजिए कि पेट्रोलियम विभाग का इसमें हाथ है या नहीं है। जिसकी वजह से मिलावटी पेट्रोल मज्गई किया गया और समय रहते इसको चेंक-अप क्यों नहीं किया गया?

श्री अन्त प्रसाद शर्मा : माननीय उपाध्यक्ष महोदय सदस्य ने कुछ बातें ऐसी कही हैं जो इस कानूनिंग-अटेंशन से संबंधित नहीं हैं। वे बातें तथ्यपूर्ण हैं या नहीं, वे स्वयं ममभ मकते हैं।

माननीय सदस्य ने एक प्रश्न किया है कि दारे में कार्यवाही क्यों की गई? मैं माननीय सदस्य और माननीय मदन की सूचना के लिए बताना चाहता हूँ कि कार्यवाही में कोई दारी नहीं हुई है। जैसे ही इस बात का पता चला, उमी वक्त इस संबंध में कार्यवाही की गई। प्रिलिमिनरी इन्वैस्टिगेशन की गई और जो लोग इसके लिए जिम्मेदार पाए गए, उनके खिलाफ कार्यवाही की गई।

श्री अटल बिहारी वाजपेयी (नई दिल्ली) : उमी समय मदन में बयान क्यों नहीं दिया गया?

श्री कमला मिश्र मधुकर : ऐसी घटनाएं पहले भी हुई हैं ?

श्री अनन्त प्रसाद शर्मा : जहां तक इस तरह की घटनाओं के पहले होने की बात है, यह बिलकुल गलत है। इस तरह की कोई घटना नहीं हुई है, सिवाय एक घटना...

(व्यवधान)

SHRI ATAL BIHARI VAJPAYEE:  
Why did he wait? Why did the Minister wait for a Call Attention motion to be moved in Parliament? Why did he not come *suo motu*?

(Interruptions)

SHRI A. P. SHARMA: I could not come to the House on Sunday. (Interruptions) I could not come to the House on Sunday.

This incident has taken place on Saturday.

MR. DEPUTY-SPEAKER: Sunday was a holiday.

SHRI CHITTA BASU (Barasat): On Monday you could have made a statement *suo motu*.

श्री अनन्त प्रसाद शर्मा : मधुकर जी के सवाल के जवाब में मैं इनका कहना चाहता हूँ कि कि इस सम्बन्ध में कोई देर नहीं हुई है। नुरन्त कार्रवाई की गई है और जो लोग इस के लिए जिम्मेदार पाए गए हैं, उन के खिलाफ कार्रवाई की गई है —

श्री अटल बिहारी वाजपेयी : क्या की गई है ? ?

श्री अनन्त प्रसाद शर्मा : उन्होंने खुद कहा है कि निलम्बित किया है। आगे जांच चल रही है।

उन्होंने कहा है कि इस तरह की घटना होती रही हैं। यह बात गलत है। इस तरह की घटना पहली बार हुई है।

श्री अटल बिहारी वाजपेयी : एक और हो चुकी है।

श्री कमला मिश्र मधुकर : आगरा में क्या हुआ था ?

श्री अनन्त प्रसाद शर्मा : 1976 की घटना का जिसमें इन्होंने जिक्र किया है वह इस तरह की घटना नहीं थी। उसमें कम फ्यूल भरने की बात थी। उसके सम्बन्ध में जो कार्रवाई की गई अगर आप चाहें तो उसकी रिपोर्ट भी मैं आपके सामने रख सकता हूँ।

माननीय सदस्य ने पूछा है कि कोई प्रोसीजर है या नहीं। मैं बताना चाहता हूँ कि निश्चित प्रोसीजर है। इसकी जिम्मेदारी दोनों कारपोरेशंस के लोगों के ऊपर है, इंडियन आयल कारपोरेशन के इम्प्लायीज के ऊपर भी है और एयर इंडिया का जो इंजीनियर होता है, वहां उसके ऊपर भी है। प्रोसीजर पढ़ कर सुना देता हूँ :

"The IOC checks the fuel before and after the bowzers are filled with fuel from the storage tank.

जब बाउजर्स भरे जाते हैं उस के पहले इंडियन आयल कारपोरेशन के इम्प्लायीज उसको चेक करते हैं।

"While at the fuelling stage, the fuel is checked for contamination. Before actual refuelling takes place, fuel is taken out of the hose nozzle in a jar, which is checked for contamination with the operator"—operator here means Air India engineer—"A powder is put into it. If the colour turns pink, that means the fuel contains water".

यह प्रोसीजर है। इसके मूलाबिक चेकिंग होनी चाहिए। इस में फ्लयोर हुआ है

(श्री अनन्त प्रसाद शर्मा)

और दोनों की जिम्मेदारी है। इसी लिए अभी यह कार्रवाई की गई है।

आपने कहा है कि इससे खतरे हो सकते थे। मैं यह कहना चाहता हूँ कि खतरे हो सकते थे या नहीं हो सकते थे यह तो अभी मैं नहीं कह सकता लेकिन फिर भी यह गलत बात हुई है। यह बहुत बड़ी गलती हुई है, दोनों कारपोरेशंस के कर्मचारियों की तरफ से इसलिए डायरेक्टर जनरल सिविल एवियेशन की तरफ से इनकवायरी की जा रही है।

इन्होंने यह भी कहा है कि अगर यह हवाई जहाज टेक आफ कर गया होना तो उसके बाद कितने बड़े खतरे थे। टेक आफ का जहाँ तक सवाल है, मैंने स्टेटमेंट में बताया है कि इंजन का चलना बन्द हो गया, इसलिए टेक आफ होने का कोई सवाल नहीं था।

आपने यह भी कहा है कि ड्रग टर्मिनल मैनेजर या एयरपोर्ट मैनेजर के खिलाफ भी कोई कार्रवाई की जान, है, इसके सम्बन्ध में मैं यह कहना चाहता हूँ कि उसके खिलाफ कोई कार्रवाई करने की बात नहीं है क्यों कि इसका इममें कोई सम्बन्ध नहीं है।

टैक का जहाँ तक सवाल है यह बिल्कुल लाजिमी बात है कि इसकी बराबर देखभाल और जांच होती रहनी है। इस बात का इसमें पता चल जाता है कि जो बाउजर नम्बर मूवेन एयर था उसके अन्दर से जो पेट्रोल निकला उस में ही खराबी थी औरतों में खराबी नहीं थी। दो इजनों में यह भरा गया और दो बाउजरो से भरा गया। दूसरे में कोई खराबी

नहीं निकली। इसलिए समय समय पर इसकी जांच भी होती है।

मैं आश्वासन देना चाहता हूँ कि यह एक बहुत सीरियस घटना है, इंसीडेंट है। इसी रूप में हम इसको ले भी रहे हैं। इसकी इनकवायरी हो रही है। इनकवायरी की जो रिपोर्ट होगी उसके आधार पर दोषी व्यक्तियों के खिलाफ सख्त से सख्त कार्रवाई की जाएगी, जो लोग इसके लिए जिम्मेदार होंगे उनके खिलाफ सख्त से सख्त कार्रवाई की जाएगी।

**SHRI NAWAL KISHORE SHARMA**  
(Dausa): In reply to the Calling Attention Notice the Minister admits lack of vigilance on the part of Air India engineers. He also admits that there was contamination of water with fuel. Contamination of water with petrol and other petroleum products is a very serious matter. The hon. Minister of Petroleum is here by chance. I would like to draw his attention to the fact that many complaints have been made and are being received by the Ministry, IOC and other oil companies about contamination of water with petrol and kerosene oil with diesel and lubricants. In spite of repeated complaints, no concrete step has been taken. There has been a talk going on about colouring of kerosene oil. But no concrete result has come so far. Contamination is a dangerous thing for the transport system. This matter requires careful scrutiny. I hope this incident would be an eye-opener not only for Air India but also for oil companies.

The system of re-fuelling by Air India requires a close scrutiny of course, the Minister will take disciplinary action against the engineer concerned. He has already been put under suspension. But may I know whether, in his view, mere suspension is enough? After all, it was a case of gross negligence and criminal negligence. In such a case, will more



suspension be enough? I personally feel that in such cases not only suspension and disciplinary action would meet the ends of justice but also severe punishment should be awarded to him. Efforts should be made to book that person before the court and get him punished for this criminal negligence. I do not find a word about this in the Minister's statement. Is the Minister contemplating any action under the Criminal Law or any other enactment against the guilty person so that he can be booked?

12.44 hrs.

[MR. SPEAKER in the Chair]

Secondly, is it a fact that there have been many press reports about short filling of fuel in the planes of Air India and Indian Airlines? It is reported that this short filling is a regular process because the cost of the fuel is very high, probably Rs. 3300 per tonne. Every air craft requires 60 to 70 tonne of fuel per trip. Therefore, the short-fuelling of even 3 or 4 tonnes of oil would mean a lot of money. This practice is being followed, this foul game is going on, both in the IAC and AI, of course in league and collusion with the IOC and other oil companies. I would like to know whether any complaints have been brought to the notice of the Minister, through the press or otherwise and, if so, what action has been taken. Is there any system whereby the fuel supply of each aircraft is checked? When an aircraft travels a particular distance, the consumption of fuel must be known to both Air India and Indian Airlines. Are the accounts of fuel audited or checked to find out whether there is really any excess or short supply? If it has not been done, would the Minister make an enquiry into this to find out whether the complaint of short supply of fuel to the aircraft is true and, if so, take appropriate action? I have no doubt that this would result in a lot of saving in fuel to both Air India and Indian Airlines.

Coming to the question of negligence, it has fortunately been admitted by the Minister that the responsibility has been fixed on the engineers. But, was it a solitary case of negligence, or it has been going on for the last so many years? I am asking this question, because both the aircrafts were not checked. Would he find out why this contamination while refuelling was not checked by the Indian Airlines?

MR. SPEAKER: Do you mean constant check?

SHRI NAWAL KISHORE SHARMA: In this case, 25 per cent of water was mixed with oil.

SHRI A. P. SHARMA: In the sample only.

SHRI NAWAL KISHORE SHARMA: That sample was taken out of the aircraft. Therefore, the question which puzzles me, and which requires attention of the Minister is, whether an aircraft can fly if there is contamination of 5 per cent, 2 per cent or even 1 per cent of water. This question requires deeper study. A Technical Expert Committee should go into this question. Because of the very high cost of fuel, the change of contamination will always be there.

I require answers to these question. I hope the Minister would not be content by giving a statement that disciplinary action is being taken against an engineer. I think something more has to be done in this case. Not only disciplinary action should be initiated but there should be speedy action.

MR. SPEAKER: The big fish should also be detected, not only the small fry.

SHRI NAWAL KISHORE SHARMA: 'As rightly pointed out by the hon. Speaker, in the case of IOC, only smaller persons have been suspended. The man in charge has not been suspended; only disciplinary

[Shri Naval Kishore Sharma]

action is being taken against him. Perhaps, the Minister has done much more. But, according to the report, only four persons, lesser fry, smaller persons, have been suspended. In view of this, I would like to have a categorical assurance from the Minister.

SHRI A. P. SHARMA: Sir, I would like to draw again the attention of my hon. friend, Shri Nawal Kishore Sharma, to the statement that I have made in the beginning. That is the answer to the last question that maximum permissible limit is .0003 per cent water. That is the maximum permissible. If it is more than that, certainly it calls for action.

SHRI NAWAL KISHORE SHARMA: The question is whether a plane can fly in spite of this maximum permissible limit. That question has to be answered.

SHRI A. P. SHARMA: Sir, I suppose that should be the meaning. I am not an expert, but that should be the meaning that a maximum of .0003 per cent is permissible—contamination.

MR. SPEAKER: Not mixture, but contamination.

*(Interruptions.)*

AN HON. MEMBER: It is moisture.

SHRI A. P. SHARMA: Sir, this is what I can say for the present. My friend has raised several questions. Firstly he has raised the general question of other petroleum products. Sir, the question is very much limited. The question is limited to this particular incident that has taken place with Air India. Therefore, I do not think that this could come under this Calling Attention notice.

MR. SPEAKER: Which one?

SHRI A. P. SHARMA: He has raised the question of other petroleum products.

MR. SPEAKER: You are very very intelligent to have the Petroleum Minister along with you here.

SHRI A. P. SHARMA: It is all right, Sir, but I would like to request you also to use your judgment that the Calling Attention is not for all the petroleum products.

MR. SPEAKER: Not all this, it is only about fuel.

SHRI A. P. SHARMA: Yes, Sir. This question is limited to the fuel that has been taken by the Air India through the IOC bowlers at Bombay.

He has raised the question of Air India's strict scrutiny in all these matters. According to the procedure laid down, before this petrol goes into the tank of the aircraft it has to be checked by Air India engineer. It is only because he has not done that, he has been held responsible. So, there is a strict procedure laid down and for that only he has been held responsible. For other things the petroleum people have been held responsible and the Indian Oil Corporation has taken action against them.

Sir, he has also raised the question whether I would be satisfied with a mere suspension. I have already stated that suspension is the first step. The investigation is going on. After the investigation report is available and the responsibility is fixed on the particular person or persons...

SHRI NAWAL KISHORE SHARMA: It is already fixed, you admit that it was not checked. So, what investigation you have made?

SHRI A. P. SHARMA: My friend is a lawyer, he knows that even a person who is supposed to be an admitted criminal has a right to defend himself. So, about the man who has been suspended, inquiry is going on, and in that inquiry he has a right to defend himself. Therefore, we have taken action and I want to assure the hon. House and the hon. Member that after

the report of the inquiry comes, serious action will be taken against the person concerned found guilty in this case.

MR. SPEAKER: Not one person.

SHRI A. P. SHARMA: I said 'person' or 'persons'.

Sir, he has talked about the criminal negligence. Again I would say that he is a lawyer and if he goes through the aircraft rules, he will find that this case only attracts the attention of the Aircraft Rules, 1937, it does not fall in the category of criminal negligence. Therefore, necessary action is being taken, inquiry is being conducted and I again assure that the person or persons found guilty in this respect will be severely dealt with.

He has raised the question of short-fuelling. I have already stated in answer to Shri Madhukarji that this is the first time where this incident has taken place. So far as the question of short-fuelling is concerned, from time to time, I have got no concrete example before me. But, from time to time, if a report has come through the newspapers or from any other sources, enquiries have been conducted and they have not been found correct. This is the position so far as the short-fuelling is concerned.

Sir, he has asked what action has been taken against short-fuelling. So far, only one case, as I have said, in 1976 had taken place and it was found correct—of short-fuelling—and action had been taken. After that, no such case has come to our notice.

Now, he has raised the question of consumption of fuel. It has been prescribed and according to that fuel is given to the aircraft. Nothing more and nothing less. According to the prescribed system, the fuel is given. I want to tell my hon. friend that this is the solitary case. But he has again and again asked whether any such case has taken place in the past or not. This

is the first time that such a thing has taken place and we have taken a serious view of the whole thing.

श्री हरीश रावत (अल्मोड़ा) :  
अध्यक्ष जी, इस घटना से हमारे देश के तीन प्रतिष्ठान—एअर इण्डिया, इंडियन एअर लाइन्स और इण्डियन आयल—की प्रतिष्ठा को भारी धक्का लगा है। मैं समझता हूँ कि न केवल हमारे देश में ही बल्कि देश के बाहर के जो एअरक्राफ्ट हमारे देश में लैंड करते हैं उन कम्पनियों को भी आज आशंका पैदा हो गई है। जैसा कि अभी राजेश पायलट जी बता रहे थे कि 0.5 परसेण्ट पानी की मात्रा होने पर भी इंजन स्टार्ट हो सकता है।

SHRI RAJESH PILOT (Bharatpur):  
I will, ask the hon. Minister only one question, if he permits. Everything would be clear. Normally before a flight, ground fuelling is given to the engines.

MR. SPEAKER: In the call attention, we cannot allow anybody else to do this. That would be a bad precedent for others.

AN HON. MEMBER: As a special case...

SHRI G. M. BANATWALLA (Pon-nani): It can be matched by an answer of the Petroleum Minister.

MR. SPEAKER: He can answer about the people at the helm of affairs who should have checked and kept supervision or not. If they have not checked, he should have taken action. It is a very serious matter. He should have been seized of the matter.

श्री हरीश रावत : यह सवाल केवल इस घटना के तकनीकी पक्ष का ही नहीं है। हो सकता है इस के विषय में मंत्रालय के लोग संतोष दिलवा दें लेकिन इस घटना से प्रतिष्ठान की प्रतिष्ठा पर जो आंच आई है उसको आप कैसे दूर करेंगे—सवाल

[श्री हरीश रावत]

इस बात का है। मुझको जो जानकारी मिली है वह यह है कि मंत्रालय के लोगों ने मंत्री जी को भी इस घटना की जानकारी एक तारीख की शाम को दी जब कि बाम्बे से प्रकाशित किसी अखबार में यह समाचार छपा। इतनी गम्भीर घटना हो जाए और उसकी जानकारी मंत्री महोदय को न दी जाए जो कि इस मदन और जनता के प्रति उत्तरदायी हैं तो निश्चिन्त तौर से यह एक गम्भीर मामला बन जाता है। मैं समझता हूँ मंत्री जी को बड़ी गम्भीरता के साथ इस घटना को लेना चाहिए।

मैं उनके माध्यम से पेट्रोलियम मिनिस्टर से भी निवेदन करना चाहूंगा कि इस प्रकार की मिलावट की बात उनके मंत्रालय के लिए कोई नई बात नहीं है। इस देश की साधारण जनता मिट्टी के तेल, डीजल और पेट्रोल में मिलावट की भुक्त-भोगी है लेकिन अगर इंडिया एअर लाइन्स और एअर इंडिया भी उनकी इस नेग्लिजेंस को भुगत रहे हैं तो यह उनके लिए गम्भीर रूप में सोचने की बात है।

12.00 hrs.

अभी हाल ही में पब्लिक अण्डरटेकिंग कमेटी के समक्ष एक मामला आया था जिसमें रोहतक की घटना का जिक्र था जहां 14 हजार लीटर पानी इंडो बर्मा पेट्रोलियम कम्पनी के एक टैंक में पाया गया। इसी प्रकार की कई दफा घटनाएं घटित हुई हैं। मेरा पेट्रोलियम मंत्री जी से भी निवेदन है कि वे अपने यहां भी कार्यवाही करें और मंत्री जी से निवेदन करना चाहता हूँ कि वे एयर लाइन्स और एयर-इंडिया के लोगों को निर्देश दें कि तेल लेने से पहले टैंक में भी प्रापर चैकिंग को जाए, जो ग्राउण्ड टैंक होता है। उसके

बाद एयरक्राफ्ट तक तेल भरने की चैकिंग करने का सिस्टम अप्रोका है। मैं चाहता हूँ कि उसको प्रापरली चैक किया जाए। उम्मीद है कि मंत्री जी इस ओर अवश्य ध्यान देने की कृपा करेंगे कि :

इसके अनिश्चित न्यूजपेपर में यह भी निकला है, जैसा कि एयरपोर्ट अथॉरिटी ने कहा है कि न तो उनके पास इतना स्टाफ था और न इंडियन आयल कम्पनी के पास इतना स्टाफ था कि वे एक साथ कई फ्लाइट्स को चैक कर पाते हैं। यह तो मेटेरी चैकिंग है, वह हमेशा रेगुलरली चैक नहीं की जाती है। क्या यह मत्थता है कि मामले को एक दूसरे के मिर पर डालकर हल्का करने की कोशिश की जा रही है। इसको वे कृपा कर के देखने का कष्ट करें। आपने कहा है कि यह प्रारम्भिक एन्क्वायरी है, जैसा कि आपने मदन में बताया, लेकिन इसकी डिटेन एन्क्वायरी से भी क्या आप मदन को अग्रगत कराने का कष्ट करेंगे? टैंकर में पानी मिलने की वजह से उस दिन और भी फ्लाइट्स कैमिल हुई थी। मैं यह जानना चाहता हूँ कि कितनी फ्लाइट्स उस दिन कैमिल हुईं और उसमें अण्डरटेकिंग को कितना नुकसान हुआ? कहाँ यह गया है कि अण्डर ग्राउण्ड टैंक में लिंकज हुआ है। क्या इसकी भी प्रापरली चैकिंग की गई थी या नहीं की गई थी कि पानी वही पर तो नहीं पहुँच गया, इस विषय में भी कृपया स्पष्ट करने की कृपा करें?

अध्यक्ष जी, मुझे ऐसा लगता है कि इस प्रतिष्ठान के वर्कशाफ की हालत बहुत खराब है। उसके इन्जीनियर्स प्रापरली चैकिंग इत्यादि नहीं करते हैं। इस प्रकार के नेग्लिजेंस के मामले न आये हों, लेकिन अलग प्रकार के मामले लाइट में आते रहे हैं। पीछे भी नेग्लिजेंस के ऊपर कई बार इन्क्वायरी हुई है, उन इन्क्वायरी

में कितने लोगों को सस्पेंड किया गया और कितने लोगों को परमानेंटली नौकरी से निकाला गया। इसको भी कृपया स्पष्ट करें? हमको यह आशंका है कि इसके बाद जो इन्क्वायरी होगी, उस इन्क्वायरी पर साधारण-सी विभागीय कार्यवाही करके कोई सख्त एक्शन नहीं लिया जाता है, जैसा कि माननीय सदस्यों ने कहा है। मामला काफी गम्भीर है, और ऐसे मामले पर साधारण-सी विभागीय कार्यवाही करके छोड़ दिया जाए, तो जनता के प्रति हम अपने उत्तरदायित्व की पूर्ति नहीं कर सकते हैं। इसलिए ये आपसे पूछना चाहता हूँ कि इस विषय में किस तरह से स्ट्रिक्ट एक्शन लेने का आपका प्रस्ताव है? क्या मुझे आप पेट्रोलियम मंत्रालय को स्ट्रिक्ट एक्शन लेने के लिए दूँगे?

श्री अनन्त प्रसाद शर्मा : अध्यक्ष महोदय, माननीय सदस्य का यह कहना कि इस तरह की घटनाओं से हमारे संस्थान की प्रतिष्ठा को धक्का पहुंचना है, मैं इससे बिल्कुल सहमत हूँ। यदि इस तरह की कभी कोई घटना होती है, तो वह लोगों की गलती से होती है और उन गलतियों को हम सुधारने की कोशिश करने हैं और उसके खिलाफ कार्यवाही करते हैं।

श्री अटल बिहारी बाजपेयी : गलती है या मेबोटाज है?

श्री अनन्त प्रसाद शर्मा : यह तो बाजपेयी जी, जब रिपोर्ट आएगी, तो मालूम होगा कि उसके अन्दर क्या है, अभी तो प्राइमार्फसी हमको मालूम हुआ है कि जिन लोगों ने अपने कर्तव्य का पालन ठीक तरह से नहीं किया है, उसी के सम्बंध में बातें कर रहे हैं।

श्री राम बिलारु पासवान (हाजीपुर) : यदि उस फ्लाइट में प्रधान मंत्री होती, तो मेबोटाज हो जाता।

श्री अनन्त प्रसाद शर्मा : आप इस सम्बन्ध में बातें करिए। बेकार की बातें करने से कोई फायदा नहीं है।

श्री अटल बिहारी बाजपेयी : कोई विदेशी हाथ भी हो सकता है।

श्री अनन्त प्रसाद शर्मा : बाजपेयी जी विदेश मंत्री थे, इस लिए उन को विदेशी नजर आते हैं, इस में हम क्या करें?

श्री अटल बिहारी बाजपेयी : हमें तब नजर आते थे, आज आप को नजर आते हैं।

श्री अनन्त प्रसाद शर्मा : यह जो देर में सूचना मिलने की बात है, मैं यह कहना चाहता हूँ कि इस के सम्बन्ध में पहली कार्यवाही की गई है, लेकिन चूँकि शनिवार और रविवार का दिन था . . . .

श्री हरीश रावत : आप को कब पता लगा ?

श्री अनन्त प्रसाद शर्मा : मैं इस बात को कह रहा हूँ कि मुझे देर से सूचना मिली, लेकिन उस का एक कारण यह था कि उस दिन शनिवार और रविवार था, फिर भी सूचना हम को मिल जानी चाहिए थी। मैंने इस के सम्बन्ध में कार्यवाही की है कि जिस वक्त इस तरह की घटना हो, मुझे तुरन्त सूचना मिलनी चाहिए।

जहां तक रोहनक की बात है कि वहां पेट्रोल में पानी मिलाया गया, मैं समझता हूँ यह बात इस प्रश्न से सम्बन्ध नहीं रखती है। फिर भी आप ने जिस सूचना के लिए कहा है, मेरे साथी पेट्रोलियम मिनिस्टर बैठे हुए हैं, वह जरूर इस बात की देख-भाल करेंगे कि यह बात ठीक है या गलत है।

[श्री अनन्त प्रसाद शर्मा ]

आपने कहा कि एअर-इण्डिया के लोग अलग से जा कर इन टैकों को चेक क्यों नहीं करते हैं—एअर इण्डिया के लोग टैक्स को चेक नहीं कर सकते हैं, इस के लिए इण्डियन आयल कारपोरेशन के लोग हैं . . . .

श्री हरीश रावत : आप जैनरल इस्पैक्शन की व्यवस्था कर सकते हैं ।

श्री अनन्त प्रसाद शर्मा : वह व्यवस्था है ।

श्री हरीश रावत : यदि मैंने टेक्नीकल बड्स में नहीं कहा है तो इस का यह मतलब नहीं है कि आप एक्सप्लेन न करें ।

अध्यक्ष महोदय : चोर के साथ चोर की मां को भी पकड़ो ।

श्री हरीश रावत : मैं केवल क्लेरिफिकेशन के लिये एक बात पूछना चाहता हूँ—इस घटना में एअर इंडिया की प्रतिष्ठा पर आंच आई है, देश की प्रतिष्ठा पर आंच आई है । बाहर से जो विदेशी यात्री यहां आते हैं उनके मन में जब हिन्दुस्तान का जहाज फ्यूल लेकर चलता होगा तो यह आशंका रहती होगी कि जहाज कहीं रास्ते में फेल न हो जाये, क्योंकि यहां फ्यूल में पानी मिला होता है । इसके लिये टाप से लेकर वाटम तक सब लोग जिम्मेदार है । मैं जानना चाहता हूँ कि एअर इंडिया के चेअरमैन और अन्य अधिकारियों के खिलाफ आप क्या कार्यवाही करने जा रहे हैं जिमसे एयर-इंडिया की प्रतिष्ठा बनी रह सके और देश यह जान सके इस प्रकार की नेग्लिजेंस करने वाले चेअरमन तथा अन्य अधिकारियों के खिलाफ भी एक्शन लिया जा सकता है ।

श्री अनन्त प्रसाद शर्मा : वहां पर जिम्मेदारी अलग-अलग बटी हुई है ।

जब एअर-क्राफ्ट से सम्बन्ध होता है और पेट्रोल एअर-क्राफ्ट में चला जाता है तो एअर-इण्डिया के लोग चेक करते हैं, लेकिन उसके पहले इण्डियन आयल कारपोरेशन के लोग चेक कर के देते हैं । इसी लिए उनकी जिम्मेदारी होती है ।

आपने पूछा कि वहां पर काफी कर्मचारी हैं या नहीं हैं ? इसका जवाब आप इसी बात से लगा सकते हैं कि दो एयर-क्राफ्ट्स थे तो इन्जीनियर्स भी दो थे, एक इन्जीनियर उनको नहीं देख रहा था । हमारे पास ऐसी कोई सूचना नहीं है कि वहां पर आदमियों की कमी है ।

आपने किसी और घटना के बारे में जानना चाहा है—मैं कहना चाहता हूँ कि इस के सिवा कभी तक इस तरह की कोई घटना नहीं हुई है । आगे का ईश्वर मानिक है ।

श्री हरीश रावत : इस प्रकार की नहीं हुई है, लेकिन अन्य दुर्घटनायें तो हुई हैं । आपने दोगी लोगों के खिलाफ क्या एक्शन लिया है ?

SHRI A. P. SHARMA: My difficulty is that of making it clear to you that we are not discussing accidents in general and incidents in general.

अध्यक्ष महोदय : आप अपने प्रश्न तक ही रहें ।

श्री अनन्त प्रसाद शर्मा : इस तरह का इन्सीडेंट एअर-इण्डिया के साथ कभी नहीं हुआ है । यह पहली घटना है । चूंकि इस तरह की घटनायें भूतकाल में कोई नहीं हुई है इसलिए लोगों के खिलाफ कार्यवाही की बात कहा उठती है ? अब यह घटना हुई है तो इसके

सम्बन्ध में कार्यवाही की जा रही है और जो लोग दोषी पाये जायेंगे वे दण्डित किये जायेंगे—ऐसा आश्वासन मैं देना चाहता हूँ।

श्री हरीश रावत : दूसरी चीज यह है कि जब पेट्रोल बाउजर से फ्यूल टैंक में ले जा कर डालते होंगे तो वहाँ भी चैकिंग की व्यवस्था होती होगी। फिर जब एयर फ़्रापट के टैंक में डाला जाता होगा तब चैकिंग करने होंगे। पाइलट के घ्राने के वक्त चैकिंग होती होगी। जब तीन-चार मौके आपके चैकिंग के थे, उम वक्त आपके इंजीनियर इस को लोकेट नहीं कर सके, जब कि उन मौकों पर इसका पता लगाया जा सकता था। इन तीन-चार मौकों पर किमी ने इसको लोकेट नहीं किया किमी को इसका पता नहीं लगा कि फ्यूल में पानी मिला है या नहीं मिला है। इस विषय पर तो आप कुछ नहीं कह रहे हैं ?

श्री अनन्त प्रसाद शर्मा : मैंने पहले ही कहा है कि इस अप्रेशन में नीचे से ले कर ऊपर तक लोगों की अनग-अनग जिम्मेदारी होती है। जिस काम के लिए जो लोग जिम्मेदार हैं उन्हीं से जवाब-तलव किया जा सकता है। जो लोग इस सम्बन्ध में जिम्मेदार पाए गए उनके खिलाफ कार्यवाही की जा रही है। उसके साथ साथ डी०जी०सी ए० की एक इन्क्वायरी बैठी हुई है। उम इन्क्वायरी की रिपोर्ट जब हमारे पास आ जाएगी और उसके फलस्वरूप जो हमें पता चल सकेगा कि कहाँ-कहाँ किम-किम की जिम्मेदारी है, किम की नहीं है, उन सारी बातों को देखते हुए हम फिर कार्यवाही करेंगे।

इन्होंने चैकिंग की बात कही। चैकिंग का प्रोसीजर डिटेल्स में पहले ही बता चुका हूँ। जहाँ तक इसका पता लगने या न लगने का प्रश्न है कि यह कब पता लगा,

यह तब पता लगा जब कि इंजिन स्टार्ट किया गया।

SHRI RAJESH PILOT: A specification is there when the bowser is taken from the stores; there is a specification.

SHRI A. P. SHARMA: I have explained that there is a specification. The fuel is taken from the bowser into a jar. I have also said that, at that point of time some material is put in that and if the colour indicates pink, then only you come to know that there is water. I have explained all these things.

SHRI RAJESH PILOT: That is the last chec.

अध्यक्ष महोदय : यह इण्डियन आयल वाले करते हैं या एयर इंडिया वाले करते हैं ?

श्री अनन्त प्रसाद शर्मा : इंडियन आयल वाले पहले करते हैं और लास्ट में एयर इंडिया की रिस्पॉसिबिलिटी है कि वह इसकी चैकिंग करे।

अध्यक्ष महोदय : चैकिंग के वक्त कोई नहीं था ?

श्री अनन्त प्रसाद शर्मा : सर मृमीवन तो यह है कि इस तरह से लोग कहते हैं कि अगर कुएं में भंग पड़ जाए (व्यवधान)

श्री चन्द्रजीत यादव : यह गलत-सलत जवाब दे रहे हैं। आपकी एजेन्सी ने पता लगा लिया लेकिन जिसकी एजेन्सी ने पता नहीं लगाया, वह जवाब नहीं दे रहे हैं। (व्यवधान)

श्री अनन्त प्रसाद शर्मा : मैं कह रहा हूँ कि उनकी एजेन्सी वालों ने भी पता लगाया तभी उनके आदमी संस्पेंड हुए। अभी इन्क्वायरी हो रही है।

श्री चन्द्रजीत यादव : आपके लोगों ने जो लैस्ट चेक किया, उससे पता चला। जो फर्स्ट और सेकंड चेक हुआ था उसमें पता नहीं चला।

Because they were responsible, they have been suspended. That is correct.

श्री अनन्त प्रसाद शर्मा : अगर पहले चेक के लिए लोग दोषी नहीं ठहराये जाने तो उन्हें मस्पेंड नहीं किया जाता। पहले चेक करने की जिम्मेदारी प्रायन इंडिया की है, बाद में एयर इंडिया की जिम्मेदारी है। इसी लिए दोनों के खिलाफ कार्यवाही की गई है।

अध्यक्ष महोदय : दोनों ने प्रायों पर पट्टी बांध ली थी।

श्री अनन्त प्रसाद शर्मा : सर, आई एग्जी विद यू। मैं तो यह कह रहा था कि अगर कुएँ में भंग पड़ जाए तो मारा पानी उथला हो जाएगा। दोनों एजेंसियाँ करने वाली हैं और दोनों की ही गनती है। दोनों के खिलाफ इन्क्वायरी कराई जा रही है।

MR. SPEAKER: That is an assurance from both the Ministries.

श्री जी० एम० बनानवाला : उनको खड़े हो कर अप्योरेंस देनी चाहिए थी।

شہری جی - ایم - ہیات والا (ہونانی) :  
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श्री अनन्त प्रसाद शर्मा : मैं जब कह रहा हूँ तो आपको इस बात को मान लेना चाहिए।

अध्यक्ष महोदय : शर्मा जी की बात को मान लो। श्री रामावतार शास्त्री।

श्री रामावतार शास्त्री : अध्यक्ष जी, बोइंग 707 के दो विमानों में पेट्रोल में पानी मिलाने के बाद जो हमारे देश की प्रतिष्ठा घटी है . . . .

13.15 hrs.

[SHRI CHANDRAJIT YADAV in the Chair]

उसके लिए हम सब लोगों को बहुत अफसोस है। अब तक तो हम लोग समझते थे कि रेल गाड़ियों में सफर करना ही ज्यादा खतरनाक बात है, लोग समझने लगे थे कि रेल दुर्घटना से बचने के लिए हवाई जहाज से सफर करना चाहिए। लेकिन 707 बोइंग की इस घटना के बाद इनकी भारी घाब प्रतिष्ठा पर आपके विभाग ने और माननीय शिव शंकर जी के विभाग ने लगाई है। इसको कैसे आप ठीक कीजिएगा? मबान यह है। आपने कहा कि हमने प्रारम्भिक इन्क्वायरी करवाई है। कुछ छोटी मछलियों को तो आपने कड़ाई में डाल कर तल दिया, लेकिन मगर-मच्छ जो जवाबदेह हैं, जिनकी तरफ रावन जी ने आखिर में इशारा किया, क्या कोई जवाबदेही इंडियन प्रायल कारपोरेशन के चयरमैन की है या नहीं? इनकी नेकनामी हिन्दुस्तान में कितनी बढ़ी है, इसकी कई बार चर्चा हो चुकी है। "मिंट्स" में निकल चुका है, 3-3 करोड़ रुपये के घोटाले के बारे में। (संवाधान)

आप इनका नाम जानना चाहते हैं? उनका नाम है\*\*। इनको कोई नहीं पकड़ रहा है।

मैं पहले तो यह जानना चाहता हूँ, कि माननीय शर्मा जी से और उनके बगल में बैठे मंत्री जी से कि आप दोनों के विभागों



की प्रतिष्ठा को बचाने के लिए और हवाई जहाजों से यात्रा करने वाले यात्रियों के मन में विश्वास पैदा करने के लिए क्या यह आवश्यक नहीं है कि फौरन से पेश्वर इंडियन आयल कारपोरेशन के चेयरमैन को बर्खास्त किया जाए ? क्या आप यह आवश्यक नहीं समझते ? क्या यह बात भी सही है कि इनका ट्रांसफर इस विभाग से हटा गया था, लेकिन वे अभी तक असन जमाए हुए बँडे है ।

प्राचार्य भगवान देव (भ्रजमेर) : अध्यक्ष महोदय, चोरी करे बेटा और बाप को गिरफ्तार कर लेना चाहिए ?

श्री रामाबतार शास्त्री : अगर वे न रहते तो हो सकता है यह घटना न होती । वे अपना आमन यहाँ जमाए रखना चाहते हैं ताकि इस तरह की घटनाएँ आगे भी घटती रहें ।

आपने कहा कि जांच करता रहे हैं, लेकिन किम तरह की जांच करवा रहे हैं ? प्रखबारों में निकला है कि उच्चस्तरीय जांच, लेकिन आप के मन में उच्चस्तरीय जांच की कहीं चर्चा नहीं है । तो क्या विभागीय जांच करवा रहे हैं या मचमुच में उच्चस्तरीय जांच करवा रहे हैं । क्या आप समझते हैं कि विभागीय जांच से इस तरह की घटना का पता लगाने का काम हो सकेगा ?

एक मजान और मैं जानना चाहता हूँ कि इस घटना के पीछे किसी किस्म का कोई पड्यंत्र तो नहीं था ? 130 यात्री थे, जैसा कि प्रखबारों में छपा है । 130 यात्रियों में कुछ प्रमुख लोग भी थे ? अगर यह बताने की स्थिति में आप हों तो इस को भी बताएं । 130 की जान तो इम्पार्टेंट थी ।

बहुत आवश्यक होने पर ही कोई हवाई जहाज से यात्रा करने की बात सोचना है । ये यात्री समय पर बम्बई से लुसाका नहीं

जा सके, दारेसलाम होते हुए । उन को कितनी क्षति हुई होगी ? आर्थिक भी हुई होगी, मानसिक भी हुई होगी । उन की क्षतिपूर्ति का भी आप कुछ विचार रखते हैं या नहीं ?

एक हवाई जहाज में कितना तेल डालने की क्षमता होती है ? कैपेसिटी तेल डालने की कितनी होती है और क्या इन दोनों हवाई जहाजों में कैपेसिटी के मुताबिक तेल डाला गया था या नहीं ?

आप ने कहा कि 25 प्रतिशत पानी था । जिन लोगों ने इस की जांच कर के यह पता लगाया कि इतना पानी था ? हो सकता है कि 50 प्रतिशत पानी हो । यह भी हो सकता है कि पानी में तेल मिलाया गया हो और पानी की मात्रा ज्यादा हो ।

इन तमाम बातों की जानकारी देश आपसे लेना चाहता है । हवाई जहाज में यात्रा करने वाले इस चीज को जानना चाहते हैं । जब तक इन तमाम बातों का सन्तोषजनक उत्तर आप नहीं देंगे आप क कमाई पर भी इस का असर पड़ सकता है । लोग कम हवाई यात्रा करेंगे । हमारी आमदनी इस से कम होगी । विदेशी मुद्रा की कमाई भी कम होगी । इस वास्ते इन तमाम बातों को आप ठीक से बतायें ताकि लोगों का विश्वास आप के प्रति और हमारे राष्ट्र के प्रति जमा रह सके ।

एक और बात है । हवाई जहाज लेट बहुत चल रहे हैं । इस के बारे में भी कुछ बोल दीजिये ।

श्री अनन्त प्रसाद शर्मा : सब से पहले तो मैं शास्त्री जी को विश्वास दिलाना चाहता हूँ कि उन की जीवन यात्रा, हवाई यात्रा बराबर सेफ रहेगी, सुरक्षित रहेगी —

श्री निरंजन लाल ब्राह्मण : (भीलवाड़ा) :  
आप कैसे दिला सकते हैं, यह तो ऊपर वाले  
के हाथ है ।

श्री आचार्य भगवान देव : ये कम्युनिस्ट हैं । ये  
भगवान को मानते ही नहीं हैं ।

श्री अनन्त प्रसाद शर्मा : मैं शास्त्री जी  
और अन्य माननीय सदस्यों से निवेदन  
करना चाहता हूँ कि इस तरह की कोई  
बात होती है तो हमारी प्रतिष्ठा को धक्का  
लगाना है । मैंने रावत जी के सवाल के जवाब  
में माना है इस बात को। अब मेरा निवेदन यह है  
शास्त्री जी मे कि इस की बहुत ज्यादा  
चर्चा कर के और उस धक्के को बढ़ाने की  
कोशिश न करें । मैंने कहा है कि जो ह्यूमनली  
पामिबिल बात हाँ सकती है की जाएगी...

श्री रामावतार शास्त्री : चेंबरमैन  
के बारे में भी कहिए ।

श्री अनन्त प्रसाद शर्मा : चर्चान के धू  
ही बहर रह हू ।

श्री रामावतार शास्त्री : ये नहीं,  
जिस चेंबरमैन का मैंने गुणगान किया है  
अभी, उस के बारे में ।

श्री अनन्त प्रसाद शर्मा : मैं निवेदन  
करना चाहता हूँ कि कभी कभी इस तरह की  
घटना हो जाती है, मनुष्य के जीवन में भी हो  
जाती है, हम जो काम कर रहे है उस में  
हो जाती है । यह कोई जानबझ कर करना  
नहीं है । मैंने पहले कहा है कि गलती हुई है ।  
अब इस की बार बार चर्चा करके और इसको  
और बढ़ा कर अपनी मर्यादा को  
ज्यादा धक्का पहुंचाने की कोशिश नहीं  
होनी चाहिए । यह मेरा निवेदन है ।

दूसरे जो आपने चर्चा की आई० ओ०  
सी० के चेंबरमैन और बड़ी बड़ी मछलियों  
की, आप को यह ब्याल होना चाहिए कि

इसमें जो सम्बन्ध रखने वाले हैं कोई ऐसी  
मछली नहीं है जिस की बकालत आप  
अपनी ट्रेड यूनियन से करें । यह सारे जिम्मेदार  
बड़े बड़े लोग हैं । .....

श्री रामावतार शास्त्री : ट्रेड यूनियन को  
आप इसमें न लाइए ।

श्री अनन्त प्रसाद शर्मा : जो भी इस  
सम्बन्ध में दोषी होगा उसी को सजा देंगे ।  
तां यह कार्यवाही क, जा रही है और इन्क्वायरी  
बतायेगी कि कौन जिम्मेदार है और कौन  
जिम्मेदार नहीं है । और जो भी जिम्मेदार  
होगा उसके खिलाफ कार्यवाही की जाएगी ।

आप ने कुछ पंचकुण्ठिणी की बात की ।  
मुझे इस बात को कहने हुए दुःख होता है कि आप  
ने इधर पंचकुण्ठिणी को देखा नहीं ।

श्री रामावतार शास्त्री : मैं तो कन  
ही आया हूँ ।

श्री अनन्त प्रसाद शर्मा : यह हो सकता है  
कि जिस दिन आप आये हों उस दिन देर  
हो गई हो । यह आप का दोष है । मेरा क्या  
दोष है ?

MR. CHAIRMAN: Please allow the  
Minister to complete his reply. If  
anything remains un-answered then  
you may point it out at the end.

श्री अनन्त प्रसाद शर्मा : सभापति जी,  
मैं यह कह रहा था कि आज कल इंडियन  
एयर लाइन्स और एयर इंडिया की पंचकुण्ठिणी  
का जहां तक सवाल है हमें इस बात की दाद  
मिली है कि पंचकुण्ठिणी मेन्टेन हो रही है,  
जिस की आप ने आलोचना की है । आजकल  
85 परसेंट में ज्यादा पंचकुण्ठिणी हो गई है  
बशर्ते जो इस में कमी होती है वह मौसम बर्बरह

की वजह से अगर हो तो उसके लिए हम कुछ नहीं कर सकते। इसलिए पंचचुएनिटी हमारी बढ़ी है। और लोगों के आने जाने की जो बात आप करते हैं हालत यह है कि आज किसी भी हवाई जहाज में पूरे टिकट हम लोगों को नहीं दे सकते, और पिछले दिनों में हमारा एयर ट्रैफिक बहुत बढ़ा है। इसलिए ज्यादा हवाई जहाज खरीद रहे हैं और आपकी सुविधाएं बढ़ा रहे हैं।

सभापति जी, इन्होंने पूछा कि जहाज की फ्यूअल लेने की क्या कैपेसिटी है। तो मैं कहना चाहता हूँ कि अलग अलग जहाजों की अलग अलग कैपेसिटी है। आपने जो पूछा है कि जहाजों की कितनी क्षमता होती है इंधन लेने की, अगर यह जानने में आप इंटरस्टेड है तो मैं आपको बतला दूंगा कि किम जहाज में कितनी इंधन लेने की क्षमता होती है। इस समय हमारे पास यह सूचना नहीं है।

श्री रामावतार शास्त्री : मुझे खबर है कि इन दोनों जहाजों में एक लाख लिटर तेल डला गया।

श्री अरुण प्रसाद शर्मा : मैं इस बात को स्वीकार करता हूँ कि बहुत सी बातों में शास्त्री जी को मुझसे ज्यादा खबर है। लेकिन कुछ हमारी बात भी मान लीजिए। तो यह सूचना अभी हमारे पास नहीं है। इस जहाज की और अन्य सारे जहाजों में कितनी क्षमता तेल लेने की है वह मैं बतला दूंगा मदन के जरिये से।

एक बात उन्होंने पूछी यह जांच कहाँ हुई इंधन की? यह आई० ओ० सी० की लेबोरेटरी में जांच हुई है, किसी आदमी ने नहीं की। और जो जांच करा रहे हैं इस चीज की वह डायरेक्टर जनरल, सिविल एविशन करा रहे हैं जो इसके सम्बन्ध में अथॉरिटी है एअरक्राफ्ट्स ऐक्सीडेंट्स रूल के अधीन रूल 77 (सी), 1937 एयर क्राफ्ट

रूल हमारे देश के हैं जिनके अधीन इन सारी बातों को देखते हैं। उसको देखते हुये जांच हो रही है, कोई विभागीय जांच इसके सम्बन्ध में नहीं हो रही है।

सभापति महोदय : इसमें एक चीज और बता दीजिए, चूंकि दो विभाग इसमें शामिल हैं, एक तो इंडियन आयल है, क्या उनका अधिकार होगा उनकी जांच करने का? उनका रिप्रिजेंटेशन कैसे होगा?

श्री अनन्त प्रसाद शर्मा : : सभापति जी, हमने अपने डिपार्टमेंट की इन्वायरी भी अलग से सैट-अप की है एयर इंडिया की लेकिन ओवर एंड अबाउट सारे इन्वीस्टिगेशन की जांच रूल 77-सी के तहत हो रही है।

SHRI SUDHIR GIRI (Contai): Mr. Chairman, Sir, there was an occasion in the very recent past when a similar incident took place as regards Makalu. Immediately after that incident was detected, the Home Minister came forward and made a statement in this House. But, in this case, the incident was detected on Saturday. No Minister of the Government came forward to announce anything as regards this incident to the House till now. This is very serious. It is a matter of grave concern to us all. May I know whether the life of the Prime Minister is more valuable than the lives of so many passengers, who have been detained there for 28 hours? We do not find any Minister to come forward and take even a bit of care to make a statement in this House. Without taking time to make a long speech, I would simply put a question which is divided into different parts:

Will the hon. Minister please say why the junior officers only were suspended and the Terminal Manager (who is in overall charge) has been relieved of his duties only?

What is the date and time when the enquiry was conducted?

[Shri Sudhir Giri]

What is the date and time of the suspension of different officers?

What are the methods and the systems now in existence to ensure that the fuel is not adulterated?

May I know whether the report of this enquiry will be placed before this House?

May I know whether there were any incidents in the past when the crew of the Indian Airlines, in collusion with the officers of the IOC, arranged for short-lifting of fuel in the different stations, in order to gain some financial benefit out of it?

I would therefore request the hon. Minister to explain the position to the House and to give suitable replies to all my questions.

SHRI A. P. SHARMA: I thank him for the specific and brief question which he has put.

He referred to an incident which happened earlier when the Home Minister made a statement in the House.

Now, Sir, that was something different from this incident. This is an incident which comes under the Air Corporation Rules. This inquiry has been ordered under Rule 77(c) of the rules. There is no question of small or big, whoever had been found to be responsible had been taken out. This engineer of Air India who was responsible for carrying out the check failed in his duty, and, therefore, action was taken against him. If there is anybody else responsible for this and any responsibility has to be fixed on others, that certainly can be done on the basis of the enquiry report. As soon as we get the report of the enquiry, and if somebody else is found responsible, we will take suitable action.

The hon. Member has also asked whether the report of this enquiry being conducted by the D.G.C.A. will be placed on the Table of the House.

As usual in such cases, we will be placing the report of the enquiry in the Library for the information of the hon. Members after the report is received from the D.G.C.A. with his comments by the Government, and after the Government accepts the same.

Then, both the Air India and Indian Oil Corporation have taken immediate action. There has been no delay in that. So far as giving information to us here is concerned, I have accepted that there has been a delay, but a preliminary study was made by them immediately and action was taken. Of course, the investigation in the case of Air India took three days time, and, therefore, the action was taken on 2-3-1982.

So far as the Oil India Corporation is concerned, as soon as the contamination in aviation fuel was detected, an on-the-spot study was conducted by the Senior Manager of the Marketing Division and based on that study, following actions were taken:

One, the Airport terminal manager was relieved of the charge effective 28-2-1982. Another officer was appointed to take charge of the airport station.

I want to give one more information; perhaps Shri Madhukar referred to that. The Air Terminal Manager was not an officer of the Air India; he was an officer of the Indian Oil Corporation and the action has been taken.

Then, three officers who were directly concerned with the fuelling service were suspended on 28-2-1982 and one officer on 1-3-1982 pending detailed investigation. There has been no delay in taking action. As soon as this was detected, immediate action was taken.

SHRI SUDHIR GIRI: I requested the hon. Minister to mention the time when the suspension order was given. The incident took place on Saturday and the suspension order was given only on 2-3-1982, that is when the Calling Attention notice had been serviced. The suspension order was given thereafter.

SHRI A. P. SHARMA: I have given the dates in each case in respect of Air India as also Indian Oil Corporation people. Now it is for the hon. Member to draw his own conclusions.

13.39 hrs.

BUSINESS ADVISORY COMMITTEE

TWENTY-SIXTH REPORT

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS AND DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI P. VENKATASUBBAIAH): I beg to move:

"That this House do agree with the Twenty-sixth Report of the Business Advisory Committee presented to the House on the 2nd March, 1982."

MR. CHAIRMAN: The question is:

"That this House do agree with the Twenty-sixth Report of the Business Advisory Committee presented to the House on the 2nd March, 1982."

*The motion was adopted.*

13.40 hrs.

MATTERS UNDER RULE 377

MR. CHAIRMAN: Shri Kamal Nath... Not present. These hon. Members who give notice for making a special mention under Rule 377 should see to it that they are present in the House for this. It is not a good practice that after pressing for making a statement they are not present.

SHRI SONTOSH MOHAN DEV (Silchar): The difficulty is that they do not know the time.

MR. CHAIRMAN: This is no excuse. They should know the time.

SHRI SONTOSH MOHAN DEV: Sir, this is lunch hour now. Lunch hour was dispensed with this morning only. The Speaker declared this morning only that the Lunch Hour will be dispensed with. That is why they are not present.

MR. CHAIRMAN: If the Hon. Member takes the trouble of seeing the papers, it was notified in today's papers that we will be sitting during lunch. Therefore, I am just bringing to the notice of the Members that this kind of lapse should not occur in future. If the Member is absent, then he should write to the Office of the Speaker so that it is known that he is not present.

(i) RECOVERY OF BLOOD PACKS IN GARBAGE DUMP BEHIND THE RED CROSS BHAWAN, NEW DELHI.

SHRI K. LAKKAPPA (Tumkur): There have been recent reports in the Press about the location in a garbage dump of some human blood packs behind the Indian Red Cross Bhawan, New Delhi.

Blood is donated by people for saving the lives of accident victims and for serious cases where blood transfusion is necessary. It is strange that blood donated to the Blood Bank of the Indian Red Cross should find its way in the form of plastic bags into the garbage.

It appears that for want of adequate storage facilities, the blood donated could not be preserved for more than 21 days by the Red Cross organisation and a portion of it had, therefore, been disposed of.

According to the reports red fluid inside the packs found in the garbage contained only red corpuscles with the Plasma removed and that the Red corpuscles could not be utilised as the blood was more than 21 days old.

The point that arises is that if the Indian Red Cross organisation could not utilise the blood donated to it within 21 days, why was it not trans-

[Shri K. Lakkappa]

ferred to other blood banks where it is badly needed or where there are proper storage facilities. In a large city like Delhi, there is acute shortage of blood and surely it is a case of utter negligence to throw away blood packs in garbage instead of sending them to the other blood banks or hospitals where it could be preserved. Even if, there is no demand for blood of certain groups, it is the duty of the authorities concerned to preserve the donated blood for use in future emergencies, in cases where the blood of such groups might be needed.

. It is reported to have been argued that some blood packs were thrown away because it was suspected that the donors were suffering from Jaundice. In such cases the blood should not have been accepted from such donors.

As per the press reports one blood pack containing the rarest blood group was also found in the garbage, and it looked like blood including the Plasma. There could not be any explanation for this sheer negligence on the part of the persons in charge of the Blood Bank.

Blood from which the Plasma is removed should also not be thrown out because such blood is used for transfusion into children suffering from certain diseases.

Certain irregularities were noticed earlier also in the functioning of the Blood Bank of the Red Cross in New Delhi.

The whole matter, therefore, needs urgent investigation. Precious blood donated by volunteers should not be thrown away.

(ii) NATIONALISATION OF JUTE MILLS IN WEST BENGAL IN THE CONTEXT OF ALLEGED LOCK-OUT BY JUTE MILL OWNERS

SHRIMATI GEETA MUKHERJEE  
-(Panskura): 47,000 Jute workers in

West Bengal have been thrown out of job by Lock-out in West Bengal Jute industry. Already 13 jute mills such as Ludlow, Northbrooke, Dalhousie, Hoogly, Empira, Bally No. 1, Bally No. 2, Ganges, Sriram, Gaurishankar, Kelvin, Prabartak, Naskarpara Jute mills have declared lock out. The process is continuing. Out of these 13, five have been locked out in January and February of this year, which is supposed to be the year of productivity. A number of workers died of starvation due to these lock-outs and family members of 47,000 workers are in dire distress. The jute mill owners, it will be remembered, were given nearly Rs. 80 crores by the Central Government for raw jute purchase from jute growers last year. Very little part of that money was utilised for that purpose and the jute growers were terribly hit due to the very low price of their produce.

Indian Jute Mills Association (IJMA) has recently given an open statement asking the Government for declaring jute as sick industry. Obviously they will go on for further lock-outs unless checked by the Government.

Experience of the jute growers, jute workers and the people in general is that the private jute mill owners were only looting the industry, putting both the growers and the workers in distress. The years in which the profit was fabulous they did not act differently and now taking advantage of glut in international market they are moving for getting the jute industry declared sick so that they can get more money from the Government.

But all jute mills workers organisations, including the Federation of Chatkal Majdoor Union (affiliated to AITUC) have urgently demanded immediate nationalisation of jute industry. I urge upon the Government, the Ministry of Commerce to take immediate steps in that regard.

(iii) SETTLEMENT OF CAUVERY WATER  
DISPUTE BETWEEN TAMIL NADU,  
KARNATAKA AND KERALA

**SHRI K. RAMAMURTHY** (Krishnagiri): It will be no exaggeration to say that the soul of Tamilnadu is the water from the river Cauvery. If the water from Cauvery is stopped for one agricultural season, the entire Tamil Nadu will become arid zone. The granary of Tamil Nadu, that is to say the Cauvery Delta in Tamil Nadu, will become the graveyard for the people of Tamil Nadu.

It is unfortunate that the 1924 Cauvery Water Agreement between Karnataka and Tamil Nadu has become a matter of political dispute between these two States. The Government of India has also been repeatedly assuring the people of Tamil Nadu that Cauvery Valley authority would be set up. This assurance is yet to become a reality.

Many rounds of talks have been held between the Chief Ministers of Tamil Nadu and Karnataka. Recently, it is understood that the Government of Karnataka is building a dam even without the express sanction of the Central Planning Commission, which would mean that there would be drastic decline in the supply of Cauvery water to Tamil Nadu.

Besides, this, the Government of Karnataka is also objecting to the construction of Hogenekal Thermal Power Project in Tamil Nadu. This causes avoidable problems for Tamil Nadu which is afflicted by recurring power cuts on account of which the wheels of industries have come to a grinding halt.

The Central Government should immediately call a meeting of the Chief Ministers of Tamil Nadu, Karnataka and Kerala and the dispute of decades should be resolved forthwith in order to ensure that the lives of 4.5 crore people of Tamil Nadu are not jeopardised.

(iv) PAY PARITY OF HOME GUARDS  
WITH POLICE CONSTABLES

**SHRI MUKANDA MANDAL:** (Mathurapur): Home guards throughout the country who are the most neglected lot in spite of the fact that this force was formed with a historical background. They are supposed to be the auxiliary to the police and generally help in maintaining internal security, but they have to work as much as the Constables do. Apart from this work, their role is to help the community in any kind of emergency, an air raid, a fire, a flood, an epidemic, an earthquake, a cyclone and so on. They are to participate in socio-economic and welfare activities such as adult education, health and hygiene, development schemes and such other tasks as are deemed to promote communal harmony and give assistance to the administration in protecting weaker sections of the society. There are about five lakhs of Home Guards throughout the country, but it is unfortunate that they are poorly paid and their service depends on the whims and fancies of some police officers. They are virtually treated like slaves by their superiors.

In view of the recent judgement of the Supreme Court that the right to "equal pay for equal work" is a fundamental right and enforceable as such, I urge upon the Hon. Home Minister to look into this matter seriously and release necessary funds and recommendation so that their pay and service conditions are brought on par with that of Constables.

(v) INDISCRIMINATE SPENDING OF MONEY  
BY GOVERNMENT DEPARTMENTS  
DURING THE MONTH OF MARCH

**प्रो० अजित कुमार मेहता (समस्तीपुर) :**  
मार्च के अन्त में किये गये अनाप शनाप खर्च के बारे में प्रति वर्ष लेखा परीक्षा विभाग और अन्य प्रशासकीय विभाग गम्भीर आपत्तियाँ उठाकर अनियमितताओं की ओर शासन का ध्यान आकर्षित करते हैं। फिर भी अब तक कोई ठोस सुधार नजर नहीं आया है। लोक निर्माण, सिंचाई, गृह निर्माण, विद्युत प्रदाय, लोक स्वास्थ्य, चिकित्सा आदि बड़े विभागों में 31 मार्च को मेला लगा रहता है।

[श्री धर्जत कुमार मे त ]

खर्च के इस महापर्व के दिन महीनों चलने वाली सरकारी कार्यालयों में क्रय करने की जटिल प्रक्रिया कुछ घंटों में ही पूरी कर ली जाती है। इससे केवल सार्वजनिक धन का दुरुपयोग ही नहीं होता, बल्कि वित्तीय अनुशासन में भी शिथिलता आ जाती है। अनेक प्रकरणों में अनियमित भुगतान हो जाते हैं तथा भीड़ के कारण इस आपाधापी में गवर्न की घटनाएँ भी घट जाती हैं।

बजट पारित होने के बाद धनराशि का आबंटन छोटे-छोटे कार्यालयों तक काफी देर से पहुंचता है। तब तक मानसून आ जाने के कारण कई योजनाएँ कार्यान्वित नहीं हो पाती। बजट प्रावधान समय पर मिन भी जाये, तो भी पुनर्नियोजन के कारण वित्तीय वर्ष के लगभग अन्त में ही कार्यालयों को खर्च के लिये धनराशि प्राप्त होती है। परिणामस्वरूप पूरे वर्ष में योजनाबद्ध रूप से धन व्यय नहीं हो पाता। व्यवस्था इस प्रकार की हो कि कर्मचारियों को, किसी एक दिन देर रात तक दफ्तर खुला रख कर भुगतान का मिलमिला जारी रखने की विवशता न हो। वर्ष के अन्त में भागी धनराशि तथा अनियमित व्यय की तुलना में धन की वापसी को प्रोत्साहित किया जाना, किसी भी दृष्टि में गलत नहीं होगा। दावों के भुगतान संबंधी नियमों में भी कुछ ऐसी उदार संशोधन किये जाने चाहिये, जिसमें वर्ष के अन्त में उनके भुगतान की अनिवार्यता न रहे और शेष बचे दावों के भुगतान के लिये आगामी वित्तीय वर्ष के बजट में उपयुक्त प्रावधान हो सके।

(vi) IRRIGATION FACILITIES FOR CHOTANAGPUR AREA.

श्री रीत लाल प्रसाद यर्मा (कोडरमा) :  
सभापति जी, जो मैंने नियम 377 के अन्तर्गत अपना वक्तव्य दिया था उसमें इनका संशोधन

कर दिया गया है कि उसे अब मैं पढ़ना उचित नहीं समझता हूँ। छोटा नागपुर में अग्ररसकरी जलाशय योजना और तिलैया डैम ड्राइवर्शन योजना अग्रर बनती हैं तो उस क्षेत्र से लोगों का बहुत बड़ा अहित होगा। इनसे बीस हजार एकड़ जमीन डूब जायेगी, 60 गांव डूब जायेंगे और 150 ट्यूबवेल्स डूब जायेंगे। यह योजना वहाँ की जनता के लिए बड़ी अहितकर है और वहाँ की जनता की आकांक्षाओं के प्रतिकूल है। इसलिये मैं इस वक्तव्य को नहीं पढ़ना हूँ।\*\*

श्री राम बिनास पासवान (हाजीपुर) :  
सभापति महोदय, नियम 377 के अन्तर्गत जो हम नोटिस देने हैं उनको संशोधित करने में उनकी मूल भावना को बदला जाता है। जब हमारे नोटिस की भावना को बदला जाता है उस वक्त कम से कम मध्यस्थित मेम्बर को काफिडेंस में तो लेना चाहिये। एक तो आप के स्टाफ में हिन्दी जानने वाले कम हैं। हम हिन्दी में जो भाव व्यक्त करने हैं उसको अंग्रेजी में करके फिर उसे कांट छांट जाता है। इसमें जिस उद्देश्य में हम नियम 377 के अन्तर्गत अपना नोटिस देने हैं उसका उद्देश्य ही नहीं रहता। आपके मेम्बेटोरियेट को चाहिये कि जब भी वह हमारे नोटिस में कांट-छांट करे तो हमें काफिडेंस में लेवे और बतावे कि इस तरह की बात हम इसमें नहीं रखना चाहते हैं।

MR. CHAIRMAN: I will bring it to the notice of the Speaker.

(vii) DIRECTIONS TO STATE GOVERNMENTS OF UTTAR PRADESH AND RAJASTHAN TO SUPPLY POWER TO FARMERS.

SHRI RAJESH PILOT (Bharatpur):  
The power supply to the farmers in Western U.P. and Rajasthan is hardly for 4 to 5 hours a day. This supply



is also given at the odd hours of night. At this critical stage of crops, the respective State Governments may please be asked to pay special attention to give at least 8 hours supply per day also if supply could be given during the day. If it is not possible then at least it should be in proper ratio for night & day hours.

(vii) INCLUSION \*F DHOBI\* IN THE SCHEDULED CASTES LIST

SHRI CUMBUM N. NATARAJAN (Periyakulam): I wish to point out that the Dhobi community has been included in the list of Scheduled Castes in all the States of the country except in Andhra Pradesh, Gujarat, Karnataka, Punjab, Maharashtra, Pondicherry, Chandigarh, Goa, Lakshwadeep and Haryana. Out of 22 States and nine Union Territories, in 16 States and five Union Territories the concessions available to those included in the list of Scheduled Castes are being extended to the Dhobi community and in six States and four Union Territories they are being denied their right to have special concessions envisaged in the Constitution of India.

Economically 99 per cent of this community is backward and poor and socially they are treated like an out-caste engaged in unclear work.

In Tamil Nadu, excepting in Kanyakumari district and Shenkottah taluk of Tirunelveli District, a major population of Dhobi community called as Vannan has not been included in the list of Scheduled Castes, thus creating invidious distinction between those living in the two areas and others belonging to the same community in other parts of the States.

In November 1980 the Tamil Nadu Washermen's Central Union conducted an All India Conference and also met the hon. Home Minister in delegation. The hon. Home Minister was

convinced about this anomaly and assured delegation that a Bill in the Parliament including the Dhobi community in the Scheduled Casts lists in all the States would be introduced and passed.

It need not be stressed that the Dhobis have become an essential part of our society and yet they are treated as social outcasts. Steps should soon be taken to include the Dhobis in the Scheduled Castes lists of all the States and the Union Territories in the country.

13.58 hrs.

RAILWAY BUDGET 1982-83, GENERAL DISCUSSION—Contd.

MR. CHAIRMAN: Now, we continue the general discussions on Railway Budget, Shri Narayan Choubey.

SHRI NARAYAN CHOUBEY (Midnapore): I beg to submit that the Ramayana of the Railways is a very big and the time at my disposal is very short. As the proverb goes the art is long and the life is short. Therefore, I will request you to give me some time. I do not want to deal with all the points.

The main message which the Railway Minister has given in this Budget speech is, 'travel when you must'. It means, 'Do not travel and if you can stop travelling you will solve all problems' and there is also no chance of accidental death.

Actually, this Budget is anti-people, lock stock and barrel. It is framed at the behest of the World Bank. It is an attempt to woo the favour of the World Bank to secure a loan of 700 million dollars. The World Bank bosses have laid down conditions that unless freight and fares are increased, unless the Railway's pay at least 40 per cent of their development cost and import the IBMs from abroad, the World Bank will not pay the loan.

[Shri Narayan Choubay]

And the Railway Minister's speech and the Budget are a long step forward for pleasing the bosses of the World Bank.

The budget has anticipated additional revenues. from pasenger tariff Rs. 172.60 crores from luggage Rs. 12.60 crores and from freight Rs. 76.85 crores. Just as a real capitalist Government, the tilt is again against the common man and in favour of the rich and the industrialists. Even oommon salt, food, vegetables etc. will cost more for the consumer. Let us look at the figures. Coal for steel plants and washeries with an originating traffic of 27.70 million tonnes will bring a freight of Rs. 94.40 crores, but coal for public consumption, 50 million tonnes will fetch the Railways Rs. 479.25 crores. For 20.5 million tonnes of foodgrains the Railways will get Rs. 250.50 crores, and for other goods of public use of 45 million tonnes the Railways will gain a profit of Rs. 780.50 crores.

If we look at the figures we will see how heavily it is tilted for the steel plants, washeries, and for the industries but against the common consumer.

14.00 hrs.

The same discrimination against second class passengers has again been shown. Not only the exemptions from 10 per cent and 5 per cent surcharges are withdrawn, but now upto 400 KM they have to pay 4 paise extra for every 5 KM. For first class and AC two tier, there is no change upto 250 KM. For distances of 251 KM and above, the increase is 2 paise per KM. Out of the total earning of Rs. 827.5 crores from passenger traffic, 78.73 per cent come from non-suburban second class passengers in 1980-81. And it is they, particularly the short distance passengers, who are the target of the Railway Ministry and who are being hit.

This is the concern shown for the common man by the present Government.

I agree that the railways require a lot of funds just immediately. The railways require a Navakalebar. Lord Jagannath of Puri gets Navakalebar every 12 years. You require at least 7000 KM of new tracks immediately. You require new wagons, new rakes and new locos. You require new techniques. But rakes are not being changed, lines are not being changed and old locos are not being replaced. There is only replacement of Ministers. Shri Kamalpathi goes and Shri Kedar Pande comes. Shri Kedar Pandey goes and Shri Sethi comes. But the old unsafe tracks remain, the old unfit rolling stocks remain. Hence accidents and derailments also remain and increase. For replacing all these old things, you require huge sums—thousands of crores—on priority basis. Here is the injustice being done to the railway system, which is the basic infrastructure of any our economic development. Railways wanted a bare minimum of Rs. 11,000 crores for the Sixth Five Year plan. But the Planning Commission sanctioned only Rs. 5000 crores. With the escalations of prices of all commodities, what will be the deal value of this? Will this do for the railways? When such is the grim picture, you are paying Rs. 405.12 crores as dividend to general revenues. I demand from this platform of Parliament that the Planning Commission must pay Rs. 11000 crores to the Railways and the Government of India must not take any dividend from the Railways for at least the coming ten years.

The Railway Minister and many other members have expressed deep satisfaction about the railways having carried freight of 220 m. tonnes and hoping to carry 230 m. tonnes in 1982. Well and good. But how has that been carried and at what cost? The Railway Board and the Chairman are really flogging the old horse without giving it fodder or water or rest, all in the name of maximum utilisation, which is really maximum destruction of railway assets. The Chairman has scant regard for safety rules. He always says, damn the rules, the trains

must move! But this is a short-sighted policy. Our Chairman is definitely efficient in many matters but sometimes efficient persons think too much of themselves and do wrong things due to over-enthusiasm.

What is the result of violation of safety rules? A record number of accidents! In 1980-18 the number of accidents was 12885 and consequential accidents were 1013, which is a record in the last 13 years. Loss of railway property was Rs. 2.95 crores. Loss of human lives—172.

**SHRI ATAL BIHARI VAJPAYEE:** (New Delhi): These figures about loss of human lives are not correct.

**SHRI NARAYAN CHOUBEY:** I am coming to that. The other losses in other economic sectors due to stoppage of traffic are not known, but it must run to several crores. The railways have given these figures: From 1-1-81 to 30-11-81, 538 persons were killed and 1161 persons were injured officially. People say the figures are much more. The Economic Times of 19th February states that 50 per cent of accidents from January 81 to January 82 are due to failure of equipments and non-supply of safety devices, etc. Whenever any accident occurs, the Railway Board says, it is due to human failure. Yes, it is human failure. But who is the human? It is the Chairman of the Railway Board and his orders not to care for safety rules. Do you observe the rules for brake powers? No. Do you have enough vacuum? No. Do you have proper tracks? No. Do you allow drivers to check brake powers? No. If they report to you, you do not hear them. You simply give them verbal orders. You ask them to run the trains with defective locos, defective rakes and wagons. If they refuse verbal orders, you punish them. If accidents occur, you remove them from service if accidents fail to remove them from this earth! Luggage van with vacuum brake at the rear of a coaching train is a must, as per rules. Do you observe it? You do

not. Many friends have stated earlier about the accident to 33Dn in Bilaspur division in the Katni-Bilaspur section, in which as many as 300 were killed as per press reports. Did not the driver of this ill-fate goods train repeatedly give a report that the loco was defective and that the vacuum was insufficient? What did you do? You forced him to drive it and the result was the devastating accident. Again take the Agra accident on 27th January, 1982. The Dakshin Express was running late by 4 hours 30 minutes. You pressurised the driver Buddhulal to make up time and the result was the accident. Again, there was this accident to the Bangladesh Pilgrims Special at Midnapur on 18-2-82. The engine WG 9257 was a shunting engine. The driver Kedarnath was a goods train driver....

**SHRI ATAL BIHARI VAJPAYEE:** Kedar Pande ?

**SHRI NARAYAN CHOUBEY:** No, Kedarnath. He had never driven any passenger train. The first fireman was killed. The driver and the second fireman were suspended. But who allowed the shunting engine to haul an 18-bogie passenger train and who engaged the goods train driver for the same? The DME (Power), Kharagpur. What have you done to him? Has he been taken up? I know he will not be taken up. Perhaps he will be given promotion, because he has got high links in the Railway Board.

How are you keeping your yards? In the yards, safety rules are given a good-bye! Yards are congested and full of cinders and ballasts. There is no sufficient light. Points do not function. I have seen with my own eyes hammers being used to set the points. I will give you an example. In Kharagpur, there were 14 accidents in 1979 but 37 accidents in 1981. In Nimpura, there were 104 accidents in 1979 but in 1981 the number of accidents was 375. Workers are injured and killed for the faults of the officers.

14.09 hrs.

[MR. DEPURY CHAIRMAN in the Chair]  
Of course, no, the sons and daughters  
of the officers of the Railway Board.

In Delhi proper, right under the nose  
of the Rail Bhavan please visit the  
Delhi Serai Rohilla C & W Department  
and see. There are no brake blocks,  
no bearing springs, no hooks no pin-  
cotter, no serew coupling handles.  
How will you repair the wagons?  
In such conditions, if derailments  
and accidents do not take place, will  
be wagons fly over the track?

Corruption in railways is known to  
everybody. Some members have spo-  
ken about the corruption in booking.  
Yes, that has to be eradicated but it is  
nothing more than a drop in the ocean  
of the corruption in the Railway  
Board, Zonal Headquarters and Divi-  
sional Headquarters. The paper  
Sunday has done a big service to the  
nation by exposing a portion of this  
big corruption, corruption among big  
people in the railways.

Since you are a new Minister, I  
would request you to streamline your  
Stores Department. Not only the sup-  
plies received by the Stores Depart-  
ment are short but whatever supplies  
you get are sub-standard. The offi-  
cials of the Stores Department are  
sometimes in league with very big  
companies which supply you sub-  
standard materials.

Kindly streamline the Operating  
Department. The officials there are  
in league with big companies in the  
matter of allotment of wagons. Some-  
times, your Railway officials do not  
get wagons. Sometimes the public en-  
terprises cannot get wagons. But pri-  
vate people do get wagons because  
they please the big officials of the  
Operating Department.

Corruptions people are being given  
protection in the Railways. Those  
persons who expose corruption and  
help the Government to bring corrupt  
officials to book, are dismissed, haras-

sed and punished. I can cite the  
example of the Principal of the  
Khragpur Railway Boys High School.  
Those teachers who exposed the cor-  
rupt practices of the Principal, are  
being transferred and harassed. They  
are being compelled to go to the court.

About passenger amenities, when  
the Catering Department was being  
run by the Railways themselves though  
the service was not upto the mark,  
still we had some persons to whom we  
could make complaints. Now, the  
entire catering service has been given  
to contractors. I want that catering  
service should be improved and run  
departmentally.

Train dacioty has become a regular  
thing now. There is no protection to  
the travelling public. Something  
should be done in this direction.

A peculiar thing has come out in  
yesterday's 'Evening News'. The man  
who wrote the letter to the editor is  
Mr. H. C. Batra, 101 B, Mayur Vihar,  
Delhi. He has stated in his letter  
about corruption in the matter of re-  
servation for the Rajdhani Express at  
Howrah and Delhi both. I hope, it  
will be looked into.

Indian Railways is Indian railways.  
Ehs'tern Railway belongs to Indian  
Railways. Western Railway also be-  
longs to Indian Railways. But the  
ACC Express which leaves Howrah on  
every Tuesday do not supply bed-rolls  
because, according to them, the bogies  
belong to Western Railway. Why is  
it so? I hope, this will be looked into.

I request the Railway Minister to  
keep some of his commitments. You  
know that Howrah is a very congested  
place particularly for the South Eas-  
tern Railway. There has been a pro-  
posal to have a separate coach terminal  
for the SC Railway at Padamapukar.  
But for the last ten years, talks have  
been going on and nothing has been  
done.

About Mimpura Diesel Shed which  
has been mentioned at Item 271, page

18 of this Memorandum you have misled the House at the behest of the Railway Board by stating that Rs. 15 lakhs have been spent on it upto 1981-82. I know from my experience that not a single farthing has been spent, not a spade of earth has been removed and not a stone has been broken. Now you have allocated Rs. 5 lakhs for it. I request that this work should be hastened up.

I request that POH of electric locos should start in Kharagpur Workshop itself, which has got sufficient infrastructure for doing the same.

I request you not to kill Kharagpur-Adra railway line. A group of Congress-men from West Bengal came here and met you in a deputation requesting that more passenger trains should be started on Kharagpur-Adra section. I am glad that you promised to them. Moreover, if you do not keep this line, how will you serve the big coalfields which are coming up at Bankura?

Kharagpur Railway Colony is the biggest railway colony in India with 14000 quarters. But there everything is in shamble. You are eating away your own capital without creating any. Pandit Nehru had visited this colony more than once and he promised to build better quarters for the Kharagpur-railwaymen. At least, keep his word and allot sufficient special fund for Kharagpur Railway Colony, so that it does not go to dogs.

The Purulea Kotsila link should be converted into broad-gauge, as was promised by the hon. Railway Minister on the floor of the House.

Then, Digha, the famous sea beach of West Bengal, should be linked with Howrah.

Now I come to the railway men. Many members of the opposition have expressed their happiness that now there is peace and tranquility in the Indian Railways with no strikes or gherao.

MR. DEPUTY-SPEAKER: You should have spoken about the railwaymen first. You are coming to them last.

SHRI NARAYAN CHOUBEY: Next time I will take your suggestions.

The members from the other side that they are fully disciplined. Despite everything I would affirm that the peace of the grave yard or the peace, peace of the grave yard or the peace of the burial ground. Actually, emergency condition is obtaining on the railway front.

After the 1974 strike a large number of railway employees were thrown out of service. Had the Janata Government not come into power and taken back all of them into service, they would have been still out of service. It has been alleged by somebody that indiscipline has increased since they have been taken in. I do not agree with them.

The officers of the railways are behaving with railwaymen as if they are bonded labour. This reminds me of a proverb or a story. A man went to the house of a lady to beg for some food. The lady did not give him food; instead, she unchained the dog and signalled it to catch hold of the man who wanted to have food. The man said "please, do not give me food, but at least kindly chain your dog". Similarly, the railwaymen wanted pay parity with other public sector employees. You have not conceded that demand. Now the request is "at least chain the application of rule 11(2) by which you are punishing the employees now and then by dismissing or removing them from service". The railways have the lowest pay scales in the public sector. Yet, instead of removing the disparity, you enforce rule 14(2), which has become the order of the day. I have already brought it to the notice of the most efficient Chairman of the Railway Board that you are not even sparing the gangmen from removal under rule 14(2), not to speak of locomen. You have finished your locomen and now you are catching your gangmen.

[Shri Narayan Choubey]

The railway men are not given quarters. Where they have been given quarters, they are not being repaired. Their sons and daughters do not get employment in the railways. The railway colonies are becoming dens of anti-social elements, because their sons do not get employment.

The railways have 3 lakhs of casual labourers. You are treating them as slaves. The Supreme Court has given a judgment in the case of one Robert Desouza, who has served the railways for 30 years, in the Southern Railways. He was being transferred from place to place. He protested against it and formed the Construction Workers' Union. He was again transferred and ultimately dismissed from service. The case went to the Supreme Court and the judgment of the Court is that he should be given all retrenchment benefits. There are still lakhs of casual workers in the railways, who are either retiring or dying without being regularised. Can't you do this small thing of regularising their services? After all, they have served you for 20 years.

Coming to the hospital of the railways, they have got very nice buildings. But most of the time the medicines are available only for the officers and prescriptions for the railwaymen. Naturally, the railwaymen are demoralised and frustrated. Please do not treat them as bonded labour or slaves. I assure you that their frustration will be replaced by anger and action if timely measures are not taken to remove their grievances. Please stop the shabby treatment given to the railwaymen. Otherwise, the peace and tranquillity which you notice on the surface will burst some day.

Please do not depend only on the recognized federations, because they do not reflect the desire and views of the railwaymen. So, do not depend upon them alone, as the Railway Minister is doing. Kindly, occasionally call a meeting of other organisations of the railwaymen, though they are not re-

cognised, and know their views, as was done by Shri L. N. Mishra, when he was the Railway Minister.

Lastly, to save the country, save the railways. Do not yield to the pressure of the World Bank. Get more money for the railways from the Planning Commission. Stop payment of dividend to the general Revenue for at least ten years. The social burden of the railways should be borne by the Government of India through the general budget. You have to give proper materials to the shops, sheds and depots. Follow the safety rules. Do not behave in a cavalier fashion. Stop corruption in the Indian Railways, mainly among the officers. Do justice to the railwaymen, who are the best assets of the railways. Otherwise, what will happen is, for the railways it will not be a year of production, but it will be a year of accidents, derailments, collision and what not.

With these words, I thank you again for giving me this opportunity.

श्रीमती मोहिनिना किरवई (मेरठ) : माननीय उपाध्यक्ष महोदय, इस वक्त रेलवे बजट पर जो चर्चा इस मदन में हो रही है, मैं उस का खैरमकदम करने के लिये खड़ी हुई हूँ। मुझे इस बात की खुशी है और मैं माननीय मंत्री जी को मुबारकबाद देना चाहती हूँ कि इस दफा बाबजद किराये बढ़ाये गये हैं, मुसाफिरों के ऊपर थोड़ा सा बोझ पड़ा है, फिर भी हर पहलू में इस बजट में टच किया गया है, रेलवेज को सिर्फ एक कामगियन कन्वर्न की तरह से नहीं, बल्कि उस का जो लाभ मकदम है—पब्लिक सर्विस—उस की तरफ ध्यान दिया गया है। कोई भी ऐसा पहलू नहीं छोड़ा गया है जिस को टच न किया गया हो। उन की बजट स्पीच से हम यह उम्मीद कर सकते हैं और मुझे यह कहने में कोई भी हिचकिचाहट नहीं है कि पिछले दस-तीन सालों के अन्दर हमारी इंडियन रेलवेज की कारकर्मियों पर जो धब्बा आया था—चाहे मुसाफिर

गाड़ियों का एक्सीडेंट हो, चाहे इनएफिसियेन्सी का मामला हो, ओवर-क्राउडिंग का मामला हो—सारी चीजों की तरफ हमारे इस वक्त जो मंत्री जी हैं उन का ध्यान गया है और हम उम्मीद करते हैं कि वे जल्द से जल्द उन काले घब्रों को अपने रेल मंत्रालय से हटाने की कोशिश करेंगे। हिन्दुस्तान की तरक्की में इण्डियन रेलवे एक बहुत अहम मुकाम रखती है जिस ने इस देश की तामीर और तरक्की में, देश की सुरक्षा के लिये या डाउट के जमाने में अनाज पहुंचाने में या फलड के जमाने में बहुत शानदार काम किया है। आजादी के बाद हमारे पास इतने ज्यादा संसाधन बढ़े कि हम ने बहुत सी मुसीबतों पर काबू पाया जो भयंकर रूप में हमारे सामने बनी रहती थीं। मैं एक मिसाल देना चाहूंगी— उस वक्त हमारे पास इनने ज्यादा आमदो-रफ्त के जस्ये नहीं होने थे, भुखमरी पर काबू पाने के लिये या जिस वक्त बंगाल में कहत पड़ा था, आप को याद होगा, हालांकि उस वक्त गेहूं मस्ता बिक रहा था, लेकिन हमारे पास इनने जराये नहीं थे कि हम एक जगह से दूसरी जगह अनाज पहुंचा सकते और अनाज न पहुंचने की वजह से उस वक्त हजारों लोग भुखमरी के शिकार हुए। लेकिन आज मार्डर्नाइजेशन के बाद, ज्यादा से ज्यादा रोड ट्रान्सपोर्ट या रेलवे ट्रान्सपोर्ट हो जाने से, हम ने इस मुसीबत पर काबू पा लिया है और आइन्दा भी इस तरह की मुसीबत का सामना कर सकेंगे।

मैं इस मौके पर दो तीन बातों की तरफ आप का ध्यान दिलाना चाहती हूँ। हमारी रेलवे दो हिस्सों में बंटी हुई है—1—एडमिनिस्ट्रेटिव विंग और 2—आपरेशनल विंग। मुझे इस बात को कहते हुए बहुत खुशी है कि बहुत दिनों के बाद हमारे रेल मंत्री जी ने उन कर्मचारियों और अधिकारियों की तरफ देखा है जिन के ऊपर बहुत बड़ी जिम्मेदारी होती है, मेरा मतलब क्लास 4, क्लास 3

और क्लास 2 के कर्मचारियों और अधिकारियों से है। इस किस्म के लोग जो आपरेशनल विंग में काम करते हैं उन को बुला कर मंत्री जी ने उन के साथ बात की और उन की परेशानियों को समझने की कोशिश की। पिछले बजट में ज्यादा जोर मालगाड़ियों और फ्रेट पर दिया गया था, लेकिन यह पब्लिक सेक्टर की सब से बड़ी इण्डस्ट्री है और मैं समझती हूँ कि दुनिया के किसी मुल्क में एसी नहीं होगी। पब्लिक सेक्टर की जो इंडस्ट्री होती है उसको बड़ी भारी परेशानी होती है क्योंकि उसको सरा करोबार मुनाफे का देख कर हो नहीं करन होता है, उसका पब्लिक सर्विस का मोटिव मद्देनजर रख कर करना होता है और इन दोनों के बीच रास्ता निकालना मुश्किल होता है। लेकिन जिस तरह की बात आप कर रहे हैं उस से मुझे उम्मीद है कि आप आगे बढ़ेंगे और इसको और ज्यादा गंभीरता और संजीदगी के साथ आप देखेंगे।

आपने अपनी बजट स्पीच में बहुत सी बातें कही हैं कि आप लोगों की फैसिलिटीज बढ़ाने के लिए क्या करने जा रहे हैं। वे सब हमें मंजूर हैं। हम समझने हैं कि आप उन पर अमनदरामद करेंगे जिससे कि लोगों का रेलवे पर फेथ बढ़ता चला जाए।

रेलवेज में रिजर्वेशन में गड़बड़ी और ओवरक्राउडिंग से लोगों को परेशानी उठानी पड़ती है। इस तरह की बातें हमारे अपोजीशन ने भी कहीं हैं। उनमें थोड़ी-बहुत सच्चाई जरूर है। उसके बारे में कहा जाता है कि हमें तभी सफर करना चाहिए जबकि बहुत जरूरी हो। मैं समझती हूँ कि जो लोग अपने जेब से पैसा खर्च करके सफर करते हैं वे तभी सफर करते हैं जब कि बहुत जरूरी होता है। बाकी जिनके पास फ्री पास हैं या जिनका किराया सरकार की जेब से जाता है उनके बारे में तो मैं नहीं कह सकती लेकिन जो

[श्रीमती मोहसिना क़िदारी]

तबका अपनी जेब से पैसा खर्च करके रेलों में सफर करता है वह तभी करता है जब कि उसके लिए यह जरूरी होता है। आपको ऐसे तबके की तरफ ज्यादा ध्यान देना चाहिए।

रेलवे रिजर्वेशन के बारे में मेरा जातीय तजुर्बा है कि उसमें क्या क्या होता है। कोई फेमिली अपना रिजर्वेशन कराती है और रिजर्वेशन का पैसा खर्च कर के कराती है। उनके टिकटों पर डब्ल्यू० एल० लिख दिया जाता है। अब फेमिली सानी की मार्ग स्टेशन पर आ कर जाने के लिए खड़ी है और उसको बताया जाता है कि आपके नाम कोई रिजर्वेशन नहीं है। अब दिल्ली में रिजर्वेशन कराती गई अलीगढ़ से गाड़ी पर चढ़ने के लिए। अलीगढ़ में गाड़ी दो मिनट खड़ी होती है। वहां फेमिली खड़ी है, कंडक्टर आपका कह देता है कि कोई रिजर्वेशन नहीं है। फेमिली का कंडक्टर से कहत है कि हमारे यहां मौत हो गई है, हमें जरूरी जाना है। वह कंडक्टर को चार्ट में भी दिखाता है कि उनकी रिजर्वेशन अब मे ऊपर है लेकिन उनकी सीट पर दूसरे सब बैठे हैं। इस तरह का छोटी-छोटी बातें हैं जो कि पब्लिक के कमन की बातें हैं और ऐसी बातों में ही लोगों को लगता है कि सरकार के काम करने का तरीका गलत है या सही है। इसलिए मैं चाहती हूँ कि आप इन को जल्दी से जल्दी ठीक करने की कोशिश करें।

एक बात मैं लेडीज के बारे में कहना चाहती हूँ। रेल गाड़ियों में उनके लिए जगह बहुत कम होती हैं। मैकिड क्लास में कोई छोटा-सा डिब्बा किसी थ्री टायर कम्पार्टमेंट में उनके लिए रख दिया जाता है। उसमें बहुत थोड़ी सी सट्टें होती हैं। मैं कहना चाहूंगी कि जैसे पहले लेडीज

कम्पार्टमेंट्स होते थे उसी तरह के कम्पार्टमेंट का उनके लिए इन्तजाम करें। उनके डिब्बे में गार्ड जरूर हो ताकि उनकी प्रोटेक्शन हो सके। महिलाओं की परेशानी दूर करने के लिए आपको कदम नठाने चाहिए।

आपने रेलों में माइरेनाइजेशन के लिए लखनऊ में एक सेक्टर कायम किया है। इसकी मुझे खुशी है। लेकिन मैं आपसे कहना चाहती हूँ और मुझे बाहर की रेलों का तजुर्बा है। आपको भी बाहर की रेलों का तजुर्बा करना चाहिए। हमारे प्लेटफार्म पर इस कदर गन्दगी होती है कि वहां पर खड़ा होना मुश्किल होता है। बाहर की रेलों में टायलेट्स में घाटोमेटिक लोकम लगे होते हैं और जब गाड़ी प्लेटफार्म पर खड़ी होती है तो वे आप में आप बन्द हो जाते हैं और उनको कोई पेमेंजर यूज नहीं कर सकता है। इस तरह से आप भी कुछ मोर्चिये ताकि आपके प्लेटफार्म पर जो गन्दगी होती है वह न हो। अगर आप भी ऐसा तजुर्बा करेंगे तो आपका इस तरह से होने वाली गन्दगी में निजात मिलेगी।

आप जो इलेक्ट्रिफिकेशन का काम करने जा रहे हैं, मैं ममनती हूँ कि यह आपका बहुत अच्छा मकसद है। आप ज्यादा से ज्यादा रेलों में इलेक्ट्रिफिकेशन करें और पुराने तरीके को दूर करें।

बहुत सी इंडस्ट्री जो मुकान्लिफ प्रदेशों में हैं उन से रेलवे का ताल्लुक पड़ता है। उनके लिए रेलों की बहुत ज्यादा जरूरत होती है। मैं इस बात से सहमत हूँ कि रेलों के लिए जो एलोकेशन किया गया है वह कम है। इसको और बढ़ाया जाना चाहिए। हाउस इस मामले में एक राय का है। प्लानिंग कमिशन को एलोकेशन जो रेलवे के लिए है वह कम नहीं करना चाहिए था। इसका और ज्यादा बढ़ाने



की बात सोची जानी चाहिए। यह जो मांग की गई है इसका मैं भी समर्थन करती हूँ।

टूरिस्ट्स के लिए एक बहुत अच्छी ट्रेन अभी थोड़े दिन पहले चलाई गई है, पैनेम आन ह्वीलज। यह बड़ी खुशी की बात है। इससे टूरिस्ट एट्रैक्ट होंगे। इस तरह की और ज्यादा ट्रेनें चलाई जानी चाहिए। मेरा सुझाव यह है कि एक ट्रेन हट आन ह्वीलज चलाई जानी चाहिए। गरीब जो लोग हैं, जिन्होंने अपना मुल्क नहीं देखा है, उनको मुल्क को देखने का मौका मिलना चाहिए। मैं सीरियमली इस बात को कह रही हूँ। जो लोग इस ट्रेन से मुल्क देखना चाहें उनको थोड़ा कंसेशन भी आपको देना चाहिए। मुल्क ने जो तरक्की की है उसको देखने का लोगों को मौका मिलना चाहिए। आज तमिलनाडु का आदमी यू० पी० में नहीं जा सकता पंजाब का आदमी तमिलनाडु में नहीं जा सकता है। आपको खाम तौर से नौजवानों के लिए ऐसी व्यवस्था करनी चाहिए कि जिस तरह से स्कूली बच्चों को आप कन्मिशन फार्म देते हैं उसी तरह से इन लोगों को भी मिल सकें। जो बड़े बड़े काम हुए हैं, जिन के बारे में पंडित नेहरू कहा करते थे कि ये हमारे पवित्र स्थान हैं, जैसे भाखड़ा नंगल है, कालागढ़ का कच्चा डैम है, जमुना टनल है, भिलाई के कारखाने हैं या रांची के कारखाने हैं, उनको देखने का नौजवानों को मौका मिलना चाहिए, स्टुडेंट्स के अलावा दूसरे लोगों को भी इनको देखने का मौका मिलना चाहिए। आप कोई ऐसा समझ मुकदम करें जिस में लोगों को घूमने का मौका मिले और कम खर्च में मिले, और वे भारत दर्शन कर सकें।

अब मैं अपनी कंस्टिट्यूएँसी के बारे में थोड़ा सा अर्ज करना चाहती हूँ। मेरठ से लड़ कर और चुन कर मैं आई हूँ। यह

बदकिस्मती की बात है कि आज तक वहाँ एक भी नई गाड़ी नहीं दी गई है। जो वहाँ से डेली पैसेंजर आते हैं उनकी तादाद कम से कम सात-आठ हजार के ऊपर होगी। 1947 में जितनी गाड़ियां चल रही थी, शटल ट्रेज चल रही थीं, वही नौ की नौ अब भी चल रही हैं। पूरा चार्ट मैं पढ़ना नहीं चाहती। और जगह गाड़ियां बढ़ गई हैं। मेरठ जो विल्कुल करीब है और जिस को सैटलाइट टाउन हमारी सरकार ने घोषित किया है, उसकी तरफ सरकार का ध्यान नहीं है। यह रेल मंत्रालय की लापरवाही है यह तो मैं नहीं कह सकती हूँ लेकिन इतना जरूर कह सकती हूँ कि उधर नजर नहीं गई है और इस सम्बन्ध में एक शेर अर्ज कर देना चाहती हूँ :

गुल फेंके हैं औरों की तरफ बल्कि समर भी ऐ खानाए वरअंदाजे चमन कुछ तो इधर भी

मेरठ इस बक्त सब से अलग थलग है रेलों के बारे में। कोई डायरेक्ट लाइन नहीं है वैस्टर्न साइड में। आठ हजार किलोमीटर का इनाका यह है। लोगों को इलाहाबाद मुकदमे लड़ने के लिए जाना पड़ता है लेकिन कोई डायरेक्ट लाइन नहीं है। चन्द बोगीज हापुड स्टेशन में लगती है। और मुजफ्फरनगर बुलन्दशहर, मेरठ वगैरह के लोगो को वहाँ आना पड़ता है 4 लखनऊ के लिए डायरेक्ट ट्रेन नहीं है। संगम जरूर चली थी 1976 में जो इलाहाबाद ले जाती है। वह शाम को पांच बजे चलती है और दूसरे दिन बारह बजे पहुंचती है। इस तरफ आपका जरूर ध्यान जाना चाहिये।

हस्तिनापुर एक बहुत ही पुराना तारीखी शहर है। उसका सर्वे तक नहीं

[श्रीमती मोहसोना किदवाई]

हुआ है। दंडवते जी से मैं सहमत हूँ जब उन्होंने कहा :

“When there is a will, there is a way. when there is no will, there is survey.”

पहले जो मंत्री थे वह वहाँ गए थे और कह कर आए थे बड़ी मेहरबानी से कि हम इसका सर्वे करेंगे। मैं चाहती हूँ कि मंत्री जो सर्वे न करवा कर वहाँ बड़ौत से हस्तशिल्प तक की लाइन दें और कुछ गाड़ियाँ मेरठ से डायरेक्ट चलवा दें ताकि राजधानी में तो उसका कम से कम मिलाया जा सके और वहाँ के लोगों को कुछ सहूलियत हो सके।

किराया बढ़ाते हैं, टैक्स बढ़ाते हैं तो आप यह भी देखें कि मही खर्च हो और लोगों को सहूलियतें मिलें, मुविधायें मिलें। लोगों को परेशानी होती है जब वे देखते हैं कि किराया तो आप बढ़ाते हैं लेकिन उनको सहूलियतें आप नहीं देते हैं उनकी परेशानियों की तरफ तबज्जह करने हैं तो किमी का नहीं खलता किराया बढ़ना, बशर्ते कि उसको यकीन हो जाय कि यह हमारे ही कम आने वाला है।

दूसरी बात यह कि हममें अपोजीशन के भाइयों का सहयोग चाहा है, और मैं समझती हूँ कि इस वक्त मुल्क जिन हालात से गुजर रहा है उसमें जरूरत इस बात की है कि जो नीचे का कर्मचारी है, पिसता है और जिस पर सबसे बड़ी जिम्मेदारी है क्योंकि रेल का पहिया जाम करा देना तो असान है, लेकिन उससे मुल्क का कितना नुकसान होता है यह भी देखना चाहिए। इसलिए इन लोगों को अपने हक के साथ-साथ

अपनी ड्यूटी को भी समझना चाहिये और मुस्तैदी से अपना काम अंजाम देना चाहिए। यह हमें और आप सब को समझना चाहिये। साथ ही जो नीचे के कर्मचारी हैं, लाइनमैन, गार्ड, स्टेशन मास्टर उनकी जो सविस कंडीशन्स हैं और जिस तरह से रहते हैं उसकी तरफ भी आपको तबज्जह देनी चाहिये। और जो आपने दी है मैं समझती हूँ कि वह सही है और थोड़े दिन में उनकी दिक्कतें जो इस वक्त हैं वह भी दूर होने वाली हैं।

आपने बच्चों की उम्र 5 साल से घटाकर 3 साल जो की है मेरी राय में यह मुनासिब नहीं है। सरकार को इस पर फिर से विचार करना चाहिये और 5 साल ही उसको रखना चाहिये। एक मुद्दा यह है कि हम आर दिन देखते हैं कहीं न कहीं ऐम्सोडेंट्स होने ही रहते हैं। कोई न कोई ट्रेन में लोग बीमार होने हैं। तो मेरी राय है कि एक वैन इन्विण्ड डिस्पेंसरी टाइप बोगी हर फास्ट ट्रेन में बननी चाहिये ताकि ऐम्सोडेंट के वक्त या क्रिमी के बीमार पड़ने पर उसको तुरन्त इमदाद पहुंचायी जा सके। अगर आप इसका नजुबा करें तो यकीनन उसके अच्छे परिणाम होंगे।

प्रो० मधु बंडवते : अगर उमी बोगी का ऐम्सोडेंट हो जाय तो क्या करें ?

श्रीमती मोहसोना किदवाई : अब यह तो खुदा की मर्जी है, या इन्सानी गनती हो सकती है।

जो बाहर से टूरिस्ट आते हैं उनके लिये कुछ अंजाम आने कर रहा है। मेरी राय है कि हर इंटरनेशनल एयरपोर्ट पर भी रिजर्वेशन का अंजाम होना

चाहिये । क्योंकि मैंने देखा है कि यहाँ तो चले आते हैं लेकिन उसके बाद उनको रेल रिजर्वेशन मिलने में दिक्कत होती है, और खासतौर से लेडीज का पता नहीं होता कि उनको रिजर्वेशन के लिये कहाँ जाना है । इसलिए हर इंटरनेशनल एयरपोर्ट पर भी बुकिंग का इंतजाम हो तो टूरिस्ट और अट्रैक्ट होंगे ।

एक बात आपने डबल डैकर की कही है । मैं समझती हूँ कि डबल डैकर बोगीज का कम से कम फासले के लिये इस्तेमाल करना चाहिये, जैसे गाजियाबाद, महारनपुर, मेरठ से दिल्ली के लिये या लखनऊ के आसपास कानपुर या उन्नाव से आने के लिए । इससे ज्यादा फायदा लोगों का हो सकता है और जगह की दिक्कत भी खत्म हो सकती है और लोगों का भी आराम मिलेगा ।

बाराबंकी मेरा होम टाउन है जो एक छोटा जिला है वहाँ में कई मेल ट्रेन्स गुजरती हैं और मफदरजंग एक मंडी है । पिछले रेल मंत्री पंडित कमलापति त्रिपाठी ने वहाँ एक स्टापेज दिया था लेकिन वह बन्द हो गया । मैं चाहूँगी कि फास्ट ट्रेन्स का स्टापेज आप दे दें । इसी तरह से वहाँ हैडलूम के छोटे छोटे व्यापारी बहुत हैं और मछली का काम करने वाले लोग भी हैं । पहले पैमेंजर ट्रेन्स में उनके लिये जगह और बक्कन मिलता था । लेकिन इस बक्कन ज्यादातर ट्रेन्स में माल का नदान बन्द हो गया है । इसलिये इस बारे में आप इंस्ट्रक्शन दें क्योंकि नाखों रुपये का सामान पड़ा रह जाना है । इस से आपको भी फायदा होगा और लोगों का भी होगा । अभी डिबीजनल लेवल पर डिबीजन हो जाता है जिससे लोगों को परेशानी होती है और आप तक लोग नहीं पहुँच पाते हैं अपनी कठिनाई बनाने के लिये । रेलवे को भी रेवेन्यू कम मिलता है ।

गोमती एक्सप्रेस के बारे में मैं कहना चाहूँगी कि कानपुर से दिल्ली आते हुए अलीगढ़ रास्ते में पड़ता है । अगर आप उसका स्टापेज अलीगढ़ कर दें, 2, 3 मिनट का तो उससे काफी समस्या हल हो सकती है । ज्यादातर स्टूडेंट्स सफर करते हैं अलीगढ़ के कानपुर और दिल्ली से । दूसरी गाड़ी अलीगढ़ में दिल्ली में जाते हुए या लखनऊ से आते हुए इतनी बेवकत वहाँ पहुँचती है कि दिल्ली से जाते हुए रात के 12 बजे और लखनऊ से आते हुए सवेरे 4 बजे अलीगढ़ पहुँचती है । इससे गर्ल्स स्टूडेंट्स को बड़ी परेशानी होती है, लखनऊ कानपुर से आने वाली स्टूडेंट्स को बड़ी परेशानी होती है । अगर गोमती का स्टापेज अलीगढ़ में हो जाये तो मैं समझती हूँ कि यह बुरा नहीं है ।

हमारे उत्तर प्रदेश के जो सनती टाउन हैं, इंडस्ट्रीयल टाउन हैं, जैसे कानपुर है, तमाम गाड़ियाँ वहाँ से गुजरती हैं, लेकिन कानपुर के लिये मखसूस कोई ट्रेन नहीं है, न कलकत्ता के लिये और न दिल्ली के लिये । एक तो गोमती में 2, 3 कोचेज बढ़ाये जायें जिसमें कानपुर का भी हिस्सा हों । जो नई ट्रेन चलाई है 29-अप, हमारे लखनऊ से यह चलती है । गोरखपुर की बोगी उसमें लगाई है, मैं समझती हूँ कि गोरखपुर, आजमगढ़, बस्ती, देवरिया यह ऐसे हिस्से हैं जहाँ से पूरी ट्रेन चलनी चाहिये । इस बोगी से पूरा मकसद हल नहीं होता है ।

आजमगढ़ के बारे में भी मैं कहना चाहती हूँ, वहाँ बहुत दिनों से मांग हो रही है । यह एक बहुत बड़ा टाउन है, हैडलूम का बिजनेस यहाँ बहुत होता है, बाहर भी जाता है, एक्सपोर्ट भी होता है । यह अभी तक लिफ्ट नहीं हो

[श्रीमती मोहसिना किदवाई]

पाया है। मंत्री जी उसके बारे में भी बतायें। एक योजना थी इसे मऊ-बनारस से जोड़ देने की, अगर उममें कोई प्रगति की गई हो, उसका विचार कर रहे हों तो यह भी एक ईस्टर्न यू० पी० के लिये बहुत बड़ी चीज होगी।

मैंने बहुत सी बातें कह दी हैं, अत्र उपाध्यक्ष जी की नजर ऐसी है, कि मुझे और नहीं बोलना चाहिये इसलिए मैं अपने चन्द मुझावां के साथ फिर डम बजट का खैर-मकदम करती हूँ।

MR. DEPUTY SPEAKER: Hon. Members' discussion must be over according to the allotted time. The Hon. Minister would reply at 4.45 PM or at 5.00 PM. Therefore I would request every Hon. Member not to take more than 7 to 9 minutes.

SHRI HARIKESH BHADUR (Gurakhpur): My Party has been allotted.....

MR. DEPUTY SPEAKER: Your Party is there. It is all right. I will ask the Hon. Minister to reply at 4.45 PM. By then, all the Parties which have been allotted time, would be covered.

Now, Mr. D. P. Yadav has already been allotted 8 minutes. He must, however, do it within at least 10 minutes.

श्री डी. पी. यादव (मुरादाबाद) : उपाध्यक्ष महोदय, रेल मंत्रालय के बजट पर मैं कोई बहुत बड़ी तकरीर करने के पक्ष में नहीं हूँ। माननीय मंत्री जी केवल कुछ बातें याद दिला देना चाहता हूँ जिन पर प्रायद्वी से तवज्जह देने को जरूरत है।

एक चीज जहन में रखने की यह है कि हमारी नेशनल ट्रांसपोर्ट पालिसी क्या कहती है, हमारी राष्ट्रीय आवश्यकता क्या है? नेशनल ट्रांसपोर्ट पालिसी और योजना आयोग

द्वारा प्रकाशित छोटे प्लान के डाक्यूमेंट में स्पष्ट लिखा है—

"Transport services, unlike commodities, are neither tradable nor can they be stored."

ये दो वाक्य आपके लिये गाइड लाइन्स होने चाहियें और आपके अधिकारियों के लिये भी गाइडलाइन्स होने चाहियें।

जितनी चर्चा हुई है, उसमें बहुत सारे बिन्दु कवर हुए हैं और मैं तो रेल मंत्रालय की सलाहकार समिति का सदस्य भी हूँ, यदाकदा अनौपचारिक बातें वहाँ होती हैं। अपना विचार देता रहता हूँ। मैं मंत्री महोदय का ध्यान कुछ खास मुद्दों की ओर दिवाना चाहता हूँ।

रेलवे के पास डेवेलपमेंट की जो कैपे-बिलिटी या कैपेसिटी है, क्या उसका इस्तेमाल किया जा रहा है या नहीं? इस पर चर्चा करूंगा। हमारे मेजर पालिसी आवर्जिकिटिव में लिखा हुआ है :—

"to maximise the utilisation of existing assets through higher productivity"

इस समय रेलवे के अपन 46 कारखाने हैं और प्रेरी समय में आने वाले कम से कम पंद्रह बीस सालों तक वे रेलवे की डिमांड की पूर्ति करने के लिए पर्याप्त हैं, चाहे कोच मैनफैक्चरिंग हो, गैकन्डीजनिंग हो, कम्पानेंट मैन फैक्चरिंग, इंजन निर्माण या वीगन रिपेयरिंग हो। लेकिन दर्भाग्य में कुछ राजनीतिक कारणों से नए कारखाने बना दिए जाते हैं और पुराने कारखानों को छोड़ दिया जाता है। मुझे अपने क्षेत्र का अनुभव है। वहाँ एक रेल कारखाना है जमानपुर वर्कशॉप, भारतीय रेलवे का सब से पहला रेल कारखाना 1862 में जमानपुर में शुरू हुआ। उसमें शुरू से ले कर आज तक रेल वर्कर्स की संख्या घट कर 14,092 रह गई है। मैं अनुभव करता हूँ कि स्टीम लोकोमोटिव के फेज आउट होने पर उसके बदले जो रिप्लेसमेंट होना चाहिए था, जैसे डीजल लोकोमोटिव, क्रैन मैन-फैक्चरिंग और वीगन रिपेयरिंग का काम, वह वहाँ नहीं हो रहा है। नतीजा यह है कि दूसरा कारखाना तो बनाया जा रहा

है, लेकिन इस कारखाने की प्रोडक्शन को पूरा तरह से व्यवहार नहीं दिया जा रहा है।

मैं इस कारखाने के हर एक मूद में तो नहीं जाऊंगा, लेकिन मैं कहना चाहूंगा कि इस कारखाने, और इस प्रकार के अन्य 46 कारखानों, के बारे में एक नेशनल पर्सपेक्टिव प्लान बनाया जाए, एक टेक्नो-इकानॉमिक सर्वे कराया जाए और उनका आर्टिफिशियल यूलैब्रिडजेशन किया जाए। छठी योजना पुस्तिका में एक जगह कहा गया है :—

"It is estimated that coal used through electric traction is nearly five times more efficient than its direct use on steam locomotives."

इसका मतलब यह है कि सरकार की पालिसी इलेक्ट्रिफिकेशन की दिशा में जाने की है। इस लिए जिस राज्य में इलेक्ट्रिसिटी की प्रचुरता है, जैसे कर्नाट, महाराष्ट्र आदि, वहां पर दीर्घमदम इलेक्ट्रिफिकेशन उपनाया जाए और अन्य जगहों में भी जहां बिजली उपलब्ध है, वहां इलेक्ट्रिफिकेशन की तरफ जाना चाहिए। कलगांव और फरक्का जैसे बड़े बड़े मपर-थर्मल स्टेशन आ रहे हैं। उनका आने पर देश के नार्दन और ईस्टर्न भाग में इलेक्ट्रिफिकेशन का प्रोग्राम करना होगा और उसके मुताबिक ही नए कारखानों को ढालना होगा।

रेलवे के इंजीनियरिंग विभाग के कुछ अफसरों के बारे में एक कान्ट्रोवर्सी चल पड़ी है। मैं जमालपुर को रिप्रेजेंट करना हूँ। वहां पीडित मदन महेन मालवीय की सलाह पर 1927 में इंस्टीट्यूट बनाया गया था। वहां से जो स्पेशल क्लास एग्जेंट्स निकले हैं, वे बहुत ही अच्छे और लायक इंजीनियर मानित हुए हैं। मैं अनुभव करता हूँ कि उनको जो जगह रेलवे मंत्रालय में मिलनी चाहिए, वह नहीं मिल रही है। जमालपुर से ट्रेन्ड इन अफसरों की संख्या मात्र 500 होगी और वे क्लास वन रेल अफसरों में मात्र 7 परसेंट ही हैं। लेकिन मुझे प्रसन्नता है कि अभी तक रेल अफसरों को जो छः पद्मश्री मिले हैं,

उनमें से चार पद्मश्री स्पेशल क्लास एग्जेंट्स ले गए हैं।

1947 में देश आजाद हुआ था और अंग्रेजों के जाने से बहुत सारे पद खाली हो गए थे। बड़ी से बड़ी पोस्ट पर कोई इंजीनियर नहीं था स्पेशल क्लास एग्जेंट्स वहां लगा दिये गए उनका काम सराहनीय रहा है आज प्रमोशन, ट्रांसफर और पोस्टिंग में उनको जेनरल इंजीनियर्स के बराबर वही तरजीह देनी होगी, जो उन्हें पहले दी जाती थी।

दूसरी बात मैं यह समझता हूँ कि रेलवे के लिए फर्स्ट क्लास एपरीटिस, ट्रेड एपरीटिस स्कॉम का प्राविजन रेलवे कल्चर और रेलवे टेक्नालाजी के हित में पूर्ववत् रखें और उसको प्रोत्साहित करें। जहां 1862 से कारखाना बना हुआ है उस हॉल एरिया में रेलवे टेक्नालाजी एंड डेवलपमेंट की कलचर बन गई है। आप वहां के कर्मचारियों को सारे बच्चों को एग्जाइन्ट-मेंट दीजिए क्योंकि वे बच्चे ऐसे परिवारों में पैदा हुए हैं जहां पर रेलवे टेक्नालाजी का संस्कार बन गया है।

इसके अलावा रेलवे में जो क्लास (टू) के कर्मचारी हैं वे बड़े बेसहारा हैं। क्लास (थ्री) और क्लास (फोर) के लोग झंड लेकर अपनी मांगों पूरी करवा लेते हैं और क्लास (वन) वाले तो सारी सर्विस को रेंगनेट ही करते हैं। रेल कर्मचारियों के वेज स्ट्रक्चर का जहां तक सवाल है, जैसा कि चांबे जी ने भी कहा है, अदर पब्लिक सेक्टर के साथ उनको रखना चाहिए। मैं अभी कुछ दिन पहले एक रेलवे स्टेशन पर सड़ा था तो एक टी. टी. ने बताया कि एक ई.एफ.टी. बक जो हांती है वह एवलेबल नहीं है जिससे कि वे टिकट काट सकें। इतना ही नहीं, इसकी सप्लाई के लिए टी सी और टी टाई ईज को डिवीजनल आफिसर में घूस देनी पड़ रही है।

दूसरी जगह योजना आयोग ने एवः बात कही है :—

[श्री डी. पी. यादव]

to give special attention to the transport needs of the remote and neglected areas such as the North-eastern region.

असम, मेघालय, अरुणाचल—इन सार प्रदेशों को दिल्ली, कलकत्ता, बम्बई और मद्रास से जोड़ा जाए क्योंकि सबसे ज्यादा नैग्लेक्टड एरियाज यही हैं।

कंप्यूटराइजेशन के बारे में मैं भी कहना चाहता हूँ कि यह विज्ञान का युग है, इसमें साइन्स और टेक्नालॉजी का डवलपमेंट होना चाहिए।

(व्यवधान)

मैं समझता हूँ नौकरो से किसी को नहीं निकाला जायेगा। आज वॉस्टन कन्ट्रॉल और सोशलिस्ट कन्ट्रोल दोनों ही कंप्यूटर टेक्नालाजी में बहुत आगे हैं। दोनों में कंपिटिशन है। आज साइन्स और टेक्नालाजी के मामले में इंडिया भी थर्ड लाजेंस्ट पावर है। इसलिए यहाँ भी कंप्यूटराइजेशन को एडाप्ट करना चाहिए।

अन्त में मैं निबंदन करना चाहता हूँ कि प्लान के अन्तर्गत ट्रैक रैन्व्यूव के लिए 500 करोड़ की राशि रबी गई है, इसको बढ़ाया जाना चाहिए। इसके अलावा आप भिलाई स्टील प्लान्ट में कहें कि वहाँ पर ट्रैक के अलावा और कोई दूसरा काम नहीं होना चाहिए। ताकि कहीं ऐसा न हो कि आगे चलकर आपको ट्रैक फिफ्टिज का सामान ही न मिल सके। आप लांग टर्म पॉलिसी बनाइएँ तथा ट्रैक रैन्व्यूव पर अधिक में अधिक ध्यान दिया जाना चाहिए। साथ ही सिग्नलिंग के सम्बन्ध में मॉडर्न टेक्नालाजी है उसकी तरफ भी आपको ध्यान देना चाहिए। डीजल और एलैक्ट्रिक ट्रैक पर ज्यादा लाइडने की जहाँ तक बात है, मैं उसके खिलाफ नहीं हूँ लेकिन रेलवे में स्टैट्यूटरी टैरिफिंग का जो नियम है उसको आप एवायड मत कीजिए। साथ ही आप रैड-सिस्टम के साथ रेल सिस्टम—को कोबाइजमेंट कीजिए।

अन्त में मैं दो-तीन बातें नार्थ बिहार के सम्बन्ध में कहना चाहूँगा। नार्थ बिहार में ट्रैफिक लाइड बहुत ज्यादा है और वहाँ पर रेलवेज का सबसे कम डेवलपमेंट हुआ है। इस लिये नार्थ-बिहार को कभी नैग्लेक्ट मत कीजिए। उस का बहुत बड़ा इलाका नेपाल, बंगला देश और भूटान से टच करता है। मैं आप से निबंदन करूँगा कि आप एक बार अपनी टीम के साथ मेरे क्षेत्र जमालपुर चलिए और खुद उस की पांटेन्सियैलिटी का सर्वे कीजिये। आप एक के बजाय दो दिन वहाँ रहिये। इसमें मेरी ही सहायता नहीं हाँगी बल्कि रेलवे मंत्रालय भी लाभान्वित होगा। -

इन्हीं चन्द शब्दों के साथ आप ने मुझे जो मस्य दिया उस के लिये धन्यवाद देता हूँ। पी. मी. सठो साहब को भी बहुत धन्यवाद देना चाहता हूँ।

SHRI UTTAM RATHOD (Hingoli):  
Mr. Deputy Speaker, Sir, I was shocked to see the provision that has been made for the on-going project, namely, Manmad—Aurangabad conversion. The total anticipated expenditure on this project is expected to be Rs 29.74 crores. This project was started in the year 1973 and upto 1981-82 we have spend Rs. 2.04 crores. This year's provision is only Rs. 45 lakhs.

Sir, last time also a deputation from Marathwada had waited on the then Railway Minister who had assured us that next year he would make a substantial provision for the early completion of this project. I want to bring it to the notice of the hon. Minister that the whole Marathwada area feels that unless the present metre-gauge is converted into broad-gauge it would not be possible for them to catch up with the other developed area.

Sir, last time somewhere in the month of December the Deputy Minister for Railways has assured me that in 1982-83 he will take up the survey of conversion of Parbhani—Adilabad and laying of a new line between Adilabad—Pipalkhuti. But I do not find any

mention of it. In Budget speech the Minister has said that for want of time he could not give the details. I hope he will take up this survey this year.

Sir, the total amount that has been provided for passenger amenities is about R. 5 crores. I am sorry to say that this amount is not even enough to provide good drinking water to the passengers who use our Railways. Even for providing good drinking water you should allocate more funds. I know the Railway Minister has some financial difficulties and, as such, has increased freight charges and other things. But, Sir, there are certain things which the Railway can do without incurring any expenditure on their part. For example, some one and a half years ago I had put up a case of Sirlichondi level crossing on Khandwa—Purna Section. For the survey work the Public Works Department of Maharashtra has deposited Rs. 2000. This amount was deposited somewhere in June last year but so far the survey has not been conducted. I had a talk with the Chief Engineer of Aurangabad Division who had agreed to deposit the amount which would be asked by the Railway authorities for construction of the level crossing. I do not know why such things have been delayed. The Railways do

15.00 hrs.

not have to pay anything. Survey charges are paid by the State Government. The amount required for the construction of the level-crossing is also borne by the State Government. There is no need for you to pay any money. So I ask you: Why don't you take it up immediately?

There is a village called Karkheli. The Gram Panchayat is prepared to give water for the engines. There are several stations in the Marathwada region where you do not get water for the engines. That is why you have curtailed several passenger trains. Now Karkheli is prepared to give you water. You have to pay for it if you take it. You don't have to lay any pipe line. But still we find that the Railways are

not prepared to take water. I request you to take water from them and in this way help yourself and help the railway passengers.

There is need for a halt at Umari-in Kachiguda—Manmad section. It should not need any money. Even then these things are not taken up seriously by the Railways. (Interruptions) May I continue, Sir?

MR. DEPUTY SPEAKER: Yes, please continue and conclude in 5 minutes.

SHRI UTTAM RATHOD: Yes. It is a congressman's promise. This particular halt should be introduced as the people are agitated about it. I had already written several times to the hon. Minister about it. I hope that the Department will take it seriously. The then Chief Minister Shri S. B. Chavan introduced the Ellora Express from Nizamabad to Manmad. Another train called Panchavati Express was introduced from Manmad to Bombay, to take the passengers from Marathwada to Bombay. But there is no reservation available for the second class passengers from Marathwada by the Ellora and Ajanta Express trains. All the passengers are put into the double-decker coaches which do not have any place for keeping their luggages. These people who may come with one or two baggages should be given some space to keep their luggages in the second class in all the compartments, which should not be double-decker, which should have sufficient space for enabling them to keep their luggage.

There is another thing which I want to bring to the notice of the Railway Minister. Here also, it does not cost anything to the Railway Department. Unfortunately Marathwada is very much neglected. I hope that Mr. Sethi would make it convenient to visit the area and see the plight of the people who travel on the roof top of trains. The passenger trains have four rakes only. It is very difficult to accommodate all the passengers. So they travel on the roof of bogies. Why cannot you allow the people to travel more comfortably by giving more

[Shri Uttam Rathod]

rakes? This is my request. Just by putting in three or four rakes more, you can make their travel really comfortable. I request you to do it. If they meet with any accident, no doubt, you have to pay compensation. Now, of course, you have ceased feeling anything about these incidents also. But what I feel is that you must do something for the convenience of these passengers by adding a few more rakes as suggested by me.

Farmers' lands are acquired by the Railway Department. The adjoining land near the railway line is given to the Railway employees. I had spoken to the previous Railway Minister Mr. Pandey regarding this. I have told him that this land may be given to the adjoining cultivators who may cultivate the land, they will pay you the amount which you ask from them. I do not know why this cannot be done. I do not know how these things happen: it seems that there is some agreement with the Railwaymen about these lands. The Railway people allow their cattle to graze there; these cattle enter the adjoining lands and create trouble to the farmers. In order to avoid this trouble, I request that this land should be given to the adjoining cultivators.

The Marathwada region is most backward; the stations should be provided with drinking water facility, electrification, telephones and introduction of new methods of signals.

It is my request that a new division at Purna should be created. I have made a request in this connection last time also. This is in South Central Railway. Just as the Trivandrum division has been carved out, on the same lines, you should create this Purna Division comprising of Khandwa-Purna, Purna-Purli, Nizamabad-Manmad and Mudkhed-Adilabad sections. This all makes one thousand kilometres and we can have a viable division. I may further tell you that this division will not cost the depart-

ment more than Rs. thirty to forty lakhs. There are lands and buildings available at Purna.

I would request the hon. Minister to take cognizance of this and try to do something for the people of Marathwada.

DR. KRUPASINDHU BHOI (Sambalpur): Mr. Deputy-Speaker, Sir, I rise to support the budget proposals presented by the hon. Minister, Shri P. C. Sethi, and I must congratulate the Prime Minister, who at a crucial time of our economic development, appointed a person of Shri Sethi's stature as Minister of Railways. Shri Sethi has been an able administrator in his State and has also given the national economy a boost through the Ministry of Petroleum and Chemicals. It is also agreed by the Opposition.

MR. DEPUTY-SPEAKER: I think many projects are to be implemented in your constituency.

DR. KRUPASINDHU BHOI: Yes, I will come to that later. The initiator of the debate, Dronacharyaji, Prof. Madhu Dandavate gave many constructive suggestions and if those suggestions are implemented, the things in the railways will definitely improve a lot. When the railways were conceived before independence, their responsibility was twin; first to draw the raw material and resources from India to Britain for their industries, and second, to meet their requirements for defence purposes, and military movement. Now, the responsibility of the railways has increased, and the railways have now triangular responsibilities. It has to be public utility service, it has to be accountable to the Government for sound finances and has to be a model employer as a commercial organisation. If the railways are in a position to fulfil this triangular responsibility, definitely, our economy will get a boost, infrastructural facilities in the country will go up and we will be going a step



further towards achievement of socialism.

Sir, I come from Orissa and the whole House will agree with me that our sanskriti is Jagannath sanskriti;

सर्वे भवन्तु सुखिनाः ।

सर्वे सन्तु निरामयाः ।

सर्वे मद्राणि पश्यन्तु ।

मा कश्चित् दुःखभाग् भवेत् ।।

I am sure, the hon. Minister for Railways will definitely be able to give a boost to the national economy by putting it back on the track; it was derailed during the Janata regime.

From the speech of the hon. Railway Minister, we got an impression that he is very much contented with the performance of the railways. But that is not corroborated by facts. It is because while the resources have increased, the revenue earning freight traffic potentiality has remained the same, that is 220 million tonnes. If you look to the efficiency prevailing in 1976-77, you will not be contented with your anticipated earnings this year. In this connection, I would like to quote some facts from which you can yourself draw your conclusions. The revenue earning freight traffic of railways which was 73.2 million tonne. in 1950-51 increased to 212.6 million tonnes in 1976-77 and dropped down to 195.9 million tonnes in 1980-81. Now, in 1981-82, the Railway Ministry expects a revenue earning freight traffic of 220 million tonnes. In 1976-77 it was 212.6 million tonnes, and it went down to 195.9 million tonnes in 1980-81. Definitely Prof. Madhu Dandavate had given boost to the Railways, but whatever boost he is claiming was the gift of the Congress(I) Government. Later on, though he has tried his utmost to give boost to the Railways, his Janata conglomerates there, with political accountability they have, marred

the infrastructure and the total economy of the country had been brought into doldrums. Take for example the figures of revenue earning freight traffic in 1976-77 was 212.6 million tonnes. In 1977-78 it was 210.8 million tonnes. In 1978-79 it came down to 199.6 million and in 1979-80 it further came down to 193.1 million tonnes. And since our Government has come, it has started increasing and with the infrastructural facilities provided at the moment it has increased to 220 million tonnes, as was envisaged by the Railway Department. While the resources have increased, the number of infrastructural facilities have also been increased. In 1976-77, the number of locomotives was 8,345, Steam 1903, diesel and electric 847. In 1980-81 it was: Steam 7469, diesel 2403 and electric 1036. It is thus clear while the resources of the Railways had increased, its fleet of wagons has also increased considerably. Then how is the performance so poor? You compare that.

The second point is that our economy totally depends upon the increase in goods traffic. You will see that in the Budget allocations, wagon procurement plan in 1982-83 has been scaled down to 15,000. In 1981-82, it was 18,250. So, if wagon procurement is not more, then you cannot serve the national economy better. You cannot transport steel, you cannot transport coal, you cannot transport other infrastructural facilities, which the country needs more and more. So, the whole economy will be affected. Therefore, I want to impress upon the Hon. Minister that for this particular wagon procurement plan, the Government should urge upon the Planning Commission to allot more funds.

Then the main thing on which I want to impress the Government is about the financial condition of the Railways. Fiftyeight per cent of the Railway's financial resources are being paid to the workers and the rest are utilised for renewal of tracks or laying of new lines. Here is the National Transport Policy Committee document. I under-

[Dr. Krupasindhu Bhoi]

stand it has been approved by the Planning Commission. It has given in detail how the Railway can be put into the improved track and that our triangular responsibility can be discharged better. The Railway is definitely a public utility and is accountable to the Government. It is also a model employer and a business like organisation. It has got so many social burdens for which the Railway Budget has to spare more than Rs. 300 crores.

PROF. N. G. RANGA (Guntur): And then the working expenses will go on going up.

DR. KRUPASINDHU BHOI: You need not interfere. Why are you coming into my way? I am not going to repeat the same things which so many friends have said. I will stick to my main point, viz., that everybody is very much concerned about resource mobilization in the country; and resource mobilization can be had only in the sector where non-tax revenue can be earned by Government of India. Government can earn such a revenue from minerals and forest resources. These forest and mineral resources are available in States like Bihar, Madhya Pradesh and Orissa, in abundance. So, these States are called the Ruhr of Asia. So, if mineral resources are tapped, industries set up and finished products are exported we can get thousands of crores of foreign exchange for our country's economy. But these three States are neglected in Railway communication.

Time and again, I have urged for new railway lines. The National Transport Policy Committee has also, in page 162 of its report has said:

"There are similar missing links in other areas as well. For example, a new line connecting Talcher to Sambalpur will reduce the distance from Cuttack and Bhubaneswar to Delhi substantially, and at the same time relieve congestion on

saturated sector between Cuttack and Kharagpur.

They have categorically said that this railway line should be taken up. This will not only connect the missing link between Sambalpur and Talcher, but will also open up West Orissa and coastal Orissa, and also remove the emotional disintegration existing in Orissa.

In the whole of east coast, there is stagnation—In the ports of Haldia and Calcutta. So, if we want to have more traffic, Paradip should be linked with the hinterland of Chhattisgarh and west Orissa.

Secondly, the technical experts committee have said, after making a survey, that the annual turnover in terms of revenue will be 6.5 per cent a year. But actually, it is not so, because first the infrastructure will have to be constructed, viz., the Sambalpur-Talcher railway line.

In west Orissa and in the Chhattisgarh area, you will get a lot of minerals. But again there is a bottleneck coming up from the Mining Department. For this Sambalpur-Talcher railway line, a survey has already taken place. The coal reserves are not a hindrance. They were never a hindrance for the construction of the railway line. So, there should not be any difficulty. So, I urge upon the Minister to take steps in this regard. Planning Commission has accepted the Committee's report. So, I don't think any difficulty will be faced by the Minister in having this railway line constructed.

I now come to my constituency's problems. A divisional headquarters at Sambalpur or Jharsuguda had been promised by the ex-Minister. But nothing has come about. A Railway Service Commission should be situated in Orissa, because if you see the percentage of workers from Orissa, you will find that though we represent 4 per cent of the total population of India, we get a share of only 0.02 per cent. So, the Railway Service Com-

mission should be located in Orissa, so that we can get the benefit.

The South Eastern Railway's headquarters is situated at Calcutta, though it serves West Bengal only to the extent of 10 per cent. So, why not shift it to Orissa?

I also plead for the extension of Howrah-Rourkela Express up to Titlagarh; extension of Hatia Passenger up to Titlagarh, and increasing the frequency of Kalinga Express to three days a week. A bogie should be attached for Sambalpur and Bolangir in the Kalinga and Utkal Expresses. The Rupsa and Bankri Posi line has to be converted into broad gauge. Walter-Chhatesgarh links was there; there was no disruption. Without any interruption, it was running to Delhi. Now the people of Walter and Sambalpur-Bilangi are facing some difficulty and are waiting at Raipur for six hours. I have personally told the Minister about it. He should look into this and in the next time schedule he will see that the previous time table is maintained.

Last but not the least, again I will urge upon the Minister and the Prime Minister to allot more fund because the fund is so inadequate for the new lines which the Committee has suggested; it is Rs. 1250 crores for the construction of 5000 km. new lines in the country; the money which they have given is just pelting a stone over a mountain. So, it should be increased so that the national infrastructure is improved, the economy which was derailed during the Janata regime can be put into track and we will feel safe in the hands of the Railways Minister.

श्री राम बिलास पासवान (हाजीपुर) :  
उपाध्यक्ष महोदय, सेठी साहब ने जब बजट रखा था, उसके पहले मुझे उम्मीद थी कि उनका बजट दूसरे मंत्रियों के बजट से भिन्न होगा। कम-से-कम

वह अपने प्रथम बजट में जनता के ऊपर कोई ऐसा भार लादने की कोशिश नहीं करेंगे जिससे आम लोगों की तबाही हो। अपने भाषण में जिस ढंग से उन्होंने बजट की व्याख्या की है, वह सुनने में बहुत अच्छी लगी और ऐसा लगा कि मंत्री महोदय के पास इसके अलावा कोई चारा ही नहीं था कि बिना किराये और दूसरी चीजों में वृद्धि किये हुए उनका काम चलता। उन्होंने कर वृद्धि 261.45 करोड़ रुपये की की है। मैं यह कहना चाहूंगा कि बिना इस वृद्धि के किये हुए भी वह अपना बजट रख सकते थे और जनता को राहत दे सकते थे।

उन्होंने अपने बजट में 400 करोड़ रुपये से अधिक का डिवीडेंड डिक्लेयर किया है। जहां तक मुझे जानकारी है, पब्लिक सैक्टर में सरकार की जो 18,000 करोड़ से ज्यादा की सम्पत्ति लगी हुई है, और बराबर हजार करोड़ के घाटे में जा रही है, आज तक वह अपना डिवीडेंड भी डिक्लेयर नहीं करती है जनरल रेवेन्यू में क्या सरकार ऐसी व्यवस्था नहीं कर सकती थी कि 261 करोड़ से ऊपर जो रूपया जनता से लिया है, बिना उसको लिए हुए भी कुछ समय के लिए 400 करोड़ से अधिक का डिवीडेंड डिक्लेयर न करती, और जब आपकी माली हालत अच्छी हो जाती तो इसे लौटाने का काम करती।

इसके अतिरिक्त कभी तो अन्तर्राष्ट्रीय बाल वर्ष आप मनाते हैं 5 वर्ष तक के बच्चे को किराये में छूट देते हैं, उस समय बच्चा बहुत आपको प्यारा हो गया और अब दूसरा बच्चा दुश्मन हो गया कि आपने इस एज को 5 साल से घटाकर अब 3 साल कर दिया?

[श्री राम बिलास पासवाल]

मैं यह भी कहना चाहता हूँ कि यह आपकी पहली कर-वृद्धि नहीं है। आपने 3 बार कर वृद्धि की है और 901 करोड़ रुपये की आपने किराये में वृद्धि की है। इसके पहले दिसम्बर में 320 करोड़ की वृद्धि आपने की है, अब आपने 261 करोड़ की वृद्धि की है। मैं कहना चाहता हूँ कि जो 400 करोड़ रुपया डिविडेंड का था, उसे बिना दिये हुए, बिना किराये में वृद्धि किये हुए आप इस को कर सकते थे।

सबसे बड़ा मामला एक्मिडेन्टम का है। मैं आपसे अपेक्षा रखूंगा कि कम-से-कम आपके शासन-काल में देश की जनता को यह विश्वास हो जाये कि अब रेल में सफर करना उनके लिए मोत से जूझना या खेनना नहीं है। आज तो जब भी कोई आदमी रेल पर जाने लगता है, तो उमका दिल कांप जाता है। अगर कोई अत्यावश्यक काम हो, तभी वह रेल में सफर करता है। आज तक हम आश्वस्त नहीं हो सके हैं कि जब हम रेल में जाएं, तो हम समय पर पहुंच सकेंगे या मटिंग को एटेंड कर सकेंगे। डीरेलमेंट तो आज इतनी साधारण बात हो गई है कि समाचारपत्रों में दो लाइनों में उमका समाचार दे दिया जाता है। एक्मिडेन्ट में दो चार आदिमियों के मरने को तो कोई महत्व ही नहीं दिया जाता है। जब कोई मेजर एक्मिडेन्ट हो, तब कुछ खबर दी जाती है।

मैं रेलवे कनसल्टेटिव कमेटी का मेम्बर हूँ। कभी कभी वरिष्ठ अधिकारियों, रेलवे बोर्ड के चेयरमैन और मिनिस्टर की बुद्धि पर ताज्जुब होने लगता है। हमारे यहां बिहार में बदलाघाट में रेलवे एक्सिडेंट हुआ, जिसमें तीन हजार से

अधिक लोग मरे। सरकार कह सकती थी कि एक्सिडेंट का क्या कारण था, कोई आदमी या पशु सामने आ गया, ट्रक पुराना है, जब गाड़ी उसपर चलती है, तो डिब्बे झूलते हैं, ब्रेक लगाने से एक्सिडेंट हो गया, आदि। लेकिन बजाये यह कहने के यह तर्क दिया गया कि ऐसी घांघी आई कि पूरी ट्रेन ही पानी में चली गई। उसके बगल में झोपड़ हैं, हम लोगों के घर बगल में हैं। वह ऐसी घांघी थी, जिसमें झोपड़ें तो नहीं उड़े, लेकिन पूरी ट्रेन उड़ गई। जब मंत्री ने यह स्टेटमेंट दिया, तो रेलवे बोर्ड के चेयरमैन कैसे पोछे रहते? वह कहने हैं कि रेल गाड़ी एच विलीने की तरह उड़ गई। मैंने कनसल्टेटिव कमेटी में भी कहा था कि इधर-उधर की बातें छोड़ कर ईमानदारी में कुबूल लिया जाए कि इस दुखद दुर्घटना का कारण क्या था।

जब दृग प्रसार का एक्सिडेंट होने पर हम लोग मांग करते हैं कि रेल मंत्री इस्तीफा दें, तो उनका कारण यह होता है कि रेल मंत्री का अपने अफसरों पर श्रिः नहीं है। जब माननीय सदस्यों का मानूम हो जाएगा कि रेल-दुर्घटना के लिए जिम्मेदार किमी वरिष्ठ अधिकारी को पकड़ा गया है, यहां के जी०एम० डा० आर० एम० को सम्पेंड किया गया है या अगर आवश्यक हो, तो रेलवे बोर्ड के किसी उच्चाधिकारी को सख कर दिया गया है तो वे रेल मंत्री द्वारा इस्तीफा देने की मांग नहीं करेंगे। हम देखते हैं कि जब कोई रेलवे एक्सिडेंट होता है, तो मंत्री अपने अधिकारियों का बचाने की कोशिश करते हैं। मंत्री महोदय ने अभी रेलवे का कार्य-भार सम्भाला है, इस लिए मैं अपेक्षा रखूंगा कि वह अफसरों पर निश्चित जिम्मेवारी फिक्म करेंगे।

जहां तक गाड़ियों की टक्कर का सम्बन्ध है, अभी माननीय सदस्य जनता पार्टी के शासन की बात कह रहे थे। हमारे समय में भी डीरेलमेंट होती होगी, दुर्घटनाओं होती होगी। लेकिन उस समय तो कभी कभी दो गाड़ियों में टक्कर होती थी। जब से गवर्नमेंट बंट बक्स आई है, तब से तीन गाड़ियों के बीच टक्कर होती है। तीन तरफ से गाड़ियों के आने के लिए कौन जिम्मेदार है ? इस विषय में सड़े मंगजिन में लेख आ रहे हैं। उनमें रेलवे बोर्ड से चेयरमैन के सम्बन्ध में क्या कहा जा रहा है ? रेल विभाग ने मिक्थोरिटी मेजर्स को ताक पर रख दिया है और पैसेजर्स की उपेक्षा कर के गुड्स ट्रेनों को बढ़ाया जा रहा है। आखिर टक्कर की जिम्मेदारी कहीं न कहीं फिक्स होनी चाहिये। जब तक मंत्री महोदय इन दुर्घटनाओं के लिए हायर आफिमेजर्स को जिम्मेदार नहीं ठहरायेंगे उनके विरुद्ध कड़ी कार्रवाई नहीं करेंगे, तब तक कुछ होने वाला नहीं है।

आज रेलवे प्रशासन ऊपर से नीचे तक अष्टाचार में डुबा हुआ है। मैंने तो माफ ऐलोगेशन लगाया था कि मिनिस्टर्स के यहां या रेलवे बोर्ड नियत कर दिया गया है कि बीस रुके देने पर रिजर्वेशन होगा। सब से दुखद बात तो यह है कि जब शिकायत की जाती है, तो उस पर कोई ध्यान नहीं दिया जाता। रेलवे कनसल्टेटिव कमेटी की बैठक में श्री. हरीश गंगवार ने कहा कि एक सहायक स्टेशन मास्टर ने उनके साथ अभद्र व्यवहार किया है। श्री मोहम्मद इमरार अहमद ने कहा कि टिकट कलेक्टर ने उनके साथ अभद्र व्यवहार किया है। बं 5 अप्रैल और 14 अप्रैल

की घटनायें हैं। दिसम्बर में जवाब दिया गया कि इस बारे में उचित कार्यवाही की जा रही है और कर्मचारियों से पूछ-ताछ की जा रही है। तो जब कोई एम० पी० चाहे रूलिंग पार्टी का या अपोजीशन का, शिकायत करता है उस पर कार्यवाही नहीं होती है। यह रेलवे बोर्ड एक अरबी घोड़ा बन गया है। अगर वहां का कोई असफर चलेगा तो उसके लिए सलून चलेगा। गर्मी के दिनों में हम लोगों का सफर में धूल और पसीने से बुरा हाल हो जाता है लेकिन जो ट्रेन सुपरिटेन्डेन्ट होता है उससे अगर आप मिलेंगे तो ऐसा मालूम होगा जैसे वह अभी अभी नहा धोकर आया हो।

मैं आपको बताना चाहता हूं कि अभी पिछली 12 तारीख को एक घटना घटी जिसके कारण 14 तारीख को मुझे अपने परिवार के साथ घर जाना था।

MR. DEPUTY SPEAKER: Except for inspection work, no officer goes in saloons.

श्री राम विलास पासवान : चूंकि 13 तारीख को शनिवार था इसलिए मैंने मोचा शायद संसद का रिजर्वेशन बन्द होगा। मैं 13 तारीख से ही रिजर्वेशन की कोशिश कर रहा था। क्योंकि एक एक्सीडेंट का समाचार आया था इसलिए मुझे परिवार के साथ जाना था। \*\* स्टेशन सुपरिटेन्डेन्ट हैं उन्होंने कहा कि आप अपना आदमी भेज दीजिए। यह मेरे पास उनका लिखा हुआ है जिसमें लिखा है :

“CRS—Please provide four berths to him on this authority”.

[श्री राम विलास पासवान]

तिनसुकिया रात में जाती है। उन्होंने कहा था कि आप आधा घंटा पहले आ जाना। मैं एक घंटा पहले वहां पर पहुंच गया। मैं काउन्टर पर गया और यह कागज दिखाया तो उन्होंने इसको फेंक दिया। फिर मैं डिप्टी सुपरिन्टेन्डेंट के पास गया वहां भी कुछ नहीं हुआ। एक दूसरे व्यक्ति ने वहां पर उनसे कहा कि ये तो पामदान जी एम० पी० हैं, तुम्हारी पार्लिमेंट में खिचाई हो जायेगी। तब उन्होंने मुझ से कहा कि चलिए लेकिन उसके बाद भी मुझे कुछ नहीं मिला। मैंने लिखन कंप्लेन्ट की। आपके पास भी कंप्लेन्ट भेजी और प्राइम मिनिस्टर के पास भी भेजी। बाद में मझे प्लेन के टिकट लेकर मुंबई घर जाना पड़ा। आप समझ सकते हैं कि जब एम० पी० के साथ इस प्रकार का व्यवहार होता है, एक रेलवे कर्मचारी के द्वारा जोकि रेलवे का नोकर है, तब जनरल पब्लिक के साथ किम तरह का व्यवहार होता होगा? इसमलिए जो अण्टाचार फैला हुआ है इसके आप बिना कड़ाई के दूर नहीं कर सकेंगे। चूंकि यह चिट्ठी आफिशियल थी इसलिए मैंने स्टेशन पर शिकायत दर्ज कराई और उसकी कापी भेजी है। . . .

MR. DEPUTY-SPEAKER. You made mention of a name. You can say only "Station Superintendent"

SHRI RAM VILAS PASWAN: Because he has given his signature, I mentioned two name.

मैं यह कहना चाहूंगा कि रेलवे में जहां तक खान-पान का सम्बन्ध है, इस संबंध में मैंने एक प्रश्न पूछा था कि कितने प्राइवेट लोगों को कैंटीन का काम दिया गया है। मेरे साथी ने यहां पर ठीक कहा कि यात्री को तो खाना खाने से ही मतलब रहता है। लेकिन

मैं बताना चाहता हूँ कि कुछ लोगों ने अपनी मोनोपली बना रखी है। अभी कल प्रधान मंत्री गंगा त्रिब का उद्घाटन करने के लिए गई हुई थीं। वहां महेन्द्र-घाट और पहलेजाघाट के बीच में प्राइवेट आदमी का स्टीमर कभी खराब हालत में नहीं रहता लेकिन रेलवे का स्टीमर अकसर खराब ही रहता है। कारण यह है कि उस व्यक्ति से उनकी साठ-गांठ रहती है।

इसी प्रकार से आपके यहां 2.86 लाख कंजुअन लेबर हैं। आज तक आपन कभी यह नीति नहीं बनाई कि कंजुअन लेबर कहां रखे जायेंगे? कंजुअन लेबर की बहाली का यह हाल है कि अगर किसी एम० पी० के दां आदमी जाय तों उस के लिए जगह नहीं है, लेकिन किसी रेलवे के बड़े अधिकारी या इंजीनियर का आदमी जाय तों उस को रख लिया जाना है। मैं चाहता हूँ कि आप इस सम्बन्ध में कोई नीति तय कीजिए।

आप मेफटो-मेजेज की बात को मॉरिजये। मेफटो-मेजेज का यह हाल है आप मुगल मराय से वरगनी को चले जाइये बेनूमराय, मगरिया, चले जाइये, पूरे बिहार वेल्ट बिलकुल अन-मेफ है। वहां पर लॉग टिकट लेकर गाड़ों में बठना आप समझने हैं। जो टिकट लेकर चलता है उस को बहुत समझा जाता है। आप ने कह दिया कि कण्डकटर देखेगा। कण्डकटर क्या देखेगा? क्या उसकी हिम्मत है कि छुरे वाले को रोक दे? इसलिये, उपाध्यक्ष

महोदय, मैं आप के माध्यम से कहना चाहता हूँ कि सेफ्टी मेजर की तरफ पर्याप्त ध्यान दिया जाना चाहिये।

जहाँ तक शेडयूल्ड कास्टम और शेडयूल्ड ट्राईब्स की नियुक्तियों का प्रश्न है—आप ने हाल में जो रेकॉर्डे कन्सल्टेटिव कमेटी की बैठक हुई थी उसमें 31-3-1980 तक की फिगर्स दी थीं। जिसमें आप ने बताया था कि कनास 1 में शेडयूल्ड कास्टम की संख्या 7.79 प्रतिशत, शेडयूल्ड ट्राइब्स की 1.43 प्रतिशत है। कनास 2 में शेडयूल्ड कास्टम 10.86 प्रतिशत तथा शेडयूल्ड ट्राइब्स 2.30 प्रतिशत, कनास 3 में शेडयूल्ड कास्टम 11.31 प्रतिशत तथा शेडयूल्ड ट्राइब्स 2.3 प्रतिशत हैं। कनास 4 में सफाईवालों को छोड़कर शेडयूल्ड कास्टम में 17.69 प्रतिशत तथा शेडयूल्ड ट्राइब्स में 5.33 प्रतिशत है तथा सफाईवाले शेडयूल्ड कास्टम 83.17 प्रतिशत तथा शेडयूल्ड ट्राइब्स 1.58 प्रतिशत हैं। जहाँ लाखों की संख्या में शेडयूल्ड कास्टम और शेडयूल्ड ट्राइब्स बेरोजगार हैं फिर भी उन का कोटा पूरा नहीं हो पा रहा है। आज मिशनरीज का गंग-गांध में जाकर उनका एजुकेशन कर रहे हैं, फिर भी जहाँ तक तृतीय श्रेणी का ताल्लुक है जिसमें सिर्फ मेट्रिक पास मांगा जाता है उसके लिये भी आपको योग्य उम्मीदार नहीं मिल रहा है। आप ने सफाई वालों को 83 प्रतिशत रख लिया है—यह सफाईवाला काम आप ब्राह्मणों को देदीजिये, हायर कास्टम को दे दीजिये, हमको नहीं चाहिए। क्या उसमें कोई काम करेगा ?

श्री निरधारी लाल व्यास : करेगा। किसी को भी दो सब करेंगे। •

श्री राम बिलास पासवान : कैसे करेगा हमको मालूम है। सफाई वाले के नाम पर उसकी बहाली की जायगी लेकिन काम लिया जायगा—किन्नर का। टबिल साफ करने वाले का काम लिया जायगा। इस देश में लोग मरना पसन्द करते हैं कोठे पर बैठना पसन्द करते हैं, लेकिन स्वीपर और दाई का काम करना पसन्द नहीं करते हैं। इस लिए मैं आग्रह करूंगा—आप नये मंत्री बने हैं, आप के राज्य में, आप के शासन-काल में जो बैच लाग है वह अवश्य पूरा हो।

कन प्रधान मंत्री जो हाजीपुर गई थीं। हम लोग बहुत दिनों से यह मांग कर रहे हैं कि बिहार में रेलवे का जोनल आफिस खुलना चाहिये। गोरखपुर में जोनल आफिस है लेकिन हमारे यहाँ बिहार में एक भी जोनल आफिस नहीं है। डिवीजनल आफिस जो है वह तो सिर्फ पोस्ट-आफिस का काम करता है, इस लिये वहाँ जल्द से जल्द एक जोनल आफिस खुलवाने की व्यवस्था करायें। गंगा पर रेल का पुल बनाने के लिए आशा है आप ने सब कार्यवाही पूरी कर ली होगी, अब उम में क्या देरी है, कब से उस का सर्वेक्षण करायेंगे ? इस काम को तुरन्त करवाइये। हाजीपुर से डायरेक्ट कोई गाड़ी दिल्ली तक नहीं है। एक जयन्ती-जनता एक्सप्रेस चलती है जो समस्तीपुर तक रह जाती है। इस लिए कम से कम हाजीपुर से सीधी गाड़ी की व्यवस्था करें। हमारे यहाँ बहुत ज्यादा सोड-मचेन्ट्स (बीज-विक्रेता) हैं जो रजिस्टर्ड हैं। पहले उन को पार्सल के रेट में छूट दी गई थी, लेकिन आप ने उम कन्सेशन को फिर से खत्म कर दिया है। मैं आग्रह करना चाहता हूँ कि आप उसे बहाल कर दें।

हमारे जहाँ हाजीपुर में वाशिंग यार्ड के लिए बहुत जगह है, अगर आप वहाँ पर इस यार्ड को बनायेंगे तो कोई दिक्कत नहीं होगी।

[श्री राम विलास पासवान]

मैं आप से यह मांग नहीं करूंगा कि आप नई रेलवे लाइन खोलें या सुपर-फास्ट ट्रेन्ज चलायें, लेकिन इतनी प्रपील जरूर करूंगा कि जो सुपर-फास्ट ट्रेन्ज इस समय चलती हैं या जितने रेलवे लाइन्ज के ट्रेक्स हैं उन की मही तरीके से मरम्मत कराइये, वैगन्ज की मरम्मत कराइये, इन्निन्स बर्गरह की व्यवस्था करें जिस से लोगों के भविष्य में यात्रा करने में सेफ्टी महसूस हो। लाग यह न कहें पुराने समय के मुताबिक जैसा, कि वे अभी तक कहते आ रहे हैं कि रेलवे मिनिस्ट्री जो है, वह मिनिस्ट्री आफ एक्मोडेंट्म है। इसलिए मेरा आप से आग्रह है कि इस मिनिस्ट्री का जो नाम मिनिस्ट्री आफ एक्मोडेंट्म लोगों ने रखा दिया है इसका आप बदलने की कोशिश कीजिए।

इतना कह कर मैं अपनी बात समाप्त करता हूँ।

MR. DEPUTY-SPEAKER: There are many hon. Members both from the opposition and the Ruling Party. If every hon. Member takes not more than 5 minutes I can exhaust the list. Then I will call the Minister to reply at 5 o'clock. If anybody has not been called, it is not my fault, it is because you have crossed more than 5 minutes. Therefore, the responsibility shall be yours.

Now I call Mr. R. N. Dube to speak. Except Mr. Harikesh Bahadur, other people will take only 5 minutes each. Mr. Harikesh Bahadur will take 11 minutes.

(Interruptions)

SHRI RAMAVATAR SHASTRI (Patna): What about me?

MR. DEPUTY-SPEAKER: You have three minutes, but you will be given 5 minutes.

(Interruptions)

MR. DEPUTY-SPEAKER: I have told you, and as matter of fact, I want all to speak because this is an important subject. Every one of you will have to answer to your constituencies, but you don't talk about your constituencies, you only talk about the general policy. So, you speak about your constituencies.

SHRI NAWAL KISHORE SHARMA (Dausa): Sir, you have not called me, but you said that we can refer to the problems of our constituencies. Shall we have the assurance from the Deputy-Speaker that the problems of our constituencies will be solved?

MR. DEPUTY-SPEAKER: Now, Mr. Dube is not here. Mr. Kusuma Krishna Murthy may speak.

SHRI KUSUMA KRISHNA MURTHY (Amalapuram): Mr. Deputy-Speaker, Sir, the railways are the largest public sector undertaking which employs 17 lakhs of work force. Sir, more than one crore of people, that is most 1/80th of our population move daily in our trains covering about 60,000 kilometres spreading all over the country. With this characteristic largeness in terms of geographical spread, in terms of total length and also in terms of total strength of staff, it is not possible for the Indian railways to function as an isolated island of efficiency standing something different from the rest of the whole economy and rest of the whole society as it is functioning today. Therefore, the factors that influence our economy are bound to exercise the same kind of influence on our railway system and our railway administration. In fact, the rate of increase in fare and



freight charges have not kept pace with the rate of increase in the inputs of the railways. This is particularly so ever since 1966. The reason behind it is that the railways are run under public sector in our country, not under private sector as has been done in most of the advanced countries. For the private sector the motive behind it is profit. We are not running the railways with a profit motive, But we are running the railways with a service motive. Therefore, the rate of increase in the fares and freights has not kept pace with the rate of increase in the inputs of the railways. Our railway transport perhaps is the cheapest in the world and probably that is the reason why the Rail Tariff Inquiry Committee in their Report submitted in 1980 has strongly recommended to make our railway administration and railway system financially viable by substantially increasing fares and freights.

**SHRI SATYAGOPAL MISRA:** Sir, where is the Minister?

**MR. DEPUTY-SPEAKER:** He has just gone out. He has been sitting all the time.

**SHRI HARIKESH BAHADUR:** There are three Ministers including Deputy and State Ministers. They are also not here.

**MR. DEPUTY-SPEAKER:** He is coming now. He has taken my permission.

**SHRI KUSUMA KRISHNA MURTHY:** In spite of the strong recommendations of the Rail Tariff Enquiry Committee, the Government has not implemented it. But this is being implemented in a phased manner. In the present budget too only, in view of the mounting operational costs, the Government had no option but to revise fare and freight structures. Therefore, they raised the fares for long distance passenger trains, to augment the resources which railways need so badly. Under the present financial strains, the Railway Minister has exercised commendable restraints while increasing fares and in present-

ing a balance Budget with more than Rs. 100 crores as surplus after retaining the annual railway plan allocation at Rs. 1137 crores. This was made possible only by the improvement in the railway performance, specially in the matter of revenue earning freight traffic which reached on all-time high of 220 million tonnes and it was 3 million tonnes above the target.

Even while revising the fare and freight charges, the Railway Minister has taken care to see that his conviction is justified, that is, "any increase in fare and freight charges, should not unduly burden the common man." Therefore, he has exempted the monthly season tickets, I and II class sub-urban and non-suburban tickets, and also the special concessions for freight charges which are in force for transportation of bananas and oranges are allowed to continue for sometime more. One of the most welcome features of the present Budget is the announcement of a plan of checks and control to minimise the accidents. While intervening in the Railway Budget yesterday, the Minister of State for Railways, had made it very clear that the Government are making all possible efforts to create a climate of safety consciousness. If the plan is properly implemented, it would go a long way in restoring the confidence of public in our largest transport system in India. The people can afford to pay some price towards fare and freight charges but they can never afford to pay any price in terms of accidents. So under the present circumstances, what the general public and the business people look, for, is not a reduction in fare and freight charges but definitely a reduction in the incidence of accidents. Therefore; the administration has to take care to see that a sense of confidence is restored. Even today there are 22,000 unmanned level crossings in the Indian Railways which should be properly managed, besides, more and more automatic warning system installed in the Railways.

[Shri Kusuma Krishna Murthy]

Besides, when you talk about protection, the Railway Protection Force must be given at least equal powers, if not more, with that of general police. And we have declared this year as a year of productivity. Therefore, in this year, the Railways should be enabled to move national economy in terms of production and in terms of distribution. Unless realistic allocations are not made in the plan outlay, it is not possible to achieve the objective for which the nation is looking forward.

Coming to one important aspect that during the last Budget, I had made it very clear. I am not asking for a new line. I had made it repeatedly clear that I was asking for the restoration of a removed line. There was a railway line in East Godavari district in Andhra Pradesh. That was from Kakinada to Kotipalli, and the distance is only about 40 kms. During the British time, as you know, they never kept the Railways as an instrument of integration but as a means of business and that the moment the purpose was served they never hesitated to remove the Railway lines and dismantled them. But about this particular Railway line, so much of that infrastructure required to lay a railway line still remains. The South Central Railway has given me a report that with a little investment, this particular railway line from Kakinada to Katipalli can be restored. I am repeating again that I am not asking for a new line but only for the restoration of the removed line. And during last time when 20 Members of Parliament from A.P. supported this genuine need the Railway Minister gave the assurance to take up the survey of this line to start with before taking the regular work of restoring this railway line.

In fact, the Sixty Ninth Report of the Estimates Committee has made it very clear that if a railway line in the backward and thickly populated

area without proper communication is given priority that would greatly help the development and also the balance growth in the country. If you keep these things in mind, this line should be restored to help a neglected island of some 10 lakhs of people. Therefore, I strongly urge upon the Government to see that this removed line is restored during the current budget.

Besides this, there is the Andhra Pradesh Express. I do not know whether it can be called the Andhra Pradesh Express or the Hyderabad Express because the most important area, a thickly populated area, in Andhra Pradesh consisting of more than 1 crore of people covering all the coastal districts in A.P. is not touched by this train. Last time also, I made it very clear that this Andhra Pradesh Express train can be split at Fazilpet and a part of the train can be run upto Visakhapatnam so that it can serve the needs of one crore people of this thickly populated area. Under coastal districts. This can be done without incurring any additional expenditure and also without putting an additional train. Only a part of the train can be run safely and quite conveniently to Visakhapatnam because recently the total train has been double-headed and, therefore, there is no problem to run a part of the train to Hyderabad and the other a part of the train to Visakhapatnam. This area is not touched by any super fast train. It is a genuine need of the people there. The people have made a lot of representations and I gave it in writing last time also. The Government has assured me to do it but so far nothing has been done. I hope, the hon. Railway Minister will do it soon.

Further, I request the hon. Minister to restore the exemption given to children upto 5 years age with free travel.

MR. DEPUTY SPEAKER: Every hon. Member is asking for the

exemption to children upto five years age. Now, by announcing this exemption—I do not know—the hon. Minister will say that he has given a big concession.

**SHRI KUSUMA KRISHNA MURTHY:** Earlier it was given; I want the restoration of the same thing.

Coming to an important aspect of the railway administration, the employees belonging to Scheduled Castes and Scheduled Tribes are the most law-abiding section of the railway administration. They never participate in any strikes. Consequently, the unions put them to all kinds of troubles and hardships. They face all these hardships with a sound hope that the Government will protect them and also give them promotional avenues. Unfortunately, they are denied all kinds of promotional avenues and also minimum protection. Thereby, they are hard hit from both the sides. This is an important thing. The Government should take up this thing seriously and see that their genuine interests are properly safeguarded and their legitimate promotional opportunities are not denied to them. I have received a number of representations from the SC ST Welfare organisations and, I hope, the Government would sympathetically consider their problems and see that they are encouraged by giving them the needed proper promotional opportunities in time.

**श्री हरिकेश बहादुर (गोरखपुर) :** हम जन विरोधी बजट का मैं विरोध करता हूँ। यह जन विरोधी बजट ही नहीं है बल्कि देश की जनता का खून चूसने का भी ऐसा लगता है कि हम सरकार ने निर्णय कर लिया है। अग्ने पिछले दो सालों के शासनकाल में हम सरकार ने चार बार यात्री किराया और भाड़ा बढ़ाया है और ऐसा करके लगभग 901 करोड़ रुपये का बोझ जनता पर लादा है। फिर भी रेलें चाटे में चलती हैं, किसी के जीवन की कोई सुरक्षा नहीं है, हमेशा दुर्घटनायें

होती रहती हैं, हमारों की संख्या में लोग मर रहे हैं। उकतियों की स्थिति यह है कि शासक दल के दो सांसद जो गोरखपुर से दिल्ली आ रहे थे उन्हें भी बूटने का प्रयास हुआ है। आज रेलों में धावा करना कतई सुरक्षित नहीं रह गया है। रेलों में स्थिति दिन प्रति दिन बिगड़ती जा चली जा रही है। रेल मंत्री ने अबकी बार बच्चों तक को नहीं छोड़ा है। जनता पार्टी के शासन काल में पांच वर्ष तक की आयु के बच्चे को मुफ्त धावा करने की सुविधा दी गई थी। उसे भी घटा कर तीन वर्ष कर दिया गया है। मैं दंडवत जी को बधाई दिए नहीं रख सकता हूँ कि तीन चार बार उन्होंने रेल— बजट प्रस्तुत किए और एक बार भी किराया नहीं बढ़ाया और तीनों बार सरप्लस बजट, मुनाफे का बजट पेश किया। इस सरकार ने कोई भी रेल बजट ऐसा अभी तक पेश नहीं किया जिस में किराया न बढ़ाया हो। बल्कि वह बीच बीच में, बजट के पहले भी बढ़ाती रही है। ऐसा लगता है कि जनता के ऊपर बराबर बोझ बढ़ाने की कोशिश की जा रही है। केवल किराया बढ़ाने तक ही इस चीज को सीमित नहीं रखा गया है—

**SHRI C. T. DHANDAPANI (Pallachi):** The hon. Member is giving wrong information to the House that there was no surplus budget during the Congress regime. There was a surplus budget during the previous year.

**SHRI HARIKESH BAHADUR:** He is going out of the way; he is more loyal than king.

किराया बढ़ा कर के मुनाफा दिखाना . . .  
(व्यवधान)

**SHRI C. T. DHANDAPANI:** Shri Harikesh Bahadur is giving wrong information.

**SHRI HARIKESH BAHADUR:** My point is he is going out of the way in protecting the Government.

MR. DEPUTY SPEAKER: Mr. Hari-kesh Bahadur is giving wrong information.

SHRI C. T. DHANDAPANI: He should not give wrong information.

SHRI HARIKESH BHADUR: Perhaps he does not know. After increasing the fare and freight, Government shows that there is some profit. Ultimately when they come with the next Budget, they again say that there is a loss. This is the tendency. It is a continuing process which is continuing. For Mr. Dhandapani's information, I want to tell these things to him.

मैं कह रहा था कि इससे केवल किराया बढ़ा कर ही जनता पर बोझ डालने की कोशिश नहीं हुई है बल्कि आवश्यक वस्तुओं की कीमतें भी बढ़ेंगी जिससे देश की जनता पर बोझ बढ़ेगा।

आज एक्सीडेंट्स की क्या स्थिति है ? एक वर्ष में लगभग 1 हजार दुर्घटनाएँ हो चुकी हैं। और अभी वर्ष समाप्त होने में समय है, लगता है कि 1013 की जो लिमिट रही है 1980-81 की वह भी यह पार कर जायेंगे। लगातार दुर्घटनाएँ बढ़ रही हैं। लोगों के मरने की स्थिति के बारे में पामवान जी ने बताया कि किम प्रकार बागमति नदी में ट्रेन गिर गई थी तो वहाँ गया कि नूफान की वजह से गाड़ी गिर गई जब कि उस पुल की बगल में भी झोपड़ियाँ ज्यों की त्यों खड़ी रहीं। इस तरह की बातें यहाँ कही जाती हैं, और दुर्घटनाओं को रोकने के लिए कोई कारगर प्रयास नहीं हो रहे हैं।

अभी श्री बी० पी० शास्त्री, कमिश्नर कोर रेलवे, सेफ्टी, मदन संकल नेचम नी रिपोर्ट में बताया है कि वैश्व खराब होने के बाद भी चलाते जाते हैं इससे भी दुर्घटनाएँ बढ़ती हैं। इसके बारे में काफी बातें "जन्डे मग-जीन" में निकली हैं, और मुख्य रूप से रेलवे बोर्ड के चेयरमैन के बारे में बातें कही गयी हैं जो कि एक तानाशाह की तरह से

बातें करते हैं। यात्रियों की सुख सुविधा से उन्हें कोई मतलब नहीं है। मैं कहना चाहूँगा कि जब श्री केदार पांडे रेल मंत्री बनाये गये थे उस समय रेलवे बोर्ड के प्रेसिडेंट वह अधिकारी जो एक्सटेंशन पर काम कर रहे थे उनका एक्सटेंशन टर्मिनेट किया गया और सभी अधिकारी हटाये गये। लेकिन अभी हमारे बोर्ड के जो चेयरमैन हैं हमें नहीं मालूम है कि क्या वजह है कि उनको एक्सटेंशन दे कर रखा हुआ है और जितनी भी अनिश्चितताएँ और गड़बड़ियाँ हैं उसके लिए मेरी दृष्टि में बही जिम्मेदार है। इस प्रकार की एक्सटेंशन पोलिसी सारे अधिकारियों को डीमोरेलाइज कर रही है और अधिकारी ठीक से काम नहीं कर रहे हैं अगर इस एक्सटेंशन पोलिसी को समाप्त नहीं किया गया तो रेल की दक्षता को नहीं बढ़ाया जा सकता है।

अभी कुछ दिन पहले टिकट चार्जिंग स्टाफ के लोग घण्टा को एक पत्रक देना चाहते थे जब वह लखनऊ गये थे। लगभग एक मास पहले की घटना है। उन्होंने वह पत्रक देने से इन्कार किया। कर्मचारियों ने प्रदर्शन किया उनके बाद घण्टा ने पत्रक लिखा। लेकिन वहाँ से लौटने के बाद तुरन्त ही उन्होंने एक बहुत ही श्रेष्ठपूर्ण भावना में प्रेरित हो कर लोगों का स्थानान्तरण किया और न्याय बाँधों को बहित किये जाने की प्रक्रिया शुरू हुई। आज तक यह प्रक्रिया चल रही है। लोगों ने कोर्ट में स्टे पार्डर लिया है लेकिन उनमें काम नहीं लिया जा रहा है, जब कि वेतन दिया जा रहा है। इस प्रकार की प्रक्रियाओं से रेल को केवल घाटा होगा, मुनाफा नहीं होगा। और यह प्रवृत्ति स्पष्ट करती है कि कर्मचारियों के प्रति रेल प्रशासन की मनोवृत्ति पूर्णतः श्रेष्ठपूर्ण है। इस लिए मैं चाहता हूँ कि इस प्रवृत्ति पर संकी जो प्रकृति लगाये।

रेल दुर्घटनाओं को रोकने के लिए एक मुझाव देना चाहता हूँ ? ऑटोमेटिक वार्निंग सिस्टम सभी रेल मार्गों पर लागू किया जाय और साथ ही जितने भी लेवल क्रॉसिंग्स हैं अनपैन्ड उन सभी पर कर्मचारियों को रखा जाये। अभी 40 हजार में से 14,000 पर ही कर्मचारी काम करते हैं, बाकी अनपैन्ड हैं। कर्मचारियों की नियमित के लोगों को रोजगार भी मिलेगा और दुर्घटनाओं में भी कमी आयेंगी।

16.04 hrs.

कर्मचारियों के बारे में मैं बताना चाहता हूँ। 19 जनवरी को जब स्ट्राइक की बात हुई थी, उस समय गोरखपुर एन० ई० रेलवे का जो हैडक्वार्टर है, वहाँ के कर्मचारियों ने हड़ताल नहीं की थी। एक कर्मचारी, श्री गुलाबचन्द्र त्रिपाठी ने बैज लगाया हुआ था। उस दिन के लिए उमने आकस्मिक अवकाश मांगा था, लेकिन मिफं बैज लगाने की वजह से उसको उस दिन का आकस्मिक अवकाश नहीं दिया गया और उसकी सेवा को खंडित कर दिया गया और कहा गया कि अब आपको नये सिरे से सेवा करनी पड़ेगी। इस प्रकार से रेल कर्मचारियों के प्रति रेल प्रशासन का कार्य करने का तरीका बहुत ही दुर्भाग्यपूर्ण प्रतीत होता है।

एक बान मैं मंत्री जी के सामने और रखना चाहूंगा। 1974 से 1977 तक गोरखपुर एन० ई० रेलवे के तमाम पदों पर, जिसमें खाम तोर से वनकं, गाडं, ए० एस० एम०, ला एमिस्टेंट, टाइपिस्ट आते हैं, 261 व्यक्तियों को नियुक्त किया गया था और 1977 के बाद जब रेल बोर्ड का एक सकुंलर गया तो उसमें से कुछ को तो नियमित सेवामें ले लिया गया, लेकिन अभी तक 90 कर्मचारी ऐसे हैं जिनकी सेवामें नियमित नहीं की गई है। मैं मंत्री जी से अनुरोध करूंगा कि वह इस सम्बन्ध में कार्यवाही करें।

हमारे रेलवे में बहुत से आकस्मिक श्रमिक, कंजुयल लेवरर्स कार्य करते हैं। उनकी क्या दशा है, इसका मैं एक उदाहरण सुप्रीम कोर्ट द्वारा दिये गये निर्णय से उद्धृत करना चाहता हूँ जो कि इंडियन एक्सप्रेस में 19 फरवरी, 1982 को छपा हुआ है।

एक कर्मचारी, डी० सुजा, जिनसे बहुत बरसों तक रेल की सेवा की है, उसको केवल इसलिये कि वह चाहता था कि उसकी सेवामें को नियमित कर दिया जायें, नौकरी से निकाल दिया गया।

MR. DEPUTY-SPEAKER: The name will not go on record.

SHRI HARIKESH BAHADUR: I am talking of a person. It is not an allegation.

MR. DEPUTY-SPEAKER: You say, a person; that is all.

SHRI CHANDRAJIT YADAV (Azamgarh): It is not an allegation.

SHRI HARIKESH BAHADUR: I am not making any allegation. Kindly go through the record. (Interruptions) and only then give instructions that should be either 'not recorded' or 'expunged'.

MR. DEPUTY-SPEAKER: You do not know. It is according to rules.

SHRI HARIKESH BAHADUR: I can quote some examples.

डी० सुजा को नौकरी से हटा दिया गया सुप्रीम कोर्ट के जजमेंट में जो दिया है, मैं। उसे यहां कोट करता हूँ -

"Today railway have perspective plans spreading over decades. If one project is complete, another has to be taken over.

D. Suza worked for 20 years which would imply that there was work for

[Shri Harikesh Bahadur]

a daily rated workman every day for 20 years without break and yet his status did not improve.

"It is high time that these utterly unfair provisions wholly denying socio-economic justice are properly modified and brought in conformity with the modern concept of justice and fair-play to the lowest and the lowliest in the railway administration."

16.04 hrs.

[SHRI GULSHER AHMED in the Chair]

मैं माननीय मंत्री जो का ध्यान विशेष कर से इन बात पर धारित करना चाहता हूँ कि आज जो आकस्मिक श्रमिक कार्य करते हैं, उनकी सेवाओं को किसी भी समय समाप्त किया जा सकता है। पिछले 10, 15, 20 वर्षों से जो लोग काम करते हैं, उनका सेवाओं को जो नियमित नहीं किया गया है। यह उनके साथ बुरा व्यवहार है। वेरा नियोजन है कि मंत्री महोदय ऐसे श्रमिकों को गौरव स्थायी नियुक्ति देने की कृपा करें।

रेलवे के द्वारे में हम सभी जानते हैं कि यह एक बहुत ही महत्वपूर्ण संगठन है। अगर वह ठीक ढंग से काम नहीं करें तो हमारे स्टेशन, सीमेंट उद्योग और विभिन्न पंजा करने वाले बड़े-बड़े कारखाने और साथ ही साथ क्लबना उद्योग यह सब ठीक से कार्य नहीं कर पायेंगे, इनके कार्यकलाप ठप्प पड़ सकते हैं। इसलिये रेलवे का विकास महिं ढंग से होना अत्यंत आवश्यक है। इसलिये प्लानिंग कमीशन को चाहिए कि वह रेलवे के विकास के लिये उसकी मांग के समुचित धनराशि दे।

मैं यह भी कहना चाहता हूँ कि रेलवे में जो बेस्टफुल एक्सपेंडिचर होता है, उसका रोक जाये। ऐसी योजनाओं को तत्काल पूरा किया जाये, जिनसे रेलवे की सेवाओं की क्षमता बढ़ता है। प्रश्नवर्षों में यह समाचार छपा है कि रेलवे की 27 प्रोजेक्ट्स को पूरा करने में काफी देर हुई है। जो प्रोजेक्ट्स रेलों को अधिक धन कमाने के साधन बने हैं, उन्हें प्राथमिकता पूरा करने की व्यवस्था की जानी चाहिए।

धन में मैं कुछ मांगें मंत्री महोदय के सामने रखना चाहता हूँ। गोरखपुर नार्थ इस्टर्न रेलवे का हेडक्वार्टर है। गोरखपुर को बड़ा लाइन के जरिये दिल्ली से जोड़ा गया है, लेकिन गोरखपुर से दिल्ली तक कोई सीधी ट्रेन नहीं चलाई गई है। मेरी पहली मांग यह है कि गोरखपुर से दिल्ली और गोरखपुर से बम्बई और गोरखपुर से हावड़ा तक सीधी ट्रेन सेवा चालू की जाये। मैंने पिछली बार भी मांग की थी कि गोरखपुर से दिल्ली तक नार्थ बूटा एक्सप्रेस चलाई जाये। मैं इस मांग को फिर दोहराता हूँ।

एन० ई० रेलवे को अभी तक इंजिन इजिन नहीं दिये गये हैं। उसे दूसरी रेलों के बुराके रिजर्विस्ट स्टॉक इंजिन दिये गये हैं। रेलवे बोर्ड के अध्यक्ष की बजह से एन० ई० रेलवे की इस मांग को पूरा नहीं किया जा रहा है। समय में नहीं आता कि रेलवे बोर्ड ने इस प्रकार का बुराकालपूर्ण रवैया क्यों अपनाया हुआ है। एन० ई० रेलवे के अधिकारियों के लिये बोर्ड के अध्यक्ष से इस बारे में चर्चा की गयी थी, लेकिन आज तक न वहां गये कोच दिये गये हैं और न इंजिन। जल्द ही सरकार कोषित करे, लेकिन इस स्थिति में एन० ई० रेलवे की उत्पादकता, प्राडक्टिविटी नहीं बढ़ेगी। अगर मंत्री महोदय सचमुच प्राडक्टिविटी बढ़ाना चाहते हैं, तो उन्हें आवश्यक

साधन देने पड़ेंगे। मैं मंत्री महोदय से मांग करता हूँ कि एन० ई० रेलवे को नये डिजल लोकोमोटिव और कोच दिये जायें।

बाराबंकी से गोरखपुर तक बाँटेर गेज का बाउण्डेज में कववर्धन किया गया है, मगर वहाँ ट्रेनों की गति बहुत ही कम है। उसे तभी बढ़ाया जा सकता है, जबकि उनके लिये कुछ आवश्यक कार्य पूरे कर लिये जायें।

धाठनी महाने हो गये होंगे, लेकिन अभी तक वे कार्य पूरे नहीं किया जा सके हैं। इन लिये मैं चाहता हूँ कि उन कार्यों को शीघ्र पूरा कर के ट्रेनों की गति को बढ़ाया जायें।

बिना गाँवों के लिये पहले से बावधान किये गये थे, उन्हें पूरा करने की कोशिश की जाना चाहिए। जैसे, गोरखपुर को हावड़ा से जोड़ने के लिये 21-मप और 22-हाउन का उल्लेख पहले रेलवे के टाइम टेबल में किया गया है, लेकिन यह ट्रेट अभी तक नहीं चल सकी है, क्योंकि रेलवे ने रोक और इंजन नहीं दिये हैं। इस कार्य को शीघ्र किया जाना चाहिए।

रास्ता-नोमस, एक्सप्रेस, जो गोरखपुर और लखनऊ के बीच चलती है, की गति को बढ़ाना चाहिए।

महाराज खंड के बारे में कहना चाहता हूँ कि कोटड्वार से बदायान तक रेलवे लाइन बनाने के लिये सब किया गया था या किया जा रहा था, लेकिन उसे रोक दिया गया है। उस कार्य को तत्काल पूरा किया जाना चाहिए। ऐसा लगता है कि सरकार वहाँ पर रेलवे लाइन नहीं बना चाहती और श्री बहुगुणा को इस सदन में नहीं मान देना चाहती। यह उचित नहीं है। अगर सरकारी सचमुच पहाड़ों जैसी

का विकास करना चाहती है, तो वह वहाँ पर रेलवे लाइनों की सुविधा प्रदान करे और श्री बहुगुणा को यहाँ लाकर देस का उत्थान करावे।

नरकटियाबाँज में रेल-कमियों के बच्चों की शिक्षा हेतु एक रेलवे स्कूल खोलने का आश्वासन भूतपूर्व रेल मंत्री ने दिया था। वर्तमान रेल मंत्री कृपया उस आश्वासन को पूरा करें।

केरल में कायमबुलम और पुनलूर के बीच बड़ा लाइन बनाना चाहिए। साथ ही साब रबीचोन से पुलनूर के बीच बड़ा लाइन की सुविधा दी जानी बहुत ही आवश्यक है। इसके अलावा पालवाकांट से त्रिवेन्द्रम के बीच एलक्ट्रिफिकेशन करना बहुत आवश्यक है। धेरा यह भी निवेदन है कि त्रिवेन्द्रम में एक रेलवे का जॉन बनाया जाना चाहिए तथा रेलवे सविस कमिशन का आफिस भी त्रिवेन्द्रम में खोल जाना चाहिए।

इन सबको के साथ ही इस जनविरोधी रेल बजट का विरोध करता हूँ और चाहता हूँ कि मंत्री जी शीघ्र चेयरमैन का इस्तीफा ले और रेलवे की भावकुशलता को बढ़ावें।

**SHRI AMAR ROY PRADHAN**  
(Cooch-Bihar): Mr. Chairman, Sir, today I would not like to raise once again the grievances which I have raised earlier, namely, how the N.F. Railway is neglected and getting stepmotherly treatment from Railway; how double-line and railway-line electrification has been denied to them; how the introduction of a new train from New Cooch-Bihar to Sealdah has been denied to them; how the new railway lines from Balurghat to Malda and New Maynaghi to Sitai has been denied to them and how the resumption of Changrabandha-Damohani railway line has denied to them

[Shri Amar Roypradhan]

Further, Sir, the Budget allotment for Metro Rail is less by 5 crores as compared to last year.

Sir, I know they would like to stop the movement of passengers of North Bengal but I may tell them that people are ready now to stop movement of trains over there. The Rail Roko movement will be started in Cooch-Bihar very soon. I would like to inform the hon. Minister beforehand so that they may not blame us later. I would like to know why Assam and North Eastern region has been cut off.

Sir, today I would like to say something about corruption in the Railway Ministry. There is a saying that if there is no corruption, the railway lines would have been made of gold instead of steel. N.F. Railway is a den of corruption. North Bengal is within the jurisdiction of N.F. Railway. North Bengal is a small strip of land between Bangladesh on the one side and Nepal, China and Bhutan on the other. North Bengal is the only connecting land in-between North-Eastern region and rest of India.

Sir, North Bengal is famous for its quality raw jute. It is also famous for Tea, Timber and Tobacco. Railway wagons are essential for movement of jute, tea, timber and tobacco but railway wagons are not made available. In this connection I would like to draw the attention of the House to the news item published in 'Uttarbanga Sambad', Bengali Daily published from Siliguri dated 30th July, 1981:

"When there is no wagon for raw jute despatch, hundreds of wagons are being loaded with coal at Malda for despatch to Amritsar and Har-yana."

Sir, Malda is famous for mangoes but by the grace of the hon. Minister, Shri Ghan Khan Chaudhuri it has become famous for coal racketing. There is no coal mine nearby Malda.

Then from where this hard coke comes. After enquiries it has been found that trucks loaded with coal were coming from Asansol and Raniganj and then loaded in railway wagons at Malda and a nearby station. From statistics it has been found that from 31st May to 6th June, 1981 fifty-one wagons were loaded from Malda. These are the photos which I have got with me. Though on papers it is shown as 'rejected coal' yet in reality it is all hard coke. I would like to give you some of the wagon numbers.

On 4-6-81 . . . SEC 332113

SRC 23887  
WRC 34408  
ERC 21045  
WRC 60282

On 5-6-81 . . . SEC 73740  
NRC 23602  
SRC 17351  
CRC 63820

On 6-6-81 . . . ERC 81454  
ERC 49451

etc.

Sir, it is clear from the Report that Coal racket which is an illegal business is going on in Malda and some other points of North Bengal. And the Railway Administration has come forward to help this illegal trade in exchange of currency tonic.

On the one hand you will show that there is shortage of wagons and on the other hand there are plenty of wagons for all these kinds of illegal trade. So, I would like to place the following few points for your observation.

Why was this coal not loaded from Asansol or Raniganj coalfield point?

Is it not a clear violation of the Indian Railway Act imposing restrictions on allotment booking and despatching?

Why is the hard coke being sent in the name of dust coal or rejected coal?



Is it not a loss of freight?

When the trains were being suspended for shortage of hard coke, then, why are the hard coke allotted for railways being sent to Punjab from Malda in the fictitious name of businessmen?

The fact is that some high officials of Railways and the Coal Department are involved in these illegal trades.

In this connection, I would like to draw your attention to the report in the *Statesman* dated 8th August, 1981. This appeared in its Calcutta Edition. The Headline says, '45 Petitions rejected.' This happened in the High Court at Calcutta under Constitutional writ jurisdiction when Hon. Mr. Justice P. C. Barooah gave the judgement. This is dated 29th of June, 1981. I quote:

"More than one thousand applications were made to the High Court at Calcutta during 1980 and 1981 in the names of persons and firms and companies holding themselves as traders in coal.

Forty-five such Writ petitions including the case of Chandidas Dey and others Vs. Union of India and others came for final hearing before Mr. Justice P. C. Barooah of Calcutta High Court on August 5, and all these applications were dismissed: rules issued thereon were discharged and the interim mandatory orders made thereon directing the Railway authorities to allot wagons, were vacated."

Can the Railway Board Member deny this? These are the kinds of corrupt practices which are going on and the Railway Board itself is involved in these things.

We need not speak of private firms; even when the West Bengal Government's Forest Corporation asked for wagons, the Railway Board always used to say 'No'. The Board will al-

ways impose restrictions on allotment of bookings. No wagon will be allotted for timber, for logs, for sleepers etc., in B.G. and M.G. They used to insist that timber must be sent only by rakes—that is, 75 wagons at a time. These rakes must be loaded within four days from the placement of these rakes. How is this possible, Sir? This is also an absurd idea.

There are Orders—one of October 1979 and the other of 8th November, 1980. Just note it down. The Railway Board Order No. is RB/SC/529/80. But, if the silver-tonics are available, then, the Railway Board will change its decision immediately and will send special message. I would like to refer to one of them. This is Railway Board No. PXIII dated 3rd October, 1981. Here is the order of the Railway Board. It says:

'PXIII dated 3rd October 1981 read as follows(.) Begins(.) Board's Message No. 81/11/III/6 dated 3rd June 1981 again repeated below for taking necessary action(.) Begins(.) Labhi Timber Store New Delhi have requested for allotment of 25 (Twenty five) BCG wagons during May and June 81 for movement of timber, from Saptagram to Delhi Sarai Rohilla for movement of timber for Asian Games(.) Arrange to clear this on ad hoc priority basis despite restriction if any(.) ends(.) As this party could not load more than four BCG Wagons within specified time, arrange to clear the traffic as desired by the Board (.)"

Just see, how they are giving orders that within 4 days the rakes must be provided to load the timber. In this order, they have also stated—as many times as the parties require. There is no limit to it. And they are taking pride for doing all these things. Thus, the Railway Board is a den of corruption and these things are going on

[Shri Amar Roypradhan]

in the Railway Board. I would request the hon. Minister to look into this.

Under these circumstances, I cannot support your budget.

श्री रामनाथ हुब्ले (बांदा) : सभापति जी, मैं मंत्री सहोदय द्वारा प्रस्तुत रेल बजट का समर्थन करने के लिए खड़ा हुआ हूँ। मैं मंत्री जी को बधाई देता हूँ कि इन परिस्थितियों में जो रेल बजट प्रस्तुत किया गया है, उसके लिए बे सचमुच बधाई के पात्र हैं। विगत वर्षों में रेल विभाग द्वारा जो मास डोने का कीर्तिमान काबू किया है, उसके लिए रेल विभाग बधाई का पात्र है। इसके साथ रेल विभाग ने यात्रियों को सुविधापूर्वक जाने-आने की उपेक्षा की है, जो कि एक बड़ी दुःखद बात है। बाल डोने में तो उन्होंने तत्परता दिखालाई, कार्य-क्षमता दिखालाई, लेकिन यात्रियों को सुविधा देने में, बाली बाड़ियों को समय पर चलाने में उन्होंने पूर्णतया उपेक्षा की है। जिसके कारण हमारे देश की जनता को बड़ी असुविधा का सामना करना पड़ता है। इस दुर्व्यवस्था के कारण रेल विभाग को बहुत बड़ी बदनामी मिली है। जिसकी वजह से रेल विभाग पर जो लोगों की विश्वास था, वह उठ-सा गया है। मैं प्रार्थना करता हूँ कि हमारे छोटी जीके जवानों में, जो विश्वास उठ-सा, गया था, पुनः जीवित हो गया है और यात्रियों की जो सुविधायें हैं, वे सुखद और प्रशंसी हो जाएगी।

इसके साथ-साथ मैं रेल मंत्री जी से कहना चाहता हूँ कि यहां सदन में मेटेनेन्स विभाग, इंजन मेटेनेन्स, मास-डिब्बों में मेटेनेन्स और यात्री गाड़ियों के मेटेनेन्स के बारे में बहुत कुछ बाबें कही जा चुकी हैं, जो कि निहायत ही जरूरी हैं।

इसके साथ-साथ रेल विभाग की जो प्रापटी है जैसे रेलवे का सामान घोर लोहा। इत्यादि, जो कि रेलवे लाइन के किनारे पर पड़ा रहता है, उसको एकत्रित करने की जरूरत है, संभालने की जरूरत है। रेलवे की प्रापटी जो कि चोरी चली जाती है, उसको भी रोकने की जरूरत है। जो यात्री बिना टिकट यात्रा करते हैं, उनको भी रोक करने की जरूरत है। मैं समझता हूँ कि यदि इन दिनामों को तरफ रेलवे द्वारा कदम उठाये जायेंगे, तो रेलवे की प्रथम्यवस्था में सुधार होगा। मैं मंत्री जी से निवेदन करना चाहता हूँ कि मंत्री जी प्राप कमी तकनीक करें, जहां पर मास बाड़ियां खड़ी की जाती हैं, उन गाड़ियों में जो सामान होता है, वह बाहर निकाल दिया जाता है, धार० पी० एफ० या रेलवे के कर्मचारियों द्वारा चोरी करके उनको बेच दिया जाता है, जिसकी वजह से रेलवे को लाखों रुपयों का मुआबजा देना पड़ता है, जिससे कि रेलवे को बुराताब होता है। मैंने एक बार रेलवे विभाग का ध्यान तृगनकाबाद की घोर धाकपिन किया था, जहां पर कि लाखों रुपयों का सामान पड़ा हुआ था, जिसको कि बाद में रेलवे विभाग द्वारा उठा लिया गया। इस तरह के बहुत से गुदस्त बाड़ें हमारे देश में हैं, जहां से, मास की चोरी हो रही है और रेलवे को मुक्तान करना पड़ता है।

इस के साथ ही मैं यह धमुरोध कहंगा कि हमारा जो रेल विभाग है, उस में अधिकारी अधिक हैं और छोटे कर्मचारी जो हैं, वे बहुत कम हैं। एक डी० धार० एच० के साथ तीन तीन ए० डी० धार० एच० लगा दिये गये हैं। उनसे पूछिये कि वे क्या काम करते हैं और क्या व्यवस्था करते हैं। वह जो ऐन करते हैं सरकारी खर्च में

और उनके पास उतना कार्य नहीं है, जितना होना चाहिए। अगर कोई समस्या उन के पास मेम्बर आफ पार्लियामेंट भी लेकर जाता है, तो वे सुनने को तैयार नहीं हैं। मैं मंत्री जी से निवेदन करूंगा कि वे इस पर खास तौर से ध्यान दें कि कम से कम मेम्बर आफ पार्लियामेंट अगर किसी बात की शिकायत करें, तो उस पर वे गौर करें। यहां पर रेल मंत्रालय के बड़े अधिकारी बैठे हुए हैं वे इस बात को ध्यान में रखें बरना ऐसी स्थिति पैदा हो सकती है कि हम लोग प्रान्दोलन करना शुरू कर देंगे। मैंने एक शिकायत की थी कुछ महीने पहले कि रेलवे कर्मचारी ने मेरे साथ कानपुर में दुर्भ्यवहार किया था। अभी तक रेल मंत्री जी का कोई उत्तर नहीं आया, यह बड़े दुःख की बात है। किसी चीज की हम शिकायत करें और उस का कोई उत्तर नहीं और उस पर कोई कार्यवाही नहीं की जाती। इस तरह की स्थिति अगर पैदा होगी और रेल के कर्मचारी और रेल के अधिकारी अपने को ही सुप्रीम समझेंगे और रेल के कर्मचारी प्रनुभासन को नहीं मानेंगे, तो फिर रेलों में कोई सुधार नहीं होने वाला है। इसलिए इस पर ध्यान देने की जरूरत है।

खानपान की व्यवस्था के बारे में मैं यह निवेदन करूंगा कि रेल विभाग को इस को पूर्णतया अपने हाथ में लेना चाहिए और जो ठेकेदारी व्यवस्था इसमें चली आ रही है, उस को खत्म करना चाहिए क्योंकि इन लोगों ने एक तरह से मोनोपैनी बनाई हुई है और तसाम रेलवे में इस के माध्यम से दुनिया भर का प्रदूषण होता है। इसलिए इस को आप को अपने हाथ में लेना चाहिए।

ट्रेनों की लेट रनिंग के बारे में बहुत कुछ कहा जा चुका है और इस को मैं दोहराऊंगा नहीं लेकिन मेरे क्षेत्र से यह

सम्बन्धित है, इसलिए मैं इस के बारे में यह बतलाना चाहूंगा कि शांती से बांदा हो कर, जोकि मेरी कांस्टीटुयेन्सी है, बुन्देलखंड एक्सप्रेस गाड़ी मुगलसराय को जाती है और वह पिछले दो वर्षों से 8-8 घंटे और 6-6 घंटे लेट चल रही है। मैंने अपने कौं चिट्ठियां रेल विभाग को इस बारे में लिखी हैं लेकिन रेलवे की क्षमता नहीं है कि वह उस को समय पर चला सके। मेरे जनपद हेड-क्वार्टर पर वह गाड़ी रात को 12 बजे आती है, 12 बजे उस के आने का वहां पर टाइम है लेकिन सुबह 8 बजे पहुंचती है और वहां से चलती है। वहां पर यात्री रात को 11, 12 बजे स्टेशन पर आ जाते हैं और तमाम रात प्रतीक्षा करने के बाद सुबह को उन को ट्रेन मिलती है। इस से उनको बहुत तकलीफ होती है। इसलिए ये जो गाड़ियों की लेट रनिंग है, इसमें सुधार करने की जरूरत है। लेट रनिंग के कई कारण हैं। एक तो चैन पुल कर के ट्रेन को लेट कर दिया जाता है और यह एक बहुत बड़ी न्यूसंस है। आज के समाज में रेल विभाग को इस न्यूसंस से लड़ाई लड़ने की जरूरत है और इसके सम्बन्ध में मैं यह कहूंगा कि हर जगह पर जंजीर नहीं खींची जाती है बल्कि कुछ निर्धारित क्षेत्र हैं, जहां पर जंजीर खींची जाती है। इसलिए ऐसे क्षेत्रों में ऐसी व्यवस्था की जाए कि जंजीर नहीं खींची जा सके। आफिस का टाइम होता है और ट्रेन को दिल्ली पहुंचना होता है लेकिन बीच में जगह-जगह पर चैन खींच कर गाड़ी को रोक लिया जाता है। मैं यह सुझाव देना चाहूंगा कि ऐसी जगहों पर चैन को ब्लाक कर दिया जाए। इस के अलावा कुछ लोग होज पाइप निकाल लेते हैं और गाड़ी को रोक देते हैं। फायरमैन इस का पता लगाने के लिए एक डिब्बे में जाता है, तो फिर दूसरे डिब्बे का होज पाइप निकाल

[श्री रामनाथ.दुबे]

देते हैं। मैं यह चाहूंगा कि होज पाइप में कोई बोल्ट सिस्टम हो या क्लैम्प सिस्टम लगाया जाए, जिस से घासानी से बर्न निकाले जा सकें। पैसेन्जर ट्रेन्स में ऐसा करना संभव हो सकता है लेकिन गुड्स ट्रेन में यह करना संभव नहीं है क्योंकि वह काफी लम्बी होती है और बहुत काफी उस को जोड़ना पड़ेगा। अगर ऐसी व्यवस्था कर दी जाए, तो हम इस न्यूसेस से लड़ सकते हैं और ट्रेनों में समय पर चलने की क्षमता भी बन सकेगी।

इसके साथ-साथ मैं यह भी कहना चाहूंगा कि बहुत सी ऐसी ट्रेनें हैं जो एक टर्मिनल पर आ कर 22-22 घंटे रुकी रहती हैं। गोरखपुर से झांसी जाने वाला जो झांसी सेल है, वह झांसी पर 22-22 घंटे रुका रहता है और इस तरह से वह घनयूटेलाइज्ड रहता है। इस के संबंध में मैं यह कहूंगा कि अगर इसको धार्गे तक बढ़ा दिया जाये, तो इस ट्रेन का इस्तेमाल और अच्छी तरह से हो सकेगा। इसी तरह से झांसी से मानिकपुर जाने वाली जो पैसेन्जर ट्रेन है, वह मानिकपुर पर पहुंचने के बाद 17 घंटे वहां पर रुकी रहती है। इस को इलाहाबाद तक बढ़ा दिया जाये या फिर जबलपुर तक बढ़ा दिया जाये। बांदा रेलवे स्टेशन पर प्रावर्द्धि मंजूर हो चुका है जिसका मर्बो भी हो चुका है लेकिन उस पर अभी तक कोई काम नहीं हुआ है। बांदा जिले में मानिकपुर स्टेशन से गंगा-कावेरी ट्रेन निकलती है। मानिकपुर ब्रिजकूट के समीप है। दक्षिण भारत से आने वाले यात्रियों के लिये गंगा-कावेरी का मानिकपुर स्टेशन पर रुकना बहुत जरूरी है।

इसके साथ ही झांसी-मानिकपुर घां बांदा-भी न लाइन पर इन्टर लॉकिंग

सिस्टम किया जाये ताकि गाड़ियां तेज गति से चल सकें। इसी तरह से कुसुब एक्सप्रेस को भी 25-30 किलोमीटर की स्पीड से चलना पड़ता है। अगर इसमें भी इन्टर लॉकिंग हो जाये तो इस से इसकी स्पीड बढ़ेगी और उस से देश के लोगों का समय बचेगा।

उत्तर प्रदेश में इटावा से मध्य प्रदेश में युना तक का सर्वे होना था। उसका पूरा किया जाये।

बानपुर से लखनऊ रेलवे लाइन का विद्युतीकरण किया जाये और उसको डबल लाइन किया जाये। इस लाइन पर बहुत ट्रैफिक है। इसकी बहुत आवश्यकता है।

एक मेरा विशेष अनुरोध है कि लखनऊ से मानिकपुर चलने वाली एक्सप्रेस के समय में परिवर्तन के लिये हमारे खेव के और अन्य खेवों के कम से कम दैन संसद् भदस्यों और विधायकों ने लिखा है और जहां तक मेरी जानकारी है मुख्य मंत्री ने भी लिखा है कि इसके समय में परिवर्तन किया जाये लेकिन चापके रेल कर्मचारी इस का समय परिवर्तन करने को तैयार नहीं हैं। हम ने वहां की अनता को भारी प्रसूविधा होती है। मैं धाबने निवेदन करूंगा कि इसका समय परिवर्तन किया जाये।

अन्त में मैं कहना चाहूंगा कि रेलवे विभाग को कंमोलीडेट करना चाहिए और अपने में पुधार लाना चाहिए।

**SHRI EDUARDO FALEIRO (Marmugao):** Thank you, Mr. Chairman, for giving me this opportunity; and as a matter of appreciation, I will stick to the time limit of five minutes which you have given to me.

**SHRI M. M. LAWRENCE (Idukki):** Sir, You should have called one Member from this side, after a Member from the other side has spoken.

MR. CHAIRMAN: I will give you a chance.

I am calling two from this side, and then two from your side.

SHRI EDUARDO FALEIRO: Sir, there is always a grievance heard in this House from those who represent small areas of this country, that their voice is too thin and too small to be heard. (Interruptions) that my distinguished friend is saying is very encouraging, viz., that we have their support; but we cannot expect the support of the House and of the distinguished Members, unless we ourselves voice our grievances.

I will limit myself to putting forth this case. I come from a part of the country which, by itself is possibly among the States having the highest per capita incomes in the country. That is what the statistics say. Yet it is among the economically most backward areas in the country.

Sir, if you had been there, you would have seen that it is one of the most backward areas—industrially and economically. The reason for this is not far to seek: it is the absolute poverty of communications. It is a part of the country which is partially cut off from the rest because, being separated from the neighbouring States by high mountain ranges, road communication there is bad. Road communication being bad, the railway facilities are extremely poor. Will you believe it, Sir, that to cover a distance of hardly 600 kms. i.e. from Goa to Bombay, it takes 24 or 22 hours by train? During this 22 hours' journey by train, people have to change 2 or 3 trains. The case of the people who belong to the other part of Konkan is still worse. This is the condition because train facilities are so terribly and extremely poor.

We have tried to project Goa as place to be developed. We hear in this House, protestations every now and then that the Konkan area, as the other backward areas which are industrially and economically backward, must be developed; and that it will be given the highest priority. Now how do you expect to do it? How do you expect to develop this area economically and industrially unless this area has an advantage of having a quick transport system to bring in raw-material, to bring in products and then send back those products for sale. Unless trade is developed, the industry cannot be developed; and trade will not be able to develop until we have a proper communication system. There has got to be a basically proper railway network.

Again and again, we have been saying in this House—myself and other members who represent the Konkan area—that we must have, as early as possible, the Konkan Railway. Prof. Madhu Dandavate, who is possibly perhaps the most prominent representative of that area and who was also the Minister Incharge of this Department then, had a lot of interest in this project. But, somehow or other, this project is not going at the speed at which we would like it to go.

The allocation of money is absolutely short, is absolutely nominal and, therefore, I beseech the hon. Railway Minister to increase this allocation. It is not that there is a shortage of money; it is a question of giving a project a higher or lower priority within the budget that is available. This is the project which must be placed at a higher priority, because we have no other means of communication; we have no other transport facilities. This area, as I said, will not be able to come out economically or industrially unless and until the railway system is developed: to begin with the conversion of narrow gauge into broad gauge upto Miraj;

[Shri Eduardo Faleiro]

and simultaneously going at a greater speed for greater speed in the Konkan area. This Miraj area must be converted into a broad gauge with a sense of urgency. It is time that if we want to develop this area as the Konkan area, we must get a way for a moment from the stock reply and from the bureaucratic procedure which will never be able to take us anywhere. I have a letter from the ex-Railway Minister, Mr. Kedar Panday. That is why I have mentioned about this. I have a letter dated June 19, 1981 from the powers that are. It says: "The conversion of the Miraj-londa-Goa metre-gauge section into broad-gauge is already being surveyed as a part of the major survey for the conversion of metre-gauge lines on South Central Railway in this area. A final decision of the conversion can however be taken after the survey report is received and subject to financial viability and availability of resources." It brings to my mind the bitter memory of the past, because when I came to this House in 1977, I raised precisely this thing; and these were precisely the terms of the reply which I got then at that time. It shows that we are not moving; they are giving the same reply again and again. Therefore, I would urge the hon. Minister to tell us whether the survey report has been received; if so, when a decision is going to be taken. These are the points which have to be taken into consideration with a sense of urgency.

In fact we are here only two members; myself and a very able, a very kind, a very soft-spoken and a polite lady member. Our voice should not be a cry in the wilderness. Let the Minister not look at the number of people who put forth this complaint, this grievance.

PROF. MADHU DANDAVATE: I am 30 km away from your constituency.

SHRI EDUARDO FALEIRO: No better than prof. Madhu Dandavate can take up this cause. I hope next time you will be able to take up this cause in the right earnestness. Let the Minister, dynamic and energetic as he is, take up these things with a sense of priority and with a sense of urgency.

\*SHRI E. K. IMBICHIBAVA (Calicut): Mr. Chairman, Sir, this Government is not at all concerned about the economic capacity of the people of this country. And they indulge in such activities which will only increase their burden. I am referring mainly to the recent increase in passenger fare proposed by the hon. Minister in his railway budget. The common man in this country cannot bear this burden. It is on those people who are living below the poverty line that this Government is imposing such heavy burden. This action of the Government cannot be justified at any cost. The hon. Minister is a very able and efficient man and therefore it makes me bold to make a request to him. I want him to take courage in his hands and make a bold declaration when he replies to the budget that the enhanced fare will be withdrawn.

Sir, It is the people coming from Kerala and other Southern most States who are the hardest hit by the proposed increase in the passenger fare. It is they who have to bear the brunt of this burden. Therefore, it is very essential to find a solution to this problem. I would make a suggestion in this respect. A very special concession should be given to the people who are coming from Kerala and the Southern parts of Karnataka and Tamilnadu. Otherwise these people will find themselves unable to travel to the Capital paying such an exorbitantly high rate of fare. Unfortunately, our capital is in the Northern most part of our coun-

\*The original speech was delivered in Malayalam.

try. Of course, I am not suggesting that the national capital should be shifted from here. What I am suggesting is that a way has to be found to relieve the burden that is sought to be imposed on them by the hon. Minister. Even if he wants to maintain the increased fare this concession should be given to them.

Now, I want to deal with the question of development of railways in Kerala. It is a sad reality that the Kerala's share of railways is below national average. When other States have got 10 Kms. of railway line for one lakh of population, Kerala has not only 4 Kms. of railway line. So far as this problem is concerned we find that neither the Railway Minister nor the Central Government as a whole has been able to do any thing. There are many other problems concerning the development of Kerala which we have been raising on the floor of this House and outside. But all these problems are still to be solved. For example, take the case of the proposed Alleppy-Ernakulam coastal line. The survey work is going on at a snails pace. I request the hon. Minister to speed up the work on this railwayline, so that in this Five Year Plan itself the work is completed.

Another new line is between Kayamkulam and Punalur via Alleppy. There is a proposal to conduct the survey of this line. A token provision has been made. But I would like to know what steps are being taken to speed up the work of survey and construction of these lines.

There is a famous temple in Kerala called Guruvayur temple. The Prime Minister and her family members and in fact almost all the Railway Ministers particularly Shri Kamlapati Tripathi have visited this temple and worshipped there. Before going back they have invariably promised to GURUVAYURAPPAN, himself

the presiding deity of this temple that the Kuttipuram Guruvayur railway line would be constructed. Survey has been completed but nothing further has been done. If this line is constructed linking Edappal then it can have a direct link with the Ponnani port. Therefore, I would request the Railway Minister to consider this proposal seriously.

Another proposal I would make while I am on the question of new railway lines is Calicut Mysore line via Vayanad. This is an important line. In fact, I expect a firm assurance from the hon. Minister that he will consider this proposal.

Another important point I want to make is about electrification of railway lines in Kerala. We quite often hear complaints about shortage of coal and cancellation of trains due to this. But Kerala is in a position to manage things without depending upon coal. We are producing surplus electricity. In fact, we are supplying electricity to other neighbouring States. In such a situation why is it that Government is not seriously considering the proposal to electrify railway lines in Kerala. This is a very justified demand. If this is done then the coal that is presently supplied to Kerala can be supplied to other States which are in need of coal. Sir, I won't take much of your time.

Finally, I would make one more proposal and that is about the Cochin Madurai line. This also should be considered by the hon. Minister I conclude with the hope that the few points which I have raised in my speech will receive due consideration from the hon. Minister.

\*SHRI S. A. DORAI SEBASTIAN  
(Karur): Mr. Chairman. Sir, Shri Sethi our new Railway Minister is known for his diligence and talent and his first

[Shri S. A. Dorai Sebastian]

Railway Budget exhibit his capabilities, enormously. As the Minister for Petroleum and Chemicals, his ceaseless endeavours ended in augmenting our oil production. His Midas touch gave the country more black gold, i.e. oil. I am sure that he will be more successful in his new assignment as the Railway Minister. His assumption of office as the Railway Minister has heralded an era of hope among the countrymen.

So far as Tamil Nadu is concerned, it is really unfortunate that the Railways have not contributed anything worthwhile for the industrial development of the State. When the primary raw materials like iron and steel and also coal are to be transported to the southern States, they have to be transhipped at more than two points because of the existence of metregauge lines in the southern State and the existence of BG lines in the northern States. Besides additional expenses, inordinate delay is caused in such transshipment points. The Thermal Plants and Fertiliser Plants depend upon regular coal supply from the northern region. Many of the industries in South are entirely dependent upon the coal supply from northern States. When there is such inordinate delay in the supply of coal, the inevitable consequence is acute scarcity of power supply in these States, particularly in Tamil Nadu. The wheels of production come to a grinding halt. It is common knowledge that the northern States are served exclusively by BG lines. Similarly, only metregauge line is there in the Southern States, barring Kerala. I would appeal to the hon. Minister that the Southern States, particularly the Southern Railway should have the same length of BG lines as are available in other Zonal Railways. Then only the prevailing bottlenecks in transportation of essential raw materials can be eliminated.

There should be Broadgauge line between Madras and Tiruchirappalli. The Karur-Dindigul line should be allotted more funds. The conversion

of MG line between Dindigul-Madurai-Tuticorin should be taken up in this year. Then only this chronically drought-afflicted parts would become tolerable places for living. For more decades than I can remember Karur-Dindigul line has been the talk of the State of Tamil Nadu. Last year it was included in the Budget proposal and a sum of Rs. 2 crores was also allocated. This year a paltry sum of Rs. 70 lakhs has been provided for this project. At this rate it may take a few decades more for the completion of this vital project.

I have every hope that our Railway Minister who is known for his integrity will find ways and means to provide more funds for this Karur-Dindigul BG line. I am sure that he will endear himself to the people of Tamil Nadu by doing this.

There is no improvement at all in the number of trains being run in Tamil Nadu. The same number of trains which were running some 15 years ago continue even today though the population has multiplied very fast. The same dilapidated diesel cars which started their career some three decades ago are being continued on the Southern Railways in Tamil Nadu. Unless our Railway Minister brings about a radical change in the approach of the authorities to the problems of rail transportation in Tamil Nadu, it may not be a surprise if Tamil Nadu slides down to the lowest position in the industrial development.

With these words, I conclude my speech.

SHRI C. T. DHANDAPANI (Pollachi): Since the time at my disposal is short, I will start with the most important railway line Karur-Dindigul. Last year about Rs. 2 crores were earmarked for this line. But that amount had been diverted to some other work in the same Railway. So, I request the Minister that the amount earmarked for this line should be spent on it without any delay.



Tamil Nadu is being discriminated against by the Railway Board in the matter of laying of railway lines. If you compare the population and railway lines in Tamil Nadu with other equally populated States like Andhra Pradesh, Gujarat, Madhya Pradesh and Rajasthan, you will find that the length of railway lines in Tamil Nadu is less i.e. 3764 miles. I would request the Minister to consider the proposals given by our people from Tamil Nadu, particularly the line which goes from Tirupur to Palani via Dharapuram. That line was surveyed during Pandit Nehru's time. The work on this line was to be inaugurated by Panditji. But I do not know what happened. That line is to go from Mettupalayam via Pailadam, Dharapram and Palani. I would request the Minister to consider this. If this line is constructed, Mysore Coimbatore and Madurai districts could easily be connected.

The Minister has come forward with some proposals. I do not say it is wrong to increase fares and freight because I understand the difficulty of the Minister. He has to give five instalments of DA to the workers. The amount comes to Rs. 110 crores. Fuel expenditure has also gone up by Rs. 100 crores. State Electricity Boards are asking for more tariff from the Railways. At the same time, he has to allocate more funds to the Pension Fund as the amount of pension given to the pensioners has been increased. In order to meet all this expenditure, he has to increase fares and freight. But I feel that if the Minister takes some action with regard to stopping pilferage and recovery of arrears from big business men, which have been pending since long and year after year, they are piling up, increase in fares and freight could be avoided.

Another thing is corruption. Wherever we go in all the Divisions of the Railways corruption is rampant. I do not know whom to blame for this. I would request the Minister to take proper action in this matter.

Regarding cost of methodology, the Railway Board never takes any interest to cut down expenditure on maintenance. The Railway Board has got a particular system of accounting and preparing the balance-sheet. About that system the Railway Tariff Committee has said that under the present system the total expenses incurred by the Railways on various services produced and on unit cost is calculated on the basis of the total output in terms of traffic units, but provide no indication as to the necessary or unnecessary, justified or unjustified costs in different parts of the system.

16.55 hrs.

MR. DEPUTY-SPEAKER *in the Chair*

As far as transport of passengers and commodities is concerned, I would like the Minister to consider one aspect. Under article 269 of the Constitution and the Railway passenger Fares Act 1959, a portion of the tax levied by the railways is ear-marked to the different States, in accordance with the mileage of both the broadgauge and metre-gauge lines and the total income from passenger earnings of non-urban areas. Under that provision, they have fixed an ad hoc amount of Rs. 16 crores whereas it will be more than Rs. 70 crores, if it is calculated according to the formula. The distribution of this money is the bone of contention between the railways and the State Governments for a long time. I would suggest one solution to this problem. Instead of distributing this money to the various State Governments, the railways may keep it with them but invest it in the respective States. In that case, there will be no grievance for any of the State Governments. The Railway Minister may examine this suggestion and, if found suitable bring forward a new legislation before the House to give effect to it.

\*SHRI K. KUNHAMBU (Cannanore):  
I am sorry to say that this year's

\*The Original speech was delivered in Malayalam.

[Shri K. Kunhambu]

budget presented by the experienced Minister Shri Sethi has disappointed the people who have been looking forward to it with great hopes. The reason is that the method he adopted to raise additional revenue to the tune of Rs. 176 crores does not enjoy public support. Normally, all railway Ministers resort to the hike in passenger fare as a matter of policy, this year's budget seeks to put the major share of the burden on a particular class of passengers. This is an unfortunate thing. It is the long-distance passengers who will be mainly affected by this increase in fare. I would like to say in this context that people coming from Kerala and other far away States will have to bear a heavy burden. A second class passenger going to Kerala has to pay an additional charge of Rs. 25 to Rs. 30 by way of ticket charge, reservation charge, surcharge etc. Such a big increase at a stretch should have been avoided. It is definitely an unbearable burden for the common man who is facing great hardship due to price rise and other economic difficulties. Therefore, I would request the Minister to reconsider the increase in second class passenger fare.

I want to say a word about the atmosphere of insecurity in the Railways. Accidents are taking place frequently. This has created great apprehensions in the public mind. But, apart from the accidents, dacoity and robbery in running train have also become almost daily occurrence this too has created a deep sense of insecurity in the public mind. Therefore, my submission is that security measures should be lightened.

Another problem is of ticketless travelling. Ticketless people get into long distance train and create trouble. They occupy reserved seats and cause a lot of trouble to the long distance travellers. This problem should be solved by appointing more ticket examiners in major train.

Another point I want to deal with is the catering service in the Railways. The department should take care to provide food which should be clean. Whatever be the quantity or price, the food should be clean. This matter should be attended to.

I would now draw the attention of the Minister to another important problem. I am sorry to observe that the Railways are not giving adequate representation to Harijan. More than any other department, it is the Railways which can provide more jobs to this section. It can provide employment even to uneducated and able-bodied Harijans. Therefore, the representation of Harijan in Railways should be increased.

Now, I want to make a few suggestions regarding my State Kerala

In Kerala, Tellicherry—Mysore line is an essential one. A demand for this line was raised in this Parliament as far back as in 1952. This will be very beneficial to the people of North Kerala. Therefore this should be considered.

Another suggestion is about Mangalore—Bombay direct train service. This will cut short the time and distance between this area and Bombay. Thousands of people are travelling to Bombay from this area. This line will greatly facilitate the movement of passengers as well as goods traffic. Therefore, my request is that at least in next year budget sufficient amount should be provided for this line. Another point is about the Kuttippuram—Guruvayur line. Only a token provision is made in the budget for this line. It is a very important line connecting the famous Guruvayur temple and I request the hon. Minister to speed up the construction of this line.

Sir, lastly, there are certain other problems which require the urgent attention of the Minister. Beedi industry is suffering because of non-availability of beedi leaves. There are no wagons available to transport the

beedi leaves to Kerala. The Railway Department has always taken an indifferent attitude towards the question of supply of wagons to Kerala. This attitude should change.

Another point is that there is a very famous centre of timber trade in my State. That is at Valapatnam. It enjoys the second position in the world in respect of timber trade. But there too the problem of adequate supply of wagons is very acute. I request the Railway Minister to ensure speedy supply of wagons there.

Lastly, I hope that the problems I have raised will receive the attention of the Minister.

17.00 hrs.

SHRI A. G. SUBBURAMAN (Madurai):—Mr. Deputy-Speaker, Sir, I request the hon. Minister to allow more fund for Karur—Dindigul—Tuticorin via Madurai line.

In this connection, I would like to state that the sports concessions given for railways are withdrawn. So, I request the Minister to encourage sports by restoring these concessions because the Asian Games are going to be held this year and the Government of India is going to conduct these games. It is also because we have lost in the World Hockey Cup matches held recently at Bombay. Now, at the international level, Pandit Jawaharlal Nehru Memorial Gold Cup tournaments are going on at Calcutta. We have also lost the match at the initial stages. Therefore, I request the hon. Minister to extend all facilities for encouraging sports.

Previously Trivandrum was included in the Madurai Division of the Southern Railway. Now Trivandrum is bifurcated as a separate Division. So, there must be some job security for the Tamil-speaking employees in Tirunelveli, Madurai, Ramnad and Kanyakumari. I request the hon. Minister to look into this and provide the security of jobs for those employees.

श्री सत्यनारायण जटिया (उज्जैन) :  
माननीय उपाध्यक्ष महोदय, माननीय रेल मंत्री जी ने इस सदन में जो रेल बजट प्रस्तुत किया है वह आम लोगों के लिये महंगा बजट है मैं इसका विरोध करता हूँ। इस के संबंध में बहुत सारे विचार यहाँ पर रखे गये हैं। मैं भी अपने कुछ सुझाव यहाँ पर रखना चाहूँगा।

यह सांग जो रेल महकमा है इसको ठीक करने के लिये निश्चित रूप से कुछ कार्यक्रम बनाने होंगे। और पुराने काम को पुधरना होगा। रेलवे एक्सीडन्ट्स होते हैं। रेल फ्रैक्चर्स को पुधरने के बजाये रेलवे ट्रैक का नवीकरण करना होगा और एक्सीडन्ट्स को रोकना होगा। मैं आपके माध्यम से कहना चाहता हूँ कि इन्सान की जिन्दगी की कीमत पर किसी भी उपलब्धि को मंजूर नहीं किया जा सकता। इस लिये मनुष्य के जीवन की सुरक्षा और संरक्षण का ध्यान रखते हुए, सारी बातों की तरफ ध्यान देना चाहिए।

उपाध्यक्ष महोदय, लम्बे समय से हमारा मध्य प्रदेश अपेक्षित रहा है। यह सौभाग्य की बात है कि रेल मंत्री हमारे प्रदेश के मुख्य मंत्री रहे हैं। मैं उनसे निवेदन करना चाहता हूँ कि यह जो साराक्षेत्र जहाँ पर कि रेल पुविधायें कम हैं, वहाँ पर इस दिशा में तेजी से काम होना चाहिए। मैं मंत्री जी का ध्यान अजमेर और खंडवा मीटरीगेज लाइन को ब्रॉडगेज लाइन में बदलने की और आर्काशित करना चाहता हूँ और मांग करता हूँ कि नीमच चित्तौडगढ ब्रॉडगेज विभागा का काम रेल विभाग द्वारा तेजी से किया जाना चाहिए। इन्दौर और उज्जैन को, जो औद्योगिक नगर है, इन दोनों स्थानों को जोड़ने वाली कोई फास्ट ट्रेन नहीं है। इस ओर भी मंत्री जी को ध्यान देना चाहिए, ताकि यात्रियों को आने-जाने में सुविधा उपलब्ध हो सके। इसी प्रकार से

[श्री सत्यनारायण जटिया]

इन्दौर और दिल्ली के बीच में वह इन्दौर और बम्बई के बीच नई रेल सेवा शुरू करने की जरूरत है। एक नया गेज-रेल लाइन उज्जैन और अगरा के बीच में भी उसे अर्थात् काल के दौरान हटा दिया गया था। मैं आपके माध्यम से कहना चाहता हूँ कि इसके एवज में एक ब्रॉडगेज रेल लाइन उज्जैन और कोटा को जोड़ने के लिये सागर सुखनेर-सोयत, झालवाड, से राभगन्ज मंडी तक निर्मित की जानी चाहिए। जिसका फासला 213 किलोमीटर का होता है। मैं रेल मंत्री जी से निवेदन करना चाहता हूँ कि इस लाइन का सर्वेक्षण करवा करके इसके निर्माण का आदेश देना चाहिए। मैं इस बात का स्वागत करना हूँ कि मंत्री जी ने नागदा और भोपाल लाइन के इलेक्ट्रिकेशन की स्वीकृति दी है। किन्तु रतलाम और भोपाल के बीच में कोई तेज गति की रेल गाड़ी नहीं है, इस मार्ग पर तेज गति की गाड़ियाँ चलाई जानी चाहिये। 111-112 रेल यात्री गाड़ी रतलाम में आकर टर्मिनेट हो जाती है, इस गाड़ी को उज्जैन तक एक्सटेंड किया जाना चाहिए, ताकि लोगों को सुविधा हो सके। जैसा कि आप को एक पत्र में पहले भी लिख चुका हूँ गुना उज्जैन यात्री गाड़ी को नागदा तक बढ़ाया जाय, जिससे कि रात्रि में जनना फ्रंटियर और डीलक्स के यात्रि उज्जैन और भोपाल की यात्रा कर सकें तथा सर्वोदय एक्सप्रेस को नागदा में स्टॉपेज दिया जाय। रेल बजट में जो ग्राम जनता पर कर लगाए गए हैं, उसको वापिस लिया जाना चाहिए। इसके साथ ग्रामीण क्षेत्र के लोगों को अब कम दूरी की यात्रा के लिए 50 पैसे से 70 पैसे और तेज रेल गाड़ी में एक रु० के स्थान पर 1.50 रु० किराया देना पड़ेगा। ग्रामीण क्षेत्र के लोगों को शहरों तक पहुंचने की सुविधा में छूट देनी ही चाहिए।

इसके साथ-साथ यह भी कहना चाहता हूँ कि रोज, कभी एक स्थान पर, तो कभी दूसरे स्थान पर एक्सीडेंट होते रहते हैं, उनको रोकने के लिए विशेष ध्यान देना चाहिए। रेल यात्रा के खान-पान की सुविधा, पीने के पानी की सुविधा और अन्य सुविधाएं, जो ठीक नहीं हैं, उनको सुधारने की तरफ भी ध्यान देना होगा। आरक्षण की व्यवस्था में और जहां-जहां भी अराजकता है, उसको भी सुधारना चाहिए। बेटिंग लिस्ट में लोगों को आरक्षण के लिए पांच रु० देना पड़ता है, जिसके लोटाने की कोई व्यवस्था नहीं है। मैं मंत्री जी से कहना चाहता हूँ कि प्रतिका मुर्चा में आरक्षण के लिए आरक्षण शुल्क दो रु० करना चाहिए। रेल गाड़ियों में यात्री डिब्बों को बढ़ाया जाना चाहिए। इन सारी बातों पर यदि मंत्री जी ध्यान देंगे, तो रेल व्यवस्था ठीक में चल सकेगी और लोगों को सुविधा होगी। इसके साथ-साथ जो प्राण दिन रेल गाड़ियों में चोरी-डकैती लूटपाट आदि घटनाएं होती हैं, इनको रोका जाना चाहिए।

उपाध्यक्ष महोदय, इन शब्दों के साथ अपनी बात कहने हुए, आपका धन्यवाद देना हूँ कि आपने मुझे इस विषय पर बोलने के लिए समय दिया।

SHRI CHANDRAJIT YADAV (Azamgarh): Mr. Deputy-Speaker, Sir, I think, the Railway Minister will agree that today, unfortunately, the confidence of the train travellers in India, has been totally shaken. Therefore, the first task before the Railway Minister is to restore that confidence. I hope that Sethi ji who is an experienced and an able administrator—this is a very challenging task that has been given to him—will be able to take care of that as the first and the most important duty.

In that, I would suggest that he should immediately take into confidence all the trade unions and the rail-

way employees' organisations at all levels and also he should himself make personal travelers, go to the different zones, talk to the people who are directly concerned at the grass root level. I think that the workers' participation in railway management and in running of the trains should be introduced in true sense of the term. The railways is the biggest organisation in our country and there should be workers' participation at all levels without any discrimination to this union or that union. He can even informally talk to the union leaders and other organisations.

Secondly, I think that the increase in railway fares is at the most unpsychological moment. I would request the Railway Minister to at least withdraw some of the increases in the railway fares. He may have got a report that there was a very massive demonstration in Bombay. I think, led by Mrs. Dandavate and many other. It is not a question of parties. The people have felt that the increase in certain categories of railway fares should be withdrawn.

The third thing that I would like to draw the attention of the Railway Minister is, where does the real weakness lie? The railways have been badly neglected. So far as the rehabilitation, the modernisation of tracks and the replacement of outdated machinery is concerned, I know his difficulties and it needs a very large amount. But it has to be done. Rather, I would like him to stop certain further extensions of new railway lines. But don't do it at the cost of the common passengers. All those tracks, all the machinery and the instruments which have become outdated must be replaced.

Our railways is perhaps the biggest organisation in the world. But it is the most dirtiest today. I would like him to pay attention to small things, like, the cleanliness at the platforms, the cleanliness of the toilets, levatories and other things. In regard to all these small things, proper attention should be paid to them. If you travel

by train, sometimes you find the conditions which are horrible even in upper classes, in First Class and Air-Conditioned Coaches. You will find that you cannot lock your cabin; you will find that the switch is out of order. These small things are in a very bad condition. So many small things can be improved if proper attention is given to them.

I think, in this, as I said in the beginning, the cooperation of the employees and the cooperation of the trade unions is the most important factor.

I would say that certain improvements have been made so far as the goods carriage is concerned. One should recognise the fact that certain improvements have been made there. I know that perhaps today you have to do your best out of the worst situation. But you must try to impress upon the Planning Commission that they must give you necessary resources. The Planning Minister is just sitting behind you and he is smiling. I know his difficulties. But the railways being the most important means of transport and communication, in a country like India where 10 million people travel every day by trains, where 6.5 lakh tonnes of goods carriage takes place every day, I know that in the near future the burden is going to be bigger not lighter. Therefore, the railways must have a long-term planning. I would suggest that the Railway Minister must take care from right now to the end of the century. so that a long-term planning is done and the resources are also utilised.

These are some suggestions and, at the end, as you were saying, rather, I would say, that Azamgarh is one of the biggest districts in India. It is one of the dozen biggest districts in India, population-wise, which still has only a metre-gauge railway. Kindly go for a survey and see, if that metre gauge railway, which is really outdated—I would not like to bring it here but, as you have said here I am bringing it as the representative of that district—could be converted into broad gauge.

SHRI XAVIER ARAKAL (Ernakulam): At the end of the journey, you will be looking for a porter. Similarly, at the end of this debate, I would like to ask the Hon. Minister what are the provisions made in favour of the porters regarding their social security, regulation of their working conditions and their service conditions. Have you made any provision in this regard?

I would just like to bring to the notice of the Hon. Minister the poor working conditions of porters in Railways.

MR. DEPUTY SPEAKER: Now the Hon. Minister would reply.

THE MINISTER OF RAILWAYS (SHRI P. C. SETHI): Sir, including the intervention by my colleague Shri C. K. Jaffer Sharief, in all 44 Hon. Members on both sides, have taken part in this debate and have thrown their valuable suggestions.

In a Department like Railways, it is but natural that every Hon. Member has an aspiration both for the residents of the area and for the Constituency which he represents. And, therefore, demands for new railway lines and new trains and conversions, had been there and would continue to be there. I would, however, take up this question at the end of my speech.

I thank the Hon. Members for the support which they have given to the railways by demanding increased allocations for the railways and the inevitability of raising additional internal resources.

AN HON. MEMBER: For development.

SHRI P. C. SETHI: I am grateful to the Hon. Members for supporting the Budget as a whole excepting a few criticisms here and there.

SOME HON. MEMBERS: No, no.

SHRI HARIKESH BAHADUR: I have criticised it.

SHRI P. C. SETHI: I know you have criticised it. There are others also who have done it.

But a very important Hon. Member who was himself a Railway Minister

and who knows the railways' affairs, has not criticised it.

MR. DEPUTY SPEAKER: Others have criticised it so much.

SHRI P. C. SETHI: It is already indicated in my Budget speech that there would be an increase in the fares only to the extent necessary to balance the Budget.

In fact, there had been criticism in certain quarters and in some of the leading articles and in the editorials of some of the leading newspapers that we have not gone to the extent we should have gone, and that the fares proposed are lower than the level at which they should have been fixed on the basis of RTEC recommendations duly updated keeping in view the escalation formula indicated by the Committee.

The proposed fares are also lower, much lower, as compared to the bus fares which have been receiving a hike continuously from year to year and on monthly basis.

Many demands have been made for setting up new zonal headquarters offices and divisions.

As the House is aware, these issues are already under examination by the Railway Reforms Committee. I shall take appropriate action on receipt of the considered recommendations of that Committee.

Various demands have been made for the the new lines and gauge conversions and so on as I have said.

Inadequacy of resources makes it impossible for me to concede all the demands. I can assure the hon. Members that all these demands will be carefully considered and individual replies will be sent to the hon. Members in due course. I will try my best to send the replies as early as possible. I must hasten to add that our effort will be to complete as many on-going projects as possible. Therefore, the chances of many new works being taken up are indeed slender, but I do not rule them out. I am sure that, in the mid-term appraisal, the planning Commission would bestow a kind eye

towards us and we would be able to get some additional resources.

It is true that, during the period of three years from 1980-81 to 1982-83, fares and freight rates have been revised to yield more than Rs. 900 crores. This means an average increase of Rs. 300 crores. This was essential to meet the following needs: increased provision for Depreciation Reserve Fund Rs. 300 crores; increased provision for Pension Fund Rs. 85 crores; Dividend to General Revenues Rs. 112 crores; expenditure on development fund works in partial liquidation of dividend liability Rs. 110 crores; additional dearness allowance Rs. 243 crores; productivity-linked bonus Rs. 54 crores. All these bring the figure to Rs. 904 crores. The wholesale price index rose from 185.8 in 1978-79 to 277.9 today—nearly 50 per cent rise in these years. Its effect on working expenses alone will be over Rs. 800 crores.

When we had taken over the Government, the financial position of the Railways was none too strong as claimed by Prof. Madhu Dandavate. The Railways suffered a loss of Rs. 66.24 crores in 1979-80 and the tonnage lifted which had reached the record level of 212 million tonnes in 1976-77, dropped to 199.6 million tonnes in 1978-79 and 193.6 million tonnes in 1979-80. This affected all the sectors of the economy. It needed Herculean efforts to bring up the efficiency of the Railways and the results are now appearing to be seen. In 1981-82 an all-time high record of 220 million tonnes will be achieved. In 1982-83, we hope to do 230 million tonnes—a quantum jump of 30 million tonnes in 24 months.

A point was made that, in the 126th year of the Railways, a surplus of Rs. 126 crores was generated. This was possibly at the cost of rehabilitation. The contribution made to the Depreciation Reserve Fund in that year was only Rs. 140 crores. We have progressively stepped it up from Rs. 200 crores in 1979-80 to Rs. 500 crores in 1982-83, a step-up of Rs. 300 crores in a period of three years. Similarly, the alloca-

tion for Pension Fund has been raised from Rs. 65 crores to Rs. 150 crores in 1982-83....

SHRI GEORGE FERNANDES (Muzaffarpur): For accidents?

SHRI P. C. SETHI: Almost the same.

SHRI GEORGE FERNANDES: For accident compensation, you have increased from Rs. 12 crores to Rs. 20 crores in the current Budget. In other words, you are forecasting more accidents and more deaths! (*Interruptions*)

MR. DEPUTY-SPEAKER: Mr. George does not expect any accident.

PROF. MADHU DANDAVATE: Mr. George has only said that the Minister has the foresight that there is going to be an increase in accidents and, therefore, he has made more provision for compensation.

SHRI P. C. SETHI: I am sure that with the help and co-operation and the new thinking which has been generated in my friend, Mr. George Fernandes, possibly we may have to pay less.

श्री जार्ज फर्नाण्डिस : तो आन वताते क्यो नही है कि 12 करोड़ का 20 करोड़ क्यो हुआ ?

आचार्य भवान देव : आन को क्या पता कि इन्ही के माथो एकमाडेड करवाते हंगे ।

MR. DEPUTY SPEAKER: Order, order, please.

SHRI P. C. SETHI: The figures of freight loading now available upto the end of January 1982 show that during the month of January itself the Railways achieved the highest ever loading figure of 19.99 million tonnes in a single month. On this reckoning, the Railways are bound to improve upon the original budget target of 215 million tonnes to 220 million tonnes of revenue-earning traffic as against around 196 million tonnes achieved last year—nearly 24 million tonnes more in one year. A very commendable effort. Not only this, an important operational efficiency index for wagon utilisation is the wagon turn-round

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which represents the time interval between two successive loadings which reached a low figure of 12.94 days in November 1981 as against 15.44 days for the corresponding month of 1980. In January 1982 this has further come down to 12.65 days and we have kept a target of 11 days for this year.

Similarly, wagon utilisation in terms of net tonne kilometres on the broad gauge reached a figure of 1238 in November 1981 against 1045 which was the best performance in the last five years. The engine utilisation also improved considerably.

The figure of net tonne kilometres per engine hour in November 1981 for all traction was 7843 on the broad gauge against 6807 for the corresponding month in 1980. It would thus be seen that both productivity and efficiency of railway operation are remarkably improving and I have no doubt that the railways are poised for reaching higher and higher levels.

Considerable concern has been rightly expressed about safety of travel, punctuality and quality of passenger services. I fully share this concern. The client has every right to expect improvement in safety standards as also the quality of service rendered. I have dealt at length with the various measures which have been initiated to minimise the incidence of accidents on railways, commission of robberies and crimes, thefts and pilferages of goods and payment of compensation claims. I have also stated that punctual running of trains would receive my immediate attention.

Soon after my taking over as Minister for Railways, safety and punctuality were first areas of my attention. To begin with, safety and punctuality monitoring teams at the highest levels have been set up in the Railway Board, Zonal Railways and on the Divisions. Every effort is being made to make rail travel safe and the con-

fidence of the people restored at the earliest.

The Chairman of the Railway Board and some other officers have come in for a severe criticism in regard to safety aspect and it is being alleged that they have ignored it...

SHRI NARAYAN CHOUBEY: They have.

SHRI P. C. SETHI: I can only say that the Railway Board Chairman is a competent and able officer. However...

SHRI GEORGE FERNANDES: It is the Ministers who are incompetent.

श्री रामबिलास पासवान : कृपे प्राप्ते मर्तीफिकेट दे दिया ? एम्बर चक दे होजिए ।

SHRI P. C. SETHI: However, as Mr. Paswan has desired me to say, I would like to emphasize and say that responsibility for accidents of whatever nature they are, will have to be fixed even on higher quarters and I shall not spare anybody.

The important safety aspects are even monitored by me personally as also by my other colleagues. There would be frequent inspections and on-the-spot checks at the level of the Ministers, Chairman and other technical Members of the Railway Board to ensure that short-cut methods and procedures by staff are avoided, effective repair and maintenance of critical equipment and installations is undertaken, intensive inspection of the track is carried out, maximum utilisation of the Workshops and Sheds for improved repairs and maintenance of wagons, coaches and locomotives takes place. Sir, the current year of productivity on the Railways in specific terms would not only mean 10 per cent improvement in output in all sectors, but a much higher standard of quality of service and safety of both passengers and goods traffic has been set. The performance of individual Zonal General Manager and the Divisional Rail-



way Manager will be judged by me on the results provided by him and how soon.

Sir, I would welcome any concrete and practical suggestion from Members of the House, organisations and individuals for tackling these gigantic problems. The House will be interested to know that recently I shared thoughts with Railwaymen representing different shades of critical operational and maintenance disciplines and members of the Corporate Enterprise Group of the Railways on these problems and the immediate and long-term measures to be taken up for reducing the number of accidents on the Railways.

**SHRI GEORGE FERNANDES:** Sir, this is the trouble. He wants to reduce the accidents and not avoid them. (*Interruptions*).

**SHRI P. C. SETHI:** Sir, there is no railway system in the world where there are no accidents. I would certainly like the accidents to be completely eliminated but in a vast organisation like the Railways sometimes some derailment takes place or there is a mishap at some railway level-crossing. However, such accidents like collisions where lives of hundreds of people are involved are very important aspect which have to be taken into consideration but that does not mean that other minor accidents should continue to happen and we shall not pay any attention.

Sir, Prof. Madhu Dandavate had mentioned that the elimination of intermediate examination points was leading to accidents. It may help him recall that this progressive measure was introduced for the first time during his tenure as Railway Minister. This is a step in the right direction in conformity with world-wide practice and based on our own analysis of train accidents. Accidents cannot be attributed to this.

Another point made by him was that because of the introduction of the automatic warning system on the Howrah-Mughalsarai route fully col-

lisions have been avoided on that section. There seems to be some misunderstanding regarding this. This was introduced only on the Howrah—Burdwan section, where it became non-functional soon after introduction on account of theft of fittings. Automatic warning system has failed under the conditions existing in the country. We are still trying to find a workable scheme.

**PROF. MADHU DANDAVATE:** Sir, if the hon. Minister permits me to intervene I would like to point out that this device was introduced on two sections—Gaya-Mughalsarai and Howrah-Burdwan. Further, Sir, thefts are a global phenomenon.

**SHRI P. C. SETHI:** That does not mean we should tolerate it. He also made a point regarding bonus for RPF. They have been given ration allowance of Rs. 50 per month. Being a uniformed force, they cannot be sanctioned Bonus in isolation as it will create repercussions elsewhere.

Shri Chintamani Panigrahi pointed out that 3553 Railway Bridges were distressed and that work on some bridges is held up for want of steel.

As per the Report of the Railway Accidents Enquiry Committee, 1978, as on 31-3-1978, there were 3,553 distressed Railway Bridges. All these Bridges were not unsafe and did not require re-building and strengthening immediately, but were to be programmed for re-building and strengthening on age-cum-condition basis. In the meantime, heavy repairs like pressure-grouting, etc. are carried out and, if necessary, speed restriction are imposed on such areas:

During the last three years, 1258 Bridges have been re-built and strengthened and the work on rebuilding and strengthening of the distressed bridges is progressing satisfactorily on a programmed basis.

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No essential bridge work is held up or delayed for want of steel. Incidentally, it may also be mentioned that no accident has taken place in the recent past due to structural condition of the bridges. A very elaborate procedure of inspection of bridges annually at the level of Assistant Engineer and above exists.

Several of the hon. Members who participated in the Debate have referred to the inadequacy of Plan Allocation for 1982-83. I have already conceded this position in my Budget speech, when I stated that with the increase in costs, specially, of items used on Railways, the physical content of the Plan in real terms has substantially dwindled.

It is true that the Annual Plan allocation for 1982-83 is almost the same as in 1981-82.

Here I may explain that at the stage of Annual Budget for 1981-82, the Annual Plan allocation was only Rs. 980 crores, which was stepped up during the year by Rs. 157.29 crores, to make it Rs. 1137.29 crores.

I am fully conscious of the imperative need for increased availability of Plan funds during 1982-83 for the proper development of the Indian Railways and for expansion and modernisation of repair and maintenance facilities of Railway Workshops and sheds.

A very large number of new lines, doublings, gauge-conversion projects etc. are starving for want of funds. Replacement of a large number of over-aged wagons, coaches and vast kilometrage of rail track etc. need urgent replacement. All these need substantial money. I can assure the House that I will exert my utmost to secure maximum additional allotment of funds for the Plan expenditure when the Mid-Year Review is made.

However, for the present, as a measure of policy, I have decided to utilise the available resources essentially for completion of the on-going schemes.

Of the total Worka Expenditure of Rs. 603 crores, nearly 89 per cent will be spent on Works-in-progress and only 11 per cent. would be on New Works. Similarly, on the Rolling Stock out of an allocation of Rs. 467.29 crores Rs. 456.10 crores would be for programmed deliveries of rolling stock already on order; and only Rs. 11.9 crores would be spent on new acquisitions.

Similarly, in our expenditure on Machinery and Plant of Rs. 79 crores, Rs. 68.83 crores would be spent for orders already passed and hardly Rs. 1.17 crores for new acquisitions.

I firmly believe that there is no purpose in spreading the limited available resources thin on a number of activities, thereby obtaining no benefit from the investments.

My strategy would be to complete the on-going schemes and projects as quickly as possible, so that best advantage could be had of the heavy investments involved.

As already stated by me, 50 per cent. of the Annual Plan allocation would be spent on Rehabilitation Programmes. The appropriation to Depreciation Reserve Fund has been stepped up from Rs. 350 crores during 1981-82 to Rs. 500 crores during 1982-83, thus making the expenditure on replacement account higher than what it was during the current year. I would, therefore, plead my inability to take up many new surveys and new lines during the year. Please underline the word 'many'.

SHRI NARAYAN CHOUBEY: Some will be done.

SHRI P. C. SETHI: I am also conscious of the fact that during the mid-term appraisal of the Plan it is necessary to seek a much bigger overall allocation than Rs. 5100 crores. Out of this total only a meagre sum of about Rs. 900 crores will be for increasing carrying capacity, the remaining being used for rehabilitation, renewal and non-capacity-generating works like electrification, setting up of wheel and axle plant etc.

Shri Bhagwan Dev raised the question of gauge conversion of Delhi-Sabarmati line. Conversion of this MG trunk route on the Western Railway via Jaipur and Ajmer is an approved work costing approximately Rs. 150 crores. This was included in the Budget for 1977-78. The project has to be executed in phases subject to traffic needs and available of funds.

**SHRI NAWAL KISHORE SHARMA:** When?

**SHRI P. C. SETHI:** As a first step Phulera-Kishangarh section (50.9 kms) and Garhi-Harsaru-Khalilpur section (31.0 kms) are proposed to be doubled with BG sub-structure.

**ACHARYA BHAGWAN DEV:** Thank you.

**SHRI P. C. SETHI:** Shri K. Ramamurthy wanted to know the position about MTP Scheme for Madras. I may inform him that the scheme for mass rapid transit system in Madras is still awaiting clearance by the Planning Commission and as such it could not be included in the Budget for 1982-83. However, if the clearance comes, we shall consider it.

**SHRI C. T. DHANDAPANI:** In the last year's budget, some amount was allotted for this scheme. How was that amount allotted without the clearance of Planning Commission?

**AN HON. MEMBER:** Survey has already been done.

**SHRI P. C. SETHI:** I will have to check up and will definitely write to the hon. Member.

Shri Jamilur Rahman observed that the decision of Andhra Pradesh High Court is not being implemented and the Railway Board has gone in appeal to the Supreme Court and that the appeal should be withdrawn and the decision of the High Court implemented.

The reference is to the Writ Appeal filed by Shri S. A. Khan, a senior scale officer of the R.P.F. against the Gov-

ernment in the matter of his selection for appointment to the senior scale post. Shri Khan, while working as Assistant Security Officer was considered by the Departmental Promotion Committee convened by the Union Public Service Commission on 23-2-1972 for substantive as well as officiating appointment to the senior scale post of Security Officer. He was recommended for officiating appointment only. On the basis of this, he was promoted to officiate as Security Officer in October, 1973.

He was considered by the next D.P.C. on 6-9-1976 along with other eligible officers for substantive appointment to the post of Security Officer. He was not recommended. The departmental Promotion Committee's recommendations, however, included certain officers who were junior to Shri Khan as Assistant Security Officers. Shri Khan was finally recommended for substantive appointment to the post of Security Officer by the DPC which met on 11-6-79 only.

**श्री डी० पी० यादव :** सेठी जी, इतना पर्सनली क्या जरूरत है, छोड़िये। एक आदमी के लिये लोक-सभा का इतना समय क्यों बर्बाद करते हैं ?

**SHRI JAMILUR RAHMAN (Kishanganj):** It is a matter concerning decision of the hon. High Court. Do not disturb.

जहाँ हम लोगों की बात आती है, आपकी आवाज निकलने लगती है। आप खामोश नहीं रह सकते हैं ? आप ठीक तरह से सुन नहीं सकते हैं ?

**श्री डी० पी० यादव :** यह सुप्रीम कोर्ट में पैडिंग है।

**SHRI P. C. SETHI:** I would take care of the suggestions from both side and minimise it by saying that the implementation of the judgement would give rise to administrative problems, and therefore, a special leave petition has

[Shri P. C. Sethi]

been filed with the Supreme Court duly taking the views of the Solicitor General of India and praying for grant of leave. However, the matter is pending with the Supreme Court.

**SHRI NARAYAN CHOUBEY:** What is wrong in going to the Supreme Court?

**SHRI JAMILUR RAHMAN:** Do not talk like an ordinary litigant. This matter has been pending since 1973; it is a question of so many years. Because a member of the minority community is involved, therefore, this matter is being dealt with like this.

**SHRI P. C. SETHI:** I would plead that this charge that because he is a member of the minority community, and therefore, we have gone to the Supreme Court is not fair.

**SHRI NAWAL KISHORE SHARMA:** Sir, on a point of information, I would interrupt. Sethiji has said that the Jaipur-Ahmedabad-Delhi line has been sanctioned for broad-gauge conversion. It was sanctioned, according to him, in 1977. After five years only two patches have been included and that too for doubling. He also referred about the phased programme. May I know what is the phased programme that he has drawn so that we may be sure of doubling of the tracks or conversion of metregauge into broad-gauge.

**SHRI P. C. SETHI:** As I said doubling will be the broad-gauge facility.

As far as the complete programme is concerned, unless I have a complete programme of the receipts that I will have for the development of these lines, it is very difficult for me to predict the time limit.

**MR. DEPUTY-SPEAKER:** You meet the Minister after some time.

**SHRI P. C. SETHI:** The increase in passenger fares has been described by some Hon. Members as having an inflationary impact.

As the outset, I may point out that while formulating my proposals I had kept this aspect fully in view. Even though economic considerations should have called for an appropriate increase in the fares of monthly season tickets I have intentionally not touched this class of commuters which largely represent daily wage earners, office-goers, mili workers, students, vendors, etc. This important section of the community would continue to enjoy heavy fare subsidy in the rail travel estimated to be of the order of Rs. 45 crores in 1981-82. A matter of fact, it is this daily mode of travel which directly affects the household budget and enters the cost of living.

A point has been made out that the fare hike proposed is higher in proportion for the second class than for the higher classes of travel. Though it may superficially appear so from the present proposals, it is not really so. It has to be recalled that higher classes in the past have been subjected not only to revision in fares more often than the lower classes, but even the rates of increases have been much heavier. Consequently these higher classes are almost reaching a saturation point. However, no change has been proposed in the higher classes (first class, AC two-tier and AC Chair car) fares upto 250 kilometres as the ratios of fares of these classes to the II Class ordinary fares are presently higher than the ratios recommended by RTEC.

Another point made out is that the increases in fares are steeper for short distance passengers than for long-distance travel. I have already pointed out in my budget speech that the National Transport Policy Committee and the Rail Tariff Enquiry Committee have both stressed the urgent need or rationalisation of fare structure and its alignment with cost. There has to be some relationship between the cost of service charged and value of service rendered.

Criticism has been levelled that withdrawal of exemptions from some cate-

gories of goods traffic would lead to price rise of certain essential commodities.

As the House is aware, the Railways during 1981-82 suffered a loss of over Rs. 119.12 crores on low-rated commodities. In the present parlous state of railway finances, it has become exceedingly difficult to continue to bear these heavy losses. The operating expenses of the Railways are going up on account of factors beyond their control. It has, therefore, become imperative to find extra revenues not only for meeting the additional operating expenses but also for providing funds for the increasing demand for plan expenditure in connection with the Sixth Five-Year Plan. Consequently, some of these commodities have to bear some marginal brunt. An analysis of the impact of withdrawal of exemptions would show that it is between a range of 2 to 3 paise per kilogram for an average lead of 800 kilometres even assuming that 100 per cent of the production moves by rail. This nominal increase in freight would not significantly affect the production cost and the ultimate prices, determination of which depends upon a variety of factors. This apart, carriage of these commodities by rail would still remain far cheaper than by other sources of transport.

The hon. Members will appreciate that even while withdrawing the exemptions, I have excluded some items such as fire-wood, medicines, fodder, kerosene oil and safety matches.

Some hon. Members have commented on my proposal to withdraw concessional tariff rate allowed on movement of bananas and oranges traffic after the expiry of its present period of validity. I quite appreciate the sentiments expressed by various hon. Members on this subject. However, at the moment, it would not be possible for

me to lose the revenue (*Interruptions*) of Rs. 9.90 crores after the month of June.

SHRI ERA ANBARASU (Chengalpattu): I would like to draw the attention of the hon. Minister to one point—Mr. K. T. Kosalram was so much agitating for the railway line from Karur to Dindigul. In fact, last year, almost all the Members from Tamil Nadu had submitted a memorandum to the Prime Minister; and that was also agreed to I was also informed that some amount had been sanctioned. I am sorry that there is no mention about Karur-Dindigul. (*Interruptions*)

SHRI K. T. KOSALRAM (Tiruchendur): I will take it that you will consider allocation of at least 5 crores for Karur-Dindigul-Tuticorin B. G. line sympathetically.

MR. DEPUTY SPEAKER: Mr. Kosalram, sympathy alone will not be sufficient. Will it alone satisfy you?

SHRI P. C. SETHI: I can assure you about whatever has been announced in the Supplementary Budget of Kedar Punday. Although we have not formally received clearance from the Planning Commission, we have provided token sums, so that this line may not get killed. As soon as we get the clearance, a proper amount will be provided.

SHRI ERA ANBARASU: There is another point.

MR. DEPUTY-SPEAKER: That is all right. Stop with one point. Then only it will be good.

SHRI K. T. KOSALRAM: The Planning Commission had cleared Karur-Dindigul-Tuticorin line. Without clearance from Planning Commission, how were Rs. 2 crores allotted last year—and this year, Rs. 70 lakhs? How is it possible to do it without clearance from Planning Commission?

SHRI P. C. SETHI: It has been announced in the Supplementary Budget..

[Shri P. C. Sethi]

As far as your line is concerned, it has received Rs. 70 lakhs. It is already in the proposal. As soon as we get finances, we shall try to increase the amount. (Interruptions)

MR. DEPUTY-SPEAKER: Please sit down. Let him complete his reply.

SHRI P. C. SETHI: A few Members suggested that external and internal borrowings may be resorted to, for raising resources. Since all possible resources have been taken into account by the Ministry of Finance, separate borrowing by Railways may not be of any particular advantage. It will only create competing demands for the already scarce resources. As the House is aware, we have asked the Railway Reforms Committee to examine these issues and make unorthodox and hitherto untried methods of raising resources. We are eagerly awaiting their recommendations.

Some Members had suggested that Railways should not pay Dividend to General Revenues, and the money so saved should be ploughed back for railway development. Here again, it may not be of particular advantage since these payments are already included in the overall resources of the Government. In any case, this is a matter which will receive the careful consideration of the Railway Convention Committee, who will make their recommendations in this regard to the House in due course.

SHRI K. RAMAMURTHY (Krishnagiri): I am asking about payment of Dividend to the General Revenues.

MR. DEPUTY-SPEAKER: I do not know whether the Minister is yielding.

SHRI K. RAMAMURTHY: I am not asking for anything for my constituency, or anything else.

MR. DEPUTY-SPEAKER: He has replied to that. He said that RCC would come up with their new proposals.

SHRI P. C. SETHI: Some hon. Members have suggested setting up of branches of Service Commissions in various places. There was also a suggestion that there should be only one central Commission.

Since the Railway Service Commissions recruit only Group C (Class III) categories, it may not be proper to have only one central Commission. It will create considerable hardship to the candidates.

We are already considering what further rationalization is possible in regard to increasing the number of Service Commissions, or setting up branches of the existing commissions at different locations.

A lot of anxiety has been shown with regard to casual labour. I would like to mention that we have now taken a decision that absorption against regular vacancies would be done from amongst the casual labour and no fresh casual labourers are to be recruited by railways, as far as possible.

(Interruptions)

SHRI NARAYAN CHOUBEY: Nothing new. This is an old thing.

श्री रामबिलास पासवान: यह हम दो साल सेमन रहे है, लेकिन भर्ती रोज हो रही है हम लोगो ने कहा जाता है, कि भर्ती नही होंगी, लेकिन प्रफरम लोग रोज भर्ती कर रहे है ।

SHRI P. C. SETHI: The hon. Member's anxiety is that whatever is being announced..

(Interruptions)

श्री रामबाबतार शास्त्री: उपाध्यक्ष जी, 4-6-1980 को पंडित जी ने कन्सल्टेटिव कमेटी में कह था कि आज ने यह तय हो गया है । मैं जानना चाहता हूँ कि अब तक कितने लोग प्रजार्ब हो गये है ।

**SHRI P. C. SETHI:** I would like also to add that as far as casual labour is concerned for 120 days of service on open line, he is now getting an authorised scale of pay and 180 days in projects are paid equivalent to 1/30th of monthly wage per day.

(Interruptions)

**SHRI NARAYAN CHOUBEY:** Even after working for 30 years, a man has not been regularised. (Interruptions)

**SHRI P. C. SETHI:** Some allegations were made that the fare and freight revisions have been made being under pressure from the I.M.F. or the World Bank. The House may rest assured that there is no substance in these allegations. The railway budget has been drawn according to our own needs and based on the policies that we wish to follow. But it is not possible for me to cover each and every point raised by about 45 members. As I have said, I shall reply to each one of them.

(Interruptions)

श्री रामबिलास पासवान पाईटस: ऊआये थे—  
एक तो पटना में गंगा पर रेलवे ब्रिज और  
दूसरे बिहार में जॉनल आफिस।

श्री प्रकाश चन्द्र सेजी : जॉनल आफिस  
का तो मैंने जॉनल बतलाया है।

**MR. DEPUTY SPEAKER:** The Minister says that he will reply to every one of your problem that you have already represented. You will get the reply from him. When you have already waited for such a long time, why can you not wait for some more days?

**SHRI P. C. SETHI:** It would not be possible for me to give reply during the short span of time to each hon. member. I will be writing to them separately. I have taken note of whatever they have said. Apart from that, I would also get their points from the proceedings.

**MR. DEPUTY SPEAKER:** Mr. Lawrence, you can ask for any clarification

only if the Minister is yielding. You can straightway ask any clarification if he is yielding.

**SHRI P. C. SETHI:** As I said, it is in Kerala, at least a portion of the lines should be electrified. In your reply, you have not mentioned anything about it.

**SHRI P. C. SETHI:** As I said, it is difficult to mention about every line. (Interruptions) Before I conclude, I must, in deference to the wishes of the House, announce the following concessions. I am not in a position to make any major concession regarding fares. I can only assure the hon. House that though I was in a position to make a suitable reduction, I am not doing it deliberately, because I would like to utilize these funds for the development of projects and new works. Therefore, whatever little concessions are possible, I am trying to announce them:—

(1) There will be no change in the age limit of children for eligibility for free travel.

It will be retained as five years. The sleeper charge..(Interruptions)

18.00 hrs.

**PROF. MADHU DANDAVATE:** That means the original limit will continue.

**MR. DEPUTY-SPEAKER:** Yes, five years.

**SHRI P. C. SETHI:** The sleeper charge for the second night will be retained at the existing rate of Rs. 5/- and the increased rate of Rs. 8/- will apply only to the first night.

**MR. DEPUTY-SPEAKER:** Very good. That is also very good.

**SHRI P. C. SETHI:** Recognised organisations of artistes and recognised associations of Sportsmen either by the State Governments or the Central Government will be allowed concession at 50 per cent instead of 25 per cent.

(Interruptions)

SHRI D. P. YADAV: Teachers' organisations also may be given 50 per cent concession.

SHRI P. C. SETHI: They would continue to get 25 per cent. Kisans attending conventions organised by approved organisations like the Bharat Krishak Samaj or any other institution of like nature will receive 50 per cent concession.

SHRI NAWAL KISHORE SHARMA: Not for Kisan Rally!

SHRI P. C. SETHI: It is proposed to have a separate new scale with regard to parcel traffic (*Interruptions*) These are the concessions. It is proposed to have a separate new scale at 90 per cent of the General Parcels Scale, which means a ten per cent reduction in the rates for the following commodities:—

Medicines, safety matches, milk powder, baby powder and condensed milk, tea, coffee, beedies and cigarettes, soaps of all kinds, synthetic detergents, sports goods, candles, tooth paste, tooth brushes shaving cream, blades, exercise books, erasers, pencils, ball point pens including refills, pen inks and spectacle frames.

It is also proposed to have another separate scale, with a ten per cent reduction to cover the following commodities:—

Handloom products, books including text-books, bread and milk.

The total value of these concessions is not known; it will be around..... (*Interruptions*)

AN HON. MEMBER: You may consider Paan also!

SHRI P. C. SETHI: I will consider vegetables.

ANOTHER HON. MEMBER: Banana also.

SHRI P. C. SETHI: Yes, I have said it.

(*Interruptions*)

The total value of these concessions will be around Rs. 4 crores only. I have tried to keep these amounts with me in order to take up more important lines and more important works and projects. Now, what will be the methodology of giving this amount, we shall decide in consultation with the Ministry of Finance, the Planning Commission and the Prime Minister.

Lastly, I would like to add that there have been representations to the Ministry of Parliamentary Affairs, and the Railways (*Interruptions*) and the leader of this House, Shrimati Indira Gandhi and the Finance Ministry with regard to the passes of the spouses of the hon. Members of Parliament. We have had some informal consultations, and I am sure that in consultation with the Ministry of Parliamentary Affairs, the Finance Ministry and the leader of the House, a decision will be taken soon.

MR. DEPUTY-SPEAKER: The House stands adjourned to re-assemble tomorrow at 11 a.m.

18.04 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Thursday, March 4, 1982/Phalgunn 13, 1903 (*Saka*).