Thursday, June 16 1977 Jyaistha 26, 1899 (Saka)

# LOK SABHA DEBATES

(Series)

Vol. II



## Second Session, 1977/1899 (Saka)

(Vol. II contains Nos. 1 to 10)

## LOR SABHA SECRETARIAT NEW DELHI

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#### LOK SABHA

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Thursday, June 16, 1977/Jyaistha 26, 1899 (Saka)

The Lok Sabha met at Eleven of the Clock

[MR. SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS

#### Number of Public Sector Steel Plants Employees allotted Quarters

•62. SHRI KRISHNA CHANDRA HALDER: Will the Minister of STEEL AND MINES be pleased to state:

(a) the number of employees working in Steel Plants in Public Sector and number of them allotted quarters; and

(b) the percentage of steel employees provided with accommodation at Durgapur, Bhilai, Rourkela, Bokaro, Plant-wise?

THE MINISTER OF STEEL AND MINES (SHRI BIJU PATNAIK): (a) and (b). A statement is laid on the Table of the House.

Statement

Name of Steel F		Number of employees	f Number of Percent employees of employ provided provided accommo- dation dation %					
(1)	_					(2)	(3)	(4)
Durgapur Steel Plant •	•	•	•	•	•	31,561	16,704	53.0
Alloy Steels Plant Durgapur	•	•	•	•	•	7,044	3,194	46.2
Bhilai Steel Plant · ·	•	•	•	•	•	53,293	31,599	59-29
Rourkela Steel Plant	•	•	•		•	36,457	21,007	57•6
Bokaro Steel Plant · ·	•	•	•	•	•	33,286	18,036	5 54•2
Indian Iron & Steel Company	•	•	•	•	•	29,500	• 7,572	1• - 25·84

Inclusive of Kulti Works.

(a) and (b). The information asked for is given in the table below:-

SHRI KRISHNA CHANDRA HAL-DER: Mr. Speaker, Sir, from the statement I find that the Indian Iron & Steel Company has got 25.3 per cent of the accommodation. I want to know from the hon. Minister how long it will take to provide quarters to all the employees who are working in the Steel Company and other steel plants in the public sector undertakings?

SHRI BIJU **PATNAIK:** The hon. Member has mentioned about the Indian Iron & Steel Company which has provided 25.8 per cent of the accommodation to its employees. I have provided substantial amount in the current year to raise it to 34 per cent. But that is not enough. The general thinking in the previous Government was that the expenditure on housing and labour was an unproductive expenditure. In one opinion of this Government, it is a futile thinking and is sought to be corrected. For example, in 1976-77, the total outlay for the housing for all the five steel plants was about Rs. 5 crore. In the current year, I have provided more than Rs. 13 crore. But we are also taking other steps to allow the labour and other people who are connected with the housing to form what is known as cooperative housing. That will also ease the housing situation by allotting plots. In fact, 1308 plots are proposed to be allotted of which 20 per cent will be given to the supporting population for the steel plants-the shopkeepers. the vegetable sellers and the other people. So, that will also assist in solving this housing problem. I can assure this House that within five years, we will break the back of this problem.

SHRI KRISHNA CHANDRA HAL-DER: The hon. Minister had just now mentioned that within five years the problem will be solved. In view of the acute shortage of quarters. thousands and thousands of workers of the steel plants and other workers from Burdwan and Asansol have to come to Durgapur with great difficulty. There is no adequate arrangement for their coming by trains. So, I want to know from the hon. Minister what urgent steps Government propose to take to solve this problem within a short time?

SHRI BIJU PATNAIK: I have already mentioned that, in the current year, I have allotted more than 21 times of what was allotted in the last financial year. You cannot expect a hundred per cent housing to be done by the steel plants themselves. Therefore, we are allotting plots to private people, who are supporting them who are not directly employed but indirectly employed, so that they can build their own houses for themselves and also for renting out. To those who do not have houses, we give house rent allowance. I am in full sympathy with what the hon. Member is trying to say. What has not been achieved in 10 or 15 years in sought to be achieved in the next five years. I think, the hon. Member should be quite pleased with it.

श्वी हुकम चन्द कछवाय : ग्रध्यक्ष महोदय, मैं ग्रापके माध्यम में माननीय मंत्री जो से जानना चाहता हूं कि इस्पात कारखानों के शन्दर जो मकान की सहूलियत देने जा रहे हैं जहां ग्रभी भी काफी लोगों के पास मकान नही हैं क्या इस प्रकार की महूलियत ग्रन्य कारखानों में भी, जो सरकार द्वारा संचालिन हैं, दी जायेगी और वह मकान कुछ दिनों के बाद उन्ही के हो जायें इस प्रकार की योजना बनाने का भारन सरकार का बिचार है क्या?

SHRI BIJU PATNAIK: I have already said in the second part of my answer that we are going to allot plots to people to build houses—to those who are connected with the steel plants directly or indirectly. Assistance will be made available to them through various financing institutions and various financing schemes for house-building. Apart from providing housing for the workers and their families, the steel plants and this Ministry are greatly interested in accelerating the housing programme in this country to be able to sell their own product. We are sponsoring not only in our area but in other areas as well.

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श्री हुकम चन्द्र कछवाय : मेरे प्रश्न का उत्तर नहीं झाया। क्या इस्पात कारखानों के झलावा दूसरे कारखाने जो सरकार चला रही है वहां भी यह मुविधा दी जायेगी?

MR. SPEAKER: He has answered that. They are giving sites and they can construct by themselves if they want.

SHRI S. KUNDU: I would like to know from the hon. Minister whether it would be possible for the hon. Minister to bring a new outlook in the allotment of quarters in this public sector undertaking, i.e., whether the quarters could be allotted on the basis of need and not on the basis of status. In some of the places I have seen senior officers, whose families consist of just husband and wife, living in 30-roomed quarters, and they themselves complain that they have no time to maintain such big houses. I want to know whether it would be possible to change the criterion so as need-based to make it and not status-based.

Secondly, I want to know what is the percentage of workers in Rourkela Steel Plant who have been allotted quarters and how much time it will take to provide quarters to everybody there.

SHRI BIJU PATNAIK: As far as Rourkela is concerned, the percentage of employees provided with accommodation is 57.6, and in five years' time it will reach a figure of, I should say, about 80 per cent. Apart from this, as I have said earlier, housing facilities would be given by allotting plots. The problem is being attacked from both sides, and I think, it will reach the required minimum for housing everybody. As regards some odd cases where officers have got big houses, etc., this is a bigger question; this is part of the totality of the economic question whether any family should have more than 2,000 sft. space or something of that order. That is engaging the attention of the Government at the moment and as and when a final decision is taken, it will be placed before the House.

PROF. R. K. AMIN: May I know from the hon. Minister whether, in the allocation of houses, he would take into account the work efficiency or the possibility of increasing the efficiency rather than the status or the need, because in the case of both these criteria we are not in a position to measure them relatively while work efficiency or the possibility of increasing work efficiency or some such criteria such as these, could be measured relatively.

SHRI BIJU PATNAIK: One of the major considerations for increasing efficiency is increased housing.

#### Earth Stations in Country

•63. SHRI P. RAJAGOPAL NAIDU: Will the Minister of COMMUNICA-TIONS be pleased to state:

(a) whether there are Earth Stations in our country;

(b) if so, the number and their location; and

(c) the main features thereof?

THE MINISTER OF COMMUNICA-TIONS (SHRI GEORGE FERNAN-DES): (a) Yes, Sir.

(b) and (c). There are two standard communication Satellite Earth Stations located at Arvi, near Pune, and Debradun. These have a 29 meter diameter fully steerable antenna, and 7

are operated by the Overseas Communications Service for handling international telecommunication traffic via INTELSAT, Indian Ocean Satellite.

Four satellite earth stations are experimental. Two of these are located at Ahmedabad and Delhi. The other two are mobile transportable type. These are used for conducting experiments with various satellites. These are operated by the Indian Space Research Organisation.

SHRI P. RAJAGOPAL NAIDU: Is Government going to increase the number of stations?

SHRI GEORGE FERNANDES: There is no such proposal at the moment: nor is there any need for increasing the number of stations. The existing two stations are capable of meeting all our traffic.

DR. MURLI MANOHAR JOSHI: Will the Minister inform the House whether these stations will also be interested in earth-resources technique studies—that is, studies of the resources of the earth in our country?

SHRI GEORGE FERNANDES: At the moment these stations are concerned only with our telephone, telex and telegraph traffic; they are not concerned with any other activity.

AN HON. MEMBER: May I know whether the Covernment is satisfied with the effectiveness of the earth station near Pune?

SHRI GEORGE FERNANDES: Yes, Sir, it is handling all the overseas telephones, tele-communications and telex traffic.

SHRI P. RAJAGOPAL NAIDU: Are you going to utilise them for the transfer of printing work?

SHRI GEORGE FERNANDES: No. I don't think so.

#### Accounts of Vishwayatan Yogashram and Central Institute of Yoga, New Delhi

\*64. DR. MURLI MANOHAR JOSHI: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) the amount of grant-in-aid, financial assistance and other concessions to Vishwayatan Yogashram and Central Institute of Yoga in New Delhi and its branches located out of Delhi during the last three years and the reasons therefor;

(b) whether Government have ensured that these grants etc. have been utilised for the purpose for which these had been sanctioned;

(c) whether the accounts of the above institutions have been audited and if so whether a copy of the audit reports will be laid on the Table of the House for each of the said years; and

(d) whether Government propose to institute an enquiry on the functioning of the institutions?

म्बास्थ्य ग्रीर परिवार कल्याण मंत्री (भ्री राज नारायण) : (क) एक विवरण मभा पटल पर रख दिया है। [ग्रन्थालय में रखा गया । बेक्सिए संख्या एल टी: 360/77].

(ख) झौर (ग) क्लिनिक्ल झनुसंघान एकक (योग) / योग के केन्द्रीय झनुसंघान संस्थान तथा किश्वायतन योगाश्रम की रुई दिल्ली एवं कटरा बैज्णों देवी में स्थित शाखाओं की वर्ष 1974-75 झौर 1975-76 के लिए जो झनुदान मंजूर किए गए थे उन के लेखों की लेखा-परीक्षा एक चार्टर्ड लेखाकार द्वारा की लेखा-परीक्षा एक चार्टर्ड लेखाकार द्वारा की नई है, जिन्होंने इस पर कुछ टिप्पणियां की है। लेखों के लेखा परीक्षित विवरण की प्रतियां सभा पटल पर रख दी गई है। [ग्रन्थालय में रखी गयीं बेक्लिए संख्या एल अ टी॰ 360 [77] (ष) किलनिकल मनुसंधान एकक (यांग) भौर योग के केन्द्रीय मनुसंधान संस्थान को जो मनुदान संजूर किए गए थे उन के उपयोग के बारे में पहले ही जांच की जा चुकी है। शिक्षा एवं समाज कल्याण मंत्रालय ढारा विश्वायतन योगाश्रम को जो मनुदान मंजूर किए गए थे, उन के उपयोग के बारे में इसी प्रकार की एक जांच का म्रायोजन किया जा रहा है। जो जांच पहले ही पूरी हो चुकी है उम के परिणामस्वरूप दोनों योग संम्थाम्रों का प्रबंध केन्द्रीय सरकार ने 24 मई, 1977 को एक मध्यादेश जारी कर मपने हाथ में ले लिया है।

डा० मुरली मनोहर जोशी: <sup>7</sup> क्या मंत्री जी बतलायेंगे कि जो विवरण ग्रापने सभा पटल पर रखा है, उस में ग्राय-कर के मंबंध में कुछ ऐसी बात कही गई है कि मैनेजिग ट्रस्टी द्वारा कोई ऋण लिया गया था, उम के ब्याज में से ग्राय-कर नहीं काटा गया भीर न सरकार को दिया गया । इसके बारे में चार्टर्ड एकाउन्टैन्ट ने सिफारिश की है कि शायद ग्राश्रम को इस उल्लंघन के लिए पैनेल्टी देनी पड़े ?

इन के जो फिक्स्ड-एसैंट्स रजिस्टर हैं, वे प्रतिदिन के हिसाब मे नहीं रखे गए हैं---क्या इस के बारे में सरकार ने कोई जांच ुकी है ?

इन के यहां स्टाक रजिस्टर भी प्रतिदिन के हिसाब से नहीं रखा गया है । उस में कई ऐसे ग्राइटम्स हैं जो कामन हैं, फिक्सड एसेट्स ग्रीर सैलेबिल एसेटस के रूप में हैं। इस के ग्रतिरिक्त किसी ब्रांच या यूनिट का जो कन्सीलिडेटेड एकाउन्ट होता है, समेकित वह भी नहीं रखा गया है । क्या इन सब बातों के बारे में कोई जांच की कार्यवाही हो रही है । यदि हो रही है तो उस की समीक्षा कोजिए । श्री राज नारायण ः श्रीमन् भ्राप की भ्राज्ञा से मैं यह चाड़ंगा कि इस की जो विस्तृत रंपट है, वह सदन के सदस्यों की जानकारी के लिए मैं पढ़ दूंताकि इस प्रकार के ग्रन्य प्रश्न फिर न उठा करें:

- "विक्ष्वायतन योगाश्रम नाम की एक रजिस्टर्ट सोसाइटी 1940 में स्थापित की गई थी। इस सोसयटी के उद्देक्ष्यों में ग्रन्य बातों के साथ साथ यह भी निहित है कि योगू-विज्ञान के विभिन्न पहलुग्रों के ग्रध्ययन ग्रौर शिक्षण को बढ़ावा दिया जाय । इस सोसाइटी का प्रबंध एक बोर्ड ग्राफ ट्रस्टी करता है ग्रौर उस बोर्ड ग्राफ ट्रस्टी के वर्तमान सदस्य इस प्रकार हैं:
  - (1) स्वामी धीरेन्द्र ब्र्यचारी मैनेजिग ट्रस्टी

श्री के० एस० चावड़ाः वे ब्रह्मचारी हैं? ग्राप ने क्या नाम पढ़ा ?

श्वी राज नारायण : स्वामी धीरेन्द्र ब्रहचारी। इसमें ब्रह्मचारी लिखा है, आप चाहे दुराचारी कहें। मैं ने तो ब्रह्मचारी पढ़ा है। ग्राप के मन में दुराचारी शब्द ग्रपने ग्राप उत्पन्न हो, तो क्या करें।

श्री म्रोम प्रकाश त्यागी ः कोर्ट में उन के खिलाफ व्यभिचार का केस है। े

श्वी राज नारायणः दूसरे हैं, श्री वेद व्यास, एडवोकेट सुप्रीम कोर्ट, ग्रध्यक्ष ग्रौर ट्रस्टी

- (3) श्री जीतेन्द्र महाजन, एडवोकेट, सुप्रीम कोर्ट......ट्रस्टी
- (4) श्री एस॰ एन॰ मिश्र, भतपूर्व संसद् सदस्य.....ट्रस्टी

- (5) शिक्षा मंत्रालय का प्रतिनिधि (श्री ए० एस० तलबाड़, उप-सचिव)..... ट्रस्टी
- (6) भारतीय चिकत्सा भौर होम्योपैथी की केन्द्रीय मनु-संधान परिषद् के निदेशक (डा० पी० एन० वी० कुरुप).ट्रम्टी

2. दिल्ली झौर कटरा वैष्णवी देवी स्थित योगाश्रम के दो केन्द्रों को झावर्ती झौर झनावर्ती खर्च के लिए शिक्षा मंत्रालय 1957– 58 से झनदान देता झा रहा है।

जरा घ्यान से सुनिये। उस ममय शिक्षा मंत्री कौन थे, जान लीजिए मौलाना साहव । "1963 में शिक्षा मंत्री के पास इस योगाश्रम के विरुद्ध गबन और जालसाजी मादि संबंधी शिकायनें पहुंचने के परिणाम-स्वरूप इसे ग्रागे दिए जाने बाले मारे ग्रन्दान रोक देने ग्रौर विशेष पुलिस स्थापना तथा महालेखाकार को इसकी जांच का काम सौंप देने का निर्णय किया गया था । जांच के फलस्वरूप 1963–64 झौर 1964–65 में कोई भ्रनुदान नहीं दिया गया । किन्तू योगाश्रम के कार्य सम्बन्धी कार्याक्रम का मल्यांकन करने के लिए नियुक्त की गयी एक विशेष समिति की सिफारिश पर शिक्षा मंत्रालय ने 1965-66 में ग्रागे ग्रनदान देना मुरु कर दिया । 1976-77 तक इस योगाश्रम के इन दो केन्द्रों को ग्रावर्ती खर्च के लिए 10.67 लाख रुपए ग्रीर मनावर्नी खचं के लिए 4.53 लाख रुपए की कुल रकम दी गई।"

भारतीय चिकित्सा पढति भोर होम्यो-पैथी की केन्द्रीय भनुसंधान परिषद एक ऐसी संस्था है जो स्वास्थ्य मंत्रालय के भ्रधीन है . भोर इसका काम स्वदेशी दवामों भौर होम्यो पैथी में भनुसंधान करना है । यह विश्वायतन योगाश्रम, नई दिल्ली में प्रबंध ट्रस्टी स्वामी - भीरेन्द्र बहुमचारी के चार्ज्य के भ्रधीन एक ऐसा भिलनिकी भनुसंधान एकक (योग) खोलने के लिए सहमत हो गई जिसमें मधुमेय, दमा ग्रादि जैसे विभिन्न रोगों पर योग के प्रभावों का ग्रीर स्वस्थ व्यक्तियों के लिए विभिन्न ग्रंगों पर योग की कियाग्रों के प्रभावों का ग्रध्ययन किया जाना निश्चित हुन्ना । इस क्लिनकी ग्रनुसंधान एकक का भारतीय चिकित्सा पढति ग्रीर होम्योपैथी की केन्द्रीय ग्रनुसंधान परिषद् ने निम्नलिखित ग्रनुदान दिए थे :---

#### (Interruptions)

MR. SPEAKER: It does not matter. No further supplementaries now. It gives us full information.

भी राजनारायणः म यक्ष महोदय, ये मनुदान इस रकार दिरेः ----

1969-70	30,000 ह०
1970-71	1,89,875 হ০
1971-72	3,41,727 ह०.
1972-73	2,35,000 ই০
1973-74	2,44,770 হ০
1974-75	3,00,000 रू०
1975-76	5,00,000 হ০
1976-77	8.00,000 হ০

श्रीमन् इम तरह कुल मिला कर इनका 42 लाख रुपया दिया गया । यह शिक्षा विभाग ग्रीर हमारे स्वास्थ्य विभाग दोनो को ग्रोर से दिया गया ।

भारतीय चिकि सा पढति झौर होम्यो-पैथी की केन्द्रीय झनुसंघान परिपद के वैज्ञानिक सलाहकार वोर्ड (योग) की सिफारिगों के झाघार पर, परिषद् की कार्यपालक समिति ने 4-8-73 को हुई झपनी बैठक में सिढांतत: यह बात मान ली कि विश्वायतन योगाश्रम स्थित सहायता भनुदान से चल रहे किलनिकी झनुसंघान एकक (योग) को केद्री झनुसंघान स थान के रूप में बदल कर एक के द्रीय झनुसंघान स थान (योग) को दिया जाए। यह के द्रीय झनुसंघान संस्थान एक रजिस्टर्ड सोसाइटी के रूप में 1-1-76 से खोला गया था। SOME HON. MEMBERS: What is this? If the hon. Minister goes on like this, what will happen to other questions?

MR. SPEAKER: This gives full information. No further supplementarries now. In one way it is good. The Minister should conclude now.

SHRI S. R. DAMANI: Are you going to allow him to read out the whole statement?

MR. SPEAKER: He has to give figures—so many lakhs in one year. He so many lakhs in another year. He cannot make a mistake. Every Minister has to read it correctly. After all lakhs of rupees are involved.

SHRI A. C. GEORGE: Is it an exercise?

श्वी राज नारायण : इस मंत्रालय ने विश्वायतन योगाश्रम क्लिनिकी म्रनुसंधान एकक (यांग) को मौर बाद में केन्द्रीय म्रनुसंधान संस्थान (योग) को दिए गए धन के उपयोग के बारे में जांच करने के लिए एक म्रधिकारी को नियुक्त किया था । जांच म्रधिकारी ने जो रिपोर्ट दी है उसमें धन के उपयोग में घोर मनियमितनामों मौर विशेषकर निम्नि-लिखित बातों का होना बताया गया है :---

(1) केन्द्रीय प्रनुसंघान संस्थान (योग) के निदेशक स्वामी धीरेन्द्र बहमचारी धन-राशियों के इस्तेमाल के मामले में बिना किसी प्रधिकार के कार्य करते रहे हैं ;

(2) मूल सम्पत्ति, भण्डार ग्रौर उप-भोज्य वस्तुग्रों ग्रादि का कोई हिसाब किताव नहीं रखा गया है ;

(3) संदेहास्पद मूल्य की इमारतों भौर सम्पत्तियों को फर्जी स्थानान्तरण द्वारा बनाया गया है ;

(4) लेखों को उपयुक्त रूप से नहीं रखा गया है। शिक्षा मंत्रालय द्वारा दिए गए मनुदानों के संबंध में भी लेखा परीक्षा भ्रधिकारी के प्रतिकूल टिप्पणियां की हैं। शिक्षा मंत्रालय द्वारा तैयार किए गए मनुबंध में दिए गए संक्षिप्त विवरण में यह ज्ञात होता है कि विश्वा-यतन योगाश्रम में म्रव्यवस्था हुई है। इसके म्रतिरिक्त निर्माण भ्रौर मावास मंत्रालय द्वारा गोल डाकखाने के पास दी गई जमीन का भी उचित उपयोग नहीं किया गया है।

यह स्पष्ट हो गया है कि विश्वायतन योगाश्रम के लिए केन्द्रीय सरकार द्वारा दी गई घनराशियों के बारे में उचित लेखे नहीं रखे गए हैं ग्रीर "विश्वायतन योगाश्रम" के नाम विदित सोसाइटी के कार्य में ग्रव्यवस्था हुई है। इसी प्रकार केन्द्रीय प्रनुसंधान संस्थान (योग) का प्रशासन उपयुक्त रूप से नहीं चलाया गया है ग्रीर यदि वर्तमान प्रशासन को जा विनाये रखने की ग्रनुमति दी गई तो सरकारी धनराशि का दुरुपयोग होते रहने की संभावना है।

म्रतः जन हित में तथा उपर्युक्त व्यवस्था रखने के लिए यह भवश्यक समझा गया है कि सरकार विण्वयातन योगाश्रम तथा केन्द्रीय ग्रनमंधान संस्थान, योग के प्रबंध को प्रारम्भ में दो वर्ष की म्रवधि के लिए म्रपने हाथ में ले ले ग्रौर सरकार के पास इस ग्रवधि को कूल पांच वर्ष की ग्रवधि तक बढाने की भी शक्ति हो । जहां एक ग्रौर विश्वायतन योगाश्रम ग्रौर केन्द्रीय ग्रनसंधान (योग) को चलाने सम्बन्धी सामान्य नीति सर-कार द्वारा निर्धारित की जाएगी जो प्रत्येक निर्धारित मेमोरेंडम संस्था के लिए ग्राफ एसोसियेंशन ग्रौर नियमों तथा विनियमों के ग्रनसार ही होगी वहां दूसरी म्रोर सरकार विश्वायतन योगाश्रम म्रौर केन्द्रीय मनुसंधान संस्थान (योग) क े दिन प्रतिदिन का प्रशासन चलाने के लिए एक प्रशासक को नियुक्त कर सकती है। जब तक प्रबन्ध सरकार के हाथ में रहेगा इन संस्थामों को चलाने के लिए

मावश्यक धन स्वास्भ्य मंत्रालय द्वारा दिया जाएगा । विधि तथा शिक्षा मंत्रा-लयों ने मपनी सहमर्ति देदी हैं। वित्त मंत्रा-लय की सहमति भी प्राप्त कर ली है।

इनके पास एक हवाई जहाज भी है। इसका ये बिल्कुल भ्रनियमित ढंग से उपयोग करते रहे हैं। हवाई जहाज कैसे भ्राया, कहां से भ्राया, कब भ्रौर कहां ले जाते हैं, क्या करते है, इसकी कोई जानकारी नहीं है।

डा० मुरली मनोहर जोशी : क्या यह हवाई जहाज धीमति इंदरा गांधी भौर श्री संजय गांधी के कहने पर लिया गया था ?

श्री राज नारायण : जो हवाई जहाज माया है वह श्री संजय गांधी की इच्छा पर माया मौर जहां चाहते ये उसका इस्तेमाल करते रहे हैं। इस में कोई छिपाने की बात नहीं है।

थोड़ी सी इत्तिला मैं भ्रापको भौर देना चाहता हुं.....

MR. SPEAKER: When they ask the question you can answer.

(Interruptions)

MR. SPEAKER: He has answered so well and so elaborately I will go to the next question.

(Interruptions)

MR SPEAKER: He has given the whole information

(Interruptions)

MR SPEAKER: Will you kindly sit down Mr Halder? What is all this? You must sit down now.

(Interruptions)

MR SPEAKER: If the House has the pleasure, I will allow each and everybody.

فيتجريب والمربعات المتحا المراجع الأنام

भी राज नारायणः थोड़ी सी जानकारी मैं मापकी माज्ञा से झौर दे देना चाहता हूं। यह इनकी रिट पैटीशन है। इसको सुनने से झाप समझ जाएंगे कि क्या इनका पालिटिक्स है। इस में यह लिखा है:

MR. SPEAKER: Do you want to read the whole writ petition?

SHRI RAJ NARAIN: This is a writ petition filed by him in the Supreme Court.

MR. SPEAKER; You need not read it.

SHRI RAJ NARAIN: I am not going to read the whole of it.

"Because the impugned ordinance is the result of the mala fide action of the Respondent who without any justification any material in their possession have tried to penalise Petitioner No. 1 by way of revenge and retaliation in view of his association with the family of former Prime Minister Shrimati Indira Gandhi. The present Health Minister Shri Raj Narain who contested election against Shrimati Indira Gandhi, the former Prime Minister of India, has used this ordinance to take full revenge on the first Petitioner.....

यह चार्ज हमारे ऊपर लगाया गया है। कह रहे हैं पैटिजन में कि इंदिरा गांधी के परिवार के साथ हमारा पुराना सम्बन्ध हैं । यह भी लिखा है कि श्री जवाहरलाल नेहरु से भी हमारा सम्बन्ध था। उनके समय से मैं बराबर झाता जाता रहा हूं, योग वगैरह के बारे मैं उन से बातचीत करता रहा हूं। सब चीजें इस में हैं।

MR. SPEAKER: He has given very detailed information. You cannot have one question for the whole one hour.

I thin what he has given would be enough for the whole session.

श्वी राज नारायण : जो सूचना मुझे से देने से बची है वह माननीय सद य रोज प्रखबारों में पढ़ते होंगे।

SHRI L. K. DOLEY: We do not have any objection to his personal vengence against the former Prime Minister and Shri Jawaharlal Nehru. The exceptional protection given to him to make such a long statement preventing others from asking supplementary questions is undesirable. We have to pu<sup>4</sup> questions.

MR. SPEAKER: There are a number of other questions. You can put a question later on. Please sit down.

Proposal for improvement of Calcutta Telephone

•66. SHRI SAMAR GUHA: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether complaints have been voiced by the people and press of Calcutta against functioning of Calcutta Telephones, and especially regarding operation of 'Cross-Bar' system of new exchanges;

(b) if  $_{50}$ , the reaction of the Government thereabout;

(c) whether the Government promised on several occasions earlier regarding (i) giving additional phone connections (ii) connecting Calcutta through STD with other cities of India and (iii) improving its operational system; and

(d) if so, the steps taken or proposed to be taken by the Government for development and improvement of Calcutta Telephones?

SHRI GEORGE FERNANDES: We CATIONS (SHRI GEORGE FERN-ANDES): (a) and (b). Complaints have been received. A special programme for improving the functioning of the various exchanges of the Calcutta Telephone System, the indoor and outdoor plant and equipment and the subscribers' fittings and installations is under way.

(c) and (d). Over 28,000 new telephone connections have been provided during the last 3 years. Installations are in progress to add 40,000 lines to the telephone system most of which are expected to be completed by March 1978 when a substantial portion of the present waiting list would be cleared.

Calcutta stands connected to 19 towns on STD including Delhi, Bombay, Madras, Patna, Hyderabad, Bhubaneswar and Muzaffarpur.

To improve the operational efficiency about 50 per cent of the subscribers installations would be inspected and attended to this year. All strowger equipment is being overhauled and cross-bar exchange equipment is being upgraded. Underground cables are being pressurised. Some administrative and commercial work is being gradually decentralised and put under the Area Managers.

SHRI SAMAR GUHA: Recently a few new exchanges of the cross-bar system have been installed in Calcutta. It is a general complaint of all the subscribers that these cross-bar systems have miserably failed to function. In his statement the Minister said that he wants to upgrade it. I just want to know whether this is due to the chemical fault in the system itself or due to any operational fault. I have myself some experience of the cross-bar system and on my request they reverted to the other system. What I want to know is this. I want to know whether the difficulty is due to the equipment itself or due to operational faults and so on. If so I want to know how you are going to handle this matter.

SHRI GEORGE FERNANDES: We have number of problems in Calcutta. There was this problem with the cross-bar system but many improvements were made in the cross-bar . 19

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#### Oral Answers

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system. These equipments are functioning much better now than in Calcutta's prothe earlier years. blem is much more than these equipments. There is lot of developmental -activity going on in Calcutta; Cal-· cutta streets get soaked and our cables get damaged. As I said, we have understarted pressurising these ground cables. We will be able to monitor better if any cable gets demaged so that remedial action could be taken immediately.

Then, Sir, we have also the problem of power in Calcutta. There is a lot of load-shedding.  $A_s$  you know, the telephone equipment is a very sensitive equipment and all our telephone exchanges are airconditioned. Now, whenever there is loadshedding, these exchanges are invariably exposed to the elements. The dust comes in and the sensitive equipment tends to get damaged. This is one of the problems with which we are faced which is due to power shortage in Calcutta as a whole.

These are the problems that we normally face in that city and in course of time, we should be able to improve the situation.

SHRI SAMAR GUHA: Sir, I had the privilege to attend the Telephone Advisory Committee meetings twice and these are the straight answers that we were always given when we were present at the Committee meetings. It is not a question of mechanical fault only; there are operational faults and human faults also. We all know the functioning of the CME. Very frequently all newspapers of Calcutta are complaining about the functioning of the Calcutta telephone exchange. Would you kindly accept the suggestion for a small committee of Members of Parliament being constituted to go into details about the nature of the complaints, the cause of defects and what are the improvements that could be made so that Calcutta Telephone Exchange could really function. Actually, Calcutta Telephone Exchange does not function.

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SHRI VAYALAR RAVI: May I know from the hon. Minister whether in Calcutta he has installed the old cross-bar equipment and whether it has been installed in collaboration with the ITT a multinational Corporation? I understand that your ministry has introduced the new techniques with the Indian technicians' help with some modification. Will you introduce or install those new machines in Calcutta and make them all right?

SHRI GEORGE FERNANDES: Just now we are concerned with expansion programme in Calcutta where we are installing about 40,000 telephone lines. Of these, 20,000 are on the new crossbar system—Japanese Cross Bar system—which will be installed in Tiretta Bazaar while the remaining 20,000 lines on the improved cross-bar system.

श्रीमती चन्द्रावती : किनने ही लोगों के जो गलत नम्बर मिलने हैं, ये कास-बार की वजह से मिलने हैं या नान-एफीशियैंट लोग जो टेनीफोन वालों में बैठे हैं, उनकी वजह से मिलने हैं।

भी जार्ज कर्नानडिस : इसमें मध्यक्ष महोदय कई समस्यायें हैं। कहीं मणीनों की भी समस्या है मौर कहीं मार्दान गें की भी समन्या है। इसको मुधारने का प्रयास चल रहा है।

Measures to benefit Families of Victims of Forced Sterilization

#### \*67. SHRI K. A. RAJAN: CHAUDHARY HARI RAM MAKKASAR:

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state the measures Government propose to adopt for the benefit of the families of those who died of forced sterilisation during the Emergency?

स्वाल्प्य और परिवार कल्याज मंत्री (भी राज नारायच): यदिनसबन्दी ग्रापरेशन कराने वाले व्यक्ति की ग्रापरेशन के कारण मृत्यु हो जाती है तो उसके जीवित पति, पत्नी को मयवा यदि उसका पति, पत्नी जीवित न हो तो उसके जायज उत्तराधिकारी को 5,000 रुपये मनुग्रहपूर्वक सहायता दिये जाने का प्राविधान है । इस बारे में राज्य सरकारों बादि को बीझातिशीझ सहायता देने के मादेश दिये गये हैं ।

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SHRI K. A. RAJAN: Mr. Speaker, Sir, the Minister has stated that he has issued instructions for compensation payment. So far so good. I would like to know from him the statewise break-up of those cases if he could just give us. This flat compensation will not be relevant in those cases because the dependents of the families of the victims may differ from individual to individaul. So, instead of a flat compensation if you are thinking in terms of compensation which has some relevance with the dependents of the families that would be better. I want to know whether any action had been taken against those people who had been found guilty.

MR. SPEAKER: That is a separate question. Now, the first question will be answered.

श्री राज नारायण : हमने एक यूनीफार्म पालिमी बनाई है कि नसबन्दी के कारण जिसकी मृत्य हुई हो, उसके वारिस को 5 हजार रुपये सरकार दे। केन्द्रीय सरकार ने राज्य सरकारों के डिस्पोबल पर लोकी रुपया दे दिया है. <del>ग्</del>रीर राज्य मरकारों ने जिलाधीणों के पास रुपया रखवा दिया है । जिलाधीशों को जितने रुपये की भाजण्यकता होती है वह राज्य सरकार से ले लेते हैं। किसी राज्य सरकार ने, किसी भवसर पर भी हमसे यह शिकायत नहीं की है कि उनके पास रुपये की कमी है। केन्द्रीय सरकार बराबर कहती जाती है कि जब भी इस काम के लिये जितने पैसे की जरूरत हो, हम देने के लिए तैयार हैं। ग्रगर नसबम्दी के कारण किसी की मृत्यु हुई है, तो हम उसके वारिस को उदारता के साथ पांच हजार रुपया देने के लिए बराबर तत्पर रहते हैं ।

SHRI K. A. RAJAN: I yould like to know what measures are proposed to be taken by the government against those who are guilty of this action?

श्वी राज नारायण : हमने स्वास्थ्य मंत्रालय में एक जांच सैल बना दिया हैं। लोग वहां ग्राकर शिकायतें कर रहे हैं। उस सैल में इस बारे में ग्रपराधियों के सम्बन्ध में तथ्य इकट्ठे किये जा रहे हैं, ग्रीर सारे ग्रांकड़े भी जुटाये जा रहे हैं। लेकिन ग्रभी तक हमारे पाम पूरे ग्रांकड़े नहीं ग्राये हैं। इमर्जेंसी के दौरान जो ज्यादतियां हुई हैं, केन्द्रीय स्तर पर उनकी जांच के लिए एक ग्रायोग बनाया गया है। ये सब तथ्य ग्रीर ग्रांकड़े उसके पाम भी जायेंगे।

श्री कर्पूरी ठाकुरः क्या राज्य सरकारों से प्रतिवेदन मंगा कर यह देखा गया है कि जिन के घर के लोग नसबन्दी के कारण मर गये, ऐसे कितने लोगों को यह पांच हजार रुपये का ग्रनुदान दिया जा चुका है ?

श्री राज नारायणः यह एक उचित प्रश्न है । राज्य सरकारों को एक बार नहीं, ग्रनेक बार केन्द्रीय स्वास्थ्य मंत्रालय की ग्रोर में लिखा गया । लेकिन ग्रफसोस के साथ कहना पड़ता है कि राज्य सरकारों ने <del>ग्र</del>भी तक हमारे पास कोई पूरी रपट नहीं भजी है। वे बराबर टालते जा रहे हैं। वे किस लिये टालते हैं, यह मुझे मालूम नहीं है। यह भी कारण हो सकता है कि कई राज्य सरकारें घ्रपनी घ्रस्थिरता के कारण यह कार्य नहीं करना चाहती हैं। बार-बार हम लिखते हैं कि ध्रापके राज्य में नसबन्दी के कारण कितने लोग मरे, म्रापने हमारे रुपये का कहां तक भुगतान किया है, श्रापको कितना रुपया चाहिए, या नहीं चाहिए, लेकिन राज्य . सरकारों की म्रोर से कोई रपट नहीं म्राई , है।

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भी कर्पुरी ठाकुर : मैं व्यक्तिगत जान-कारी के झाधार पर कहना चाहता हं कि ऐसे कई लोगों के बारे में राज्य सरकारों को सूचना दी गई है, जो नसबन्दी के कारण मर गये हैं. लेकिन कोई कायंवाही नहीं हई है। उसके बाद मैंने केन्द्रीय स्वास्थ्य मंत्री को लिखा । उन्होंने बताया कि राज्य सरकारों को मादेश दिये गये हैं। लेकिन राज्य सरकारों की भार से माज तक एक भी व्यक्ति को मन्दान नहीं दिया गया है । बिहार के बारे में मैं जानता हूं, मगर मारे देश की यही स्थिति है।

भी एम॰ राम गोपाल रेड्री : नसवन्दी से मृत्यु होने की संभावना नहीं होती है। लेकिन मंत्री महोदय बार-बार लोगों को उकसाने की बातें कर रहे हैं । क्या इसका परिणाम यह नहीं होगा कि म्रगर कोई व्यक्ति किसी झौर मर्ज से मरा है, लेकिन उसकी नसबन्दी हई है, तो उसके बारे में यह रिपोर्ट दी जा सकती है कि वह नमबन्दी के कारण मरा है ग्रौर उसके लिए गवर्नमेंट से पैमा ले लिया जाए ? मैं यह जानना चाहता हं कि ऐसी बातों को रोकने के लिए सरकार क्या कार्यवाही करने जा रही है ।

श्वी राज नारायणः माननीय सदस्य का प्रश्न बहत ही उचित है । इट इज ए पब्लिक क्वेत्चन एंड इट मस्ट बी डिबेटिड पब्लिकली । हम लोग कोई बात छिपाना नहीं चाहते हैं । यह हमारी म्रादत नहीं है। जनहित में हम ऐसा नहीं करना चाहते हैं। श्री कर्पुरी ठाकूर ने जो कूछ कहा है, माननीय सदस्य उस को ग्रपने प्रग्न से मिला लें। जब मैं कही बाहर जाता हूं, तो वहां के कलेक्टर पब्लिक मीटिंग में रहते हैं : कुछ लोग खड़े हो कर कहते हैं कि हमारे घर का भादमी नसबन्दी के कारण मर गया। उन लोगों को पूब करना पड़ता है कि सचमुच वह व्यक्ति नसबन्दी के कारण ही

मरा हैं । इसकी पुष्टि के लिए उनको डाक्टर का सर्टिफिकेट देना पड़ता है । कुछ लोगों को बुद्धिभेद होता है, कुछ लोगों को बुद्धि-विभ्रम होता है भौर कुछ लोग बुद्धि विभ्रांतना के रोग से ग्रस्त होते हैं। मैं निवेदन करूगा कि बुद्धि-विभ्रातता से ग्रस्त न हों । डाक्टर का सर्टिफिकेट पाने पर ही जिलाधीश उनको रुपये देगा <mark>भौर इसी में</mark> दिक्कत भौर देर हो रही है । मगर बार बार हमारा मंत्रालय इस बात पर जोर दे रहा है कि उदारता के साथ इनकों पांच हजार रुपया जरूर दिया जाना चाहिए । . . . (व्यवधान) . . . .

MR. SPEAKER: I am on my legs. Will you kindly sit down? My point is this. Those who have already put supplementary questions are again getting up. I will give chance only to those who have not put any question at all. I am not going to allow those who have already asked a supplementary question.

श्री राम कंवर बेरवाः सैं मंत्री महादय मे जानना चाहना हूं कि जबरन नमवन्दी के कारण मरने वालों को तो सहायना के लिए पांच हजार रुपए झाप दे रहे हैं लेकिन लोक सभा ग्रीर विधान सभा के चुनावों में कितने ऐसे नमबन्दी के बीमारों को हमने देखा जो मरण शैया पर पड़े हैं भौर उनका कोई इलाज नहीं हो रहा है। मैं राज्य-सरकार को लिखता हं तो वे लोग यह बताने की कोशिश करते हैं कि वह नसबन्दी का बीमार ही नहीं हैं जब कि बिलकूल जहां उसकी नसबन्दी की गई है वहां पेशाब वगैरह बन्द हो रहा है ग्रौर वह बिलकुल मरणगैया पर पड़ा है । ऐसा एक केस गंगाराम रैगर, ग्राम पहाड़िया जिला जयपुर का है, बह बहत ही बुरी झौर दर्दनाक हालत में पड़ा है। तो मैं मंत्री महोदय से जानना चाहता हं कि जो एक दो 'या चार दिन बाद

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मरने वाले हैं उनके इलाज वगैरह के लिए भी वे क्या कुछ कर रहे हैं।

भी राज नारायण : श्रीमन बहत ही स्पप्ट मादेश यहां से दिये गए हैं। मान-नीय सदस्य ग्रगर चाहेंगे तो मैं इनकी सेवा में एक एक भादेग भिजवा दंगा या मगर कहें तो सदन के पटल पर रख दंगा जो ग्रव तक राज्य सरकारों को भेजे गये हैं। उसमें यह कहा गया है कि-यदि नसबन्दी के कारण किसी को नया रोग डेवलप कर गया है तो उसका भी सरकार मुफ्त इलाज करे ग्रौर नसबन्दी खराब हो गई है तो उसका भी मुफ्त इलाज करे नमबन्दी ऐसे किसी की हो गई हैं जिसके कोई दच्चा न हो या जिसकी शादी न हई हो ग्रगर वह चाहे तो उसकी नमबन्दी को खुलवा देने के लिए भी सरकार ग्रपनी ग्रोर मे व्यवस्था करे।

धागे धौर ं.प्लीमेंट्री न हो उसके लिए भी मैं बना दूं कि नमबन्दी रोकने के लिए कही कहीं पर डिमांस्ट्रेशन हुए हैं जिसमें पुलिस फायरिंग हुई है जैसे पिपली में धौर जब मैं हिसार जेल में था, उस समय सैनी, मोहल्ला, मुजफ्फरनगर, उत्तर प्रदेश में धौर सुल्नानपुर, उत्तर प्रदेश में सैंकड़ों लोग मरे हैं। तो उन लोगों के लिए भी कुछ फाइनेंशियल धसिस्टेंस दी जाये यह धादेश केन्द्रीय सरकार ने किया है। जो लोग पुलिस फायरिंग में इस प्रकार मरे हैं उनको भी कुछ धाधिक सहायता दी जाएगी, लेकिन किस रूप में धौर कैसे दी जायेंगी यह धभी तय करना है। .... (व्यवधान)....

MR. SPEAKER: Now, the whole house wants to put questions on 'nus bandi'. I will call all of you one by one.

SHRI K. LAKKAPPA: After Rajnarainji took over the Health Ministry he was very generous in announcing ex-gratia payment to victims of sterilization campaign; I welcome that. Is it a fact that the Finance Ministry has declined to respond to his announcement and if so what are the reasons? Is not the Finance Ministry going to stand by the announcement made by the hon. Minister?

श्री राज नारायण : लकप्पा जी मेरे मित हैं, लकप्पा जी को इतना समझना चाहिए कि फाइनेंस मिनिस्ट्री से इसका कोई सम्बन्ध नहीं है । हमारे स्वास्थ्य मंतालय के पाम इतना फंड है ग्रौर ग्रपने फंड से हम रुपया दे रहे हैं जिसमें फाइनेंस मिनिस्ट्री का कोई दखल नहीं है ।

श्वी राम नरेश कुशवाहा : ग्रभी मंत्री जी ने बताया कि नमबन्दी से मरने का प्रमाण-पत्न पाने पर रुपया दिया जाएगा । जो मर गया, जिसकी ग्रन्त्येप्टि हो गई उसके लिए कैमे माबित किया जाएगा कि वह नसबन्दी से मरा या नहीं ? यह प्रमाण-पत्न तो मिल सकता है कि उसकी नसबन्दी हुई थी लेकिन नमबन्दी के कारण उस ी मौत हुई यह कैसे सिद्ध होगा ? मरने के बाद ग्रन्त्येप्टि हो गई ग्रौर उसका पोस्ट-मार्टम भी नहीं हुग्रा तो यह कैमे साबित होगा ?

श्वी राज नारायण : रामनरेश जी ने बहुत ही उचित प्रग्न उठाया है । यह कठिनाई समय समय पर, जिस जिले में हम गए वहां पब्लिक की ग्रोर से हमारे सामने ग्राई है कि जब मर गया तो कैसे साबित किया जाये लेकिन कोई मरा है तो वह किसी परिवार का सदस्य होगा, उसकी देखभाल करने वाले कोई होंगे, उसकी नसबन्दी हुई होगी ग्रौर इसीलिए हमने उसमें साफ लिखा है कि ग्रगर नसबन्दी के दस दिन के ग्रन्दर कोई मर गया है तब तो उसके लिए कोई सबूत देने की जरूरत ही नहीं है, स्वयं ही मान लिया जाएगा कि नस-बन्दी से वह मरा है । इसके ग्रलावा ग्रगर ज्यादा पीरियड हो गया है, तीन

महीने, चार महीन या छः महीने हो गए हैं तब भी उसमें देखते हैं कि क्या डाक्टर ने कोई इलाज किया, क्या नसबन्दी के कारण भी कोई रोग डेवलप हुम्रा, फिर गांव में कोई वैद्य होगा, सभापनि होगा, कोई तो लिखेगा कि नसबन्दी के कारण रोग डेवलप हुम्रा। देश में ऐसा कोई गांव नहीं है जहां पर म्रायुर्वेद का बैद्य न हो मौर इसीलए हमने भारतीय चिकित्मा पद्धनि को विकसिन करने के लिए योजना बनाई है ।

श्री रामनरेश कुशवाहा : प्रध्यक्ष महोदय, एक दूमरी बात यह है कि जिनकी नसबन्दी हुई है उन में से कितने ऐसे लोग हैं जो ग्रम्पतानों में दवा कराने जाते हैं। पता नहीं किन किन लोगों के मॉट-फिकेट ग्राप मानेंगे, वहां तो कोई मबूत होगा नहीं। यह नमवन्दी तो गरीवो की हुई है, पकड़ पकड़ कर हुई है ग्रांर यह कमी दवा कराने नहीं जाते हैं।

श्वी राजनारायण : माननीय रामनरंज जी ने बहत ही उचित प्रम्न किया है लेकिन अगर वे ::नज्ञते है कि 150 गत का मंग्रेजी राज झौर 30 माल का कांग्रेमी राज-यह 180 मान का कोइ जनता सरकार दो महीने में मिटा दे শা यह सम्भव नहीं हैं, नाममकिन है ग्रौर यह मिट नहीं सकना है। मैं इस वात को कतई मानता हूं कि नसबन्दी ज्यादातर गरीबों की हई है। जो पैसे वाले थे उनके पास पुलिस नहीं गई, वह हरिजनों भौर बैकवई लोगों के पाउ गई भीर उनको जबर्दस्ती उठा उठा कर टकों में भर दिया । मैं हिमार जेल में था, हरियाणा में यह प्रथा थी कि ज्यों ही स्टेशन पर ट्रेन रुकी, मुसाफिरों को पुलिस के टक में लाद कर लेग/ ग्रीर कैम्प में नसबन्दी कर दी। उनका क ना सही है कि बेचारे कहां ज येंगे, कैसे सर्टिफिकेट लायेंगे, यह कठि-

नाई है लेकिन मैं भापके द्वारा निवेदन करना चाहता है कि 180 साल का जो कोढ़ है वह दो महीने में कैसे मिटे, जरा इस बात को भी सोचें। हम भी परेशान हैं। हम भी परेशान हैं क्या करें कैसे करें ?

भी इयाम सुन्दर दास : मैं माननीय स्वास्थ्य मंत्री जी से जानना चाहना हूं कि जिन कुंवारे लड़कों का वन्ध्याकरण किया गया है, उसको ग्राप खुलवा नो देंगे, लेकिन कोई भी ग्रादमी यपनी लड़की की णादी उनके साथ करने को तैयार नहीं होगा । उन कुंवारे लड़कों की णादी के सम्बन्ध में ग्राप क्या व्यवस्था करने जा रहे हैं ?

श्वी राज नरायण : यह परिवार कल्याण से मम्बन्धित प्रण्न है, इसलिये इसका समुचित उत्तर दिया जा ा चाहिये । ऐसे कुंवारे लड़कों को शादी कैसे हो----यह व्यापक प्रण्न है । क्यों न मंत्री लोग प्रतिज्ञा करें, ग्रगर उनके घर में विवाह योग्य लड़की है ग्रांर वे ब्राह्मण हैं तो किसी चमार के लड़को के साथ उसकी शादी करें । ऐसा हो सकता है, भारतीय पढति में यह वान मानी गई है कि एक बाह्मण, धन्य तीनों वर्णों की लड़की ले सकता है, क्षत्रीय, वैश्य, शूद्र की लड़की ले सकता है, लेकिन शूद्र नहीं ले सकता है । इसीलिये मैं सदस्यों को यह मुझाव देना चाहना हूं ।

श्री एस॰ ग्रार॰ दामाणी: मैं मंत्री महोदय मे जानना चाहना हूं——क्या वे नसवन्दी के पक्ष में हैं या विपक्ष में हैं ? क्या वे ऐमा ममझने हैं कि नसबन्दी से मृत्यु हो सकती है ?

भी राज्यात्मध्य : सरकार ने झपने घोषणा-पत में इस बात को बिलकुल स्पष्ट कर दिया है कि प्रनिवार्य नसबन्दी कतई नहीं होगी, नहीं होगी, नहीं होगी । प्रनिवार्य नसबन्दी के हम भोर विरोधी हैं । इसीलिये हमने प्रनिवार्य नसबन्दी को बन्द कर दिया है मौर मथने मंत्रालय का नाम "परिवार नियोजन" को बदल कर "परिवार कल्याण" कर दिया हैं, क्योंकि "परिवार नियोजन" शब्द मानव रक्त से सना हुआ था। हमने यह भी सोचा कि इम शब्द से कहीं जनता के मन में म्रविश्वास पैदा न हो कि हम लोग भी कहीं पुराने रास्ते पर न चले जायें, इसीलिये इस शब्द को बदल दिया। म्रनिवार्य नसवन्दी हरगिज नहीं होगी, हरगिज नहीं होगी, हरगिज नहीं होगी। जहां तक मृत्यु का सम्बन्ध है, इसमे मृत्यु हो सकती है, ऐमी कुछ मृत्यू हुई हैं।

श्वी ग्रजुंन सिंह भदौरिया : किसी पडयंत्र या साजिस के तहत राज्य सरकार के उच्च-मधिकारियों के म्रादेश से ऐसा किया जा रहा है कि जो लोग मरे हैं, उन को प्रमाण-पत्र नहीं दिये जा रहे हैं । ऐसा पडयन्व पूरे उत्तर प्रदेश के म्रन्दर मधिकारियों ने किया है, खाम तौर से मीतापुर, उन्नाव म्रीर फैबाबाद मे कुछ इम तरह की शिकायतें माई हैं । मैं मंत्री महोदय मे जानना चाहता हूं क्या उन मधिकारियों के बिरुढ म्राप कोई कार्यबाही करना चाहते हैं या म्रागे करेंगे---इमकी पूरी जानकारी देने की कृपा कीजिये ।

भी राज नारायणः कमाण्डर म्रर्जुन सिंह भदौरिया इस मदन के लिये नये नहीं हैं । ग्राप भी, ग्रध्यक्ष महोदय, उनको ग्रच्छी तरह में जानते हैं । भदौरिया जी जो बात कह रहे हैं वह सही है । कुछ राज्यों में ऐसे श्रफसरान हैं जो मैला कुचैला कपड़ा पहन कर उससे मिलने जाने वालों से घुणा करने हैं। ग्रगर कोई मादमी उनके पास जाता है, वे दूर से देख लेते हैं--चाहे वह गन्दे-से-गन्दा भ्रष्टाचारी हो. लेकिन सूट पहने है या बढ़िया कपड़े पहने है तो उसका भ्रादर करेंगे लेकिन कोई गरीब है, कुर्ता-धोतें, में उनसे मिलता है कितना ही वह ईमानदार हो, उसका वे सम्मान नहीं करते हैं। इस तरह की बहुत सी णिकायतें हमें मिली हैं, जबानी भी मिली हैं झौर लिखित रूप में भी झौर

व्यक्तिगत ढंग से हमारे पास शिकायतें झाई हैं कि जिलाधीश हम लोगों की दरख्वास्तों पर ध्यान नहीं देते हैं। हमने राज्पालों को इस बारे में कहा तो वे कहते हैं कि ग्रव चुनाव हो रहे हैं ग्रौर नई सरकारों 9 राज्यों में बनने जा रही हैं ग्रौर नम से कम कमाण्डर भदौरिया साहब के राज्य में तो नई सरकार बन रही हैं। ग्राप उन नई सरकारों के सामने उन बातों को ले जाइए । ग्रव किस कल्क्टर को हटाना है ग्रौर किसको कहां भेजना है, ये सव बातें हैं जोकि देखनी हैं।

MR. SPEAKER: The question hour is over now. But I see a large number of people who want to ask questions on this subject. This is a very important matter. The subject of health is very important and if you want we can have half-an-hour discussion later on. I see a large number of them wanting to ask for some information. I am sorry to say that only two questions on health have taken 45 minutes. Anyway, I would look into it about allotment of time. When the discussion on the Health Ministry comes. I will see that some time is given and most of you have a chance to speak.

#### WRITTEN ANSWERS TO QUESTIONS

#### Problem of Steel Production and Consumption

•61. SHRI S. G. MURUGAIYAN: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether some working groups have been engaged in studying the problems of steel production and consumption; and

(b) if so, the facts thereof and by when these groups are expected to submit their recommendations?

THY MINISTER OF STEEL AND MINES (SHRI BIJU PATNAIK): (a) Yes, Sir. (b) Six Working Groups consisting of representatives of Steel Plants' Managements, and Trade Unions have been constituted to study various aspects of the working of the steel industry as indicated below and to make available to Government their recor.mendations/suggestions for its improved functioning:—

(i) Production and Productivity.

(ii) Workers participation at all levels.

(iii) Welfare and social objectives.

(iv) Marketing, pricing and finance.

(v) Modalities of having one Union for each plant and one Union for the steel industry at the national level.

(vi) Perspective of expansion of steel plants and setting up of new steel plants on the basis of funds obtained from outside.

The Groups have already met once and will be meeting again from 5th to 7th July, 1977. It is expected that their recommendations would be available soon thereafter, by end of July.

## बिहार में कुन्नेक्षर, किन्ननपुर तथा बारिसनगर में टेलीफोन एक्सचेंजों का कार्य

\*65. भी राम सेवक हवारी : क्या संचार मंत्री यह बनाने की कृपा करेंगे कि :

(क) क्या बिहार के कुण्णेणवर, किण्न-पुर तया वारिमनगर में बन्द पड़े टेलीफोन एक्सचेंज फिर से शीघ्र ही चालू किए जाएंगे; झौर

(ख) क्या बेहड़ी सिंधिया तथा बिढोल (सपौल) में नये एक्सचेंज खोले आएंगे ?

संचार मंत्री (श्री जार्ज फर्नानडिस) (क) किंगनपुर में 25 लाइनों का एक एक्सचेंज काम कर रहा है। वारिसनगर में कोई एक्सचेंज नहीं खोला गया था। यहां पर एक सार्वजनिक टेलीफोन घर काम कर रहा है। कुशेश्वर में मार्च, 1971 में 25 लाइनों का एक एक्सचेंज खोला गया था जिसमें 10 कनेक्शन थे । उपभोक्ताघों ढारा देय राशि को घदा गीन करने के कारण जुलाई, 1974 में यह एक्सचेंज बन्द करना पड़ा । यहां एक सार्वजनिक टेलीफोन घर काम कर रहा है । कुशेश्वर में एक्सचेंज फिर से चालू करने का कोई प्रस्नाब नहीं है ।

(ख) सिधिया में एक सार्वजनिक टेलीफोन घर है। बहेड़ी में कोई सार्वजनिक टेलीफोन घर नहीं है। विडौल में भ्रगस्त, 1972 में 25 लाइनों का एक एक्सचेंज खोला गया था जिसमें 15 कनेक्शन थे। उपभोक्नाग्रों द्वारा देय राशि की भ्रदायगी न किए जाने के कारण फरवरी, 1977 में यह एक्सचेंज बन्द कर दिया गया। इन जगहों पर कनेक्शनां की इतनी मांग नही है कि एक्सचेज खोलने का भ्रोचित्य सिद्ध हो।

#### Expansion of Central Government Health Scheme

•68. SHRI BIJOY KUMAR MON-DAL: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether there is any proposal for expanding Central Government Health Scheme: and

(b) if so, the outlines thereof?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RAJ NARAIN): (a) Yes, Sir.

(b) A statement showing the outlines for the expansion programme of Central Government Health Scheme is placed on the Table of the Sabha.

#### Statement

The outlines of the perspective Plan for 1974-94 which was prepared in 1973 are as follows:

 (1) expansion/consolidation of the Scheme in cities where it is already functioning; and

Written Answers JYAISTHA 26, 1899 (SAKA) Written Answers 33 ĮĽ.

(2) extension to new cities

Cities having a concentration of 7.500 families or more of Central Government servants will be brought within the purview of the Scheme.

The expansion/consolidation envisaged to:---

(1) Bombay-Construction of а CGHS Hospital and coverage of additional families.

(2) Calcutta-Coverage of 40,000 additional families and construction of a hospital.

(3) Kanpur-Construction of 2 hospital and coverage of 10,000 additional families.

(4) Allahabad-Coverage of 5000 additional families and setting up a polyclinic.

(5) Meerut-Opening of a polyclinic and coverage of 5000 additional families.

(6) Madras-Construction of hospital and coverage of 10.000 additional families.

(7) Nagpur-Setting up a polyclinic and coverage of 5000 additional families.

The new cities which are expected to be brought within the purview of the Scheme are:---

- 1. Poona.
- 2. Agra.
- 3. Lucknow
- 4. Varanasi
- 5. Jabalpur
- 6. Tiruchirapalli
- 7. Kharagpur
- 8. Dehradun
- 9. Gorakhpur
- 10. Bikaner
- 11. Jhansi

- 12. Vishakhapatnam
- 13. Ajmer
- 14. Jodhpur
- 15 Jaipur
- 16. Asansol
- 17. Ahmedabad
- 18. Shahjahanpur

The position regarding implementation of the Scheme may have to be reviewed depending upon the availability of resources. administrative convenience, accommodation etc.

#### One Union for one Industry

\*69. SHRI G. Y. KRISHNAN; Will the Minister of PARLIAMENTARY AFFAIRS AND LABOUR be pleased to state:

(a) whether there is any proposal under the consideration of Central Government to restore the practice of one union for one industry; and

(b) if so, the salient features thereof?

THE MINISTER OF PARLIAMEN-TARY AFFAIRS AND LABOUR RAVINDRA VARMA): (a) (SHRI and (b). One of the proposals under consideration is to have as the sole negotiating agent for all collective demands in one unit/industry, a legally constituted body of which all workmen would be ipso facto members irrespective of whether one is a member of any registered trade union or not.

#### **Rourkela Steel Plant Contract** Labourers

\*70. SHRI ROBIN SEN: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether Government are considering to absorb all the contract labourers in Rourkela Steel Plant in permanent jobs; and

(b) if so, the facts thereof?

#### 35 Written Answers

Written Answers

THE MINISTER OF STEEL AND MINES (SHRI BIJU PATNAIK): (a) and (b). No, Sir, it is not possible to absorb all the contract labour in Rourkela Steel Plant. However, to the extent possible, contract labour is being absorbed in a phased manner for jobs of permanent and perennial nature, in accordance with the provision of Contract Labour (Regulation and Abolition) Act 1971.

## विदेशों में बुद्धिजीवियों का गैर-सरकारी प्रतिनिधि मंडल मैजना

\*71. भी बज भूषण तिवारो : क्या विदेश मंत्री यह बताने की कृपा करेगे कि :

(क) क्या विदेशों में बुद्धिजीवियों के मैर-सरकारी प्रतिनिधि मंडल भेजने की कोई योजना है ; स्रोर

ख) यदि हा, नो इसका विवरण क्या है ?

बिदेश मत्री (श्री ग्रटल बिहारी वाजपेयी): (क) ग्रोर (ख). हमारे चुनावो की वजह से ग्रमरीका में भारत के प्रति जो दिलचम्पी बढ़ी है उसको देखते हुए वहा के विभिन्न गहरों में वातचीत, बैठको ग्रीर विचार-विमर्ज के कार्यक्रम के लिए एक गैर-सरकारी प्रतिनिधि मंडल संयुक्त राज्य ग्रमरीका भेजने की योजना थी।

ममुचित कार्यक्रम तैयार करने के लिए ार्वाप्त ममय मिल जाए, इस इरादे में यह योजना स्थगित कर दी गई है । लेकिन, इसके लिए चुने गये सदस्यों में में दो व्यक्ति जो दूसरे कामों के लिए संयुक्त राज्य प्रमरीका बए हुए हैं, कुछ शहरों का दौरा कर रहे हैं भौर प्रमरीका के जिन नागरिकों की इस दिशा में दिलचस्पी है उससे वातचीत कर रहे हैं । इनके नाम हैं : प्रोफेसर रजनी कोठारी भौर श्री बी० जी० वर्गीज । Demand for Probe into working of Post-Graduate Institute, Chandigarh

#### •72. SHRI G. M. BANATWALLA: SHRI MUKHTIAR SINGH MALIK:

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

(a) whether a demand had been made recently by the Punjab and Chandigarh Peace Foundation to hold a thorough probe into the working of Post-Graduate Institute, Chandigarh; and

(b) whether the demand has since been considered by the Government and if so, the result thereof?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RAJ NARAIN): (a) There has been no written request received in the Ministry to this effect from the Foundation. Some reports appeared in the Press about a statement given by the Secretary of the Foundation in which he made certain charges against the working of the Institute.

(b) The Government is already considering the question of setting up a Review Committee to go into the working of the All India Institute of Medical Sciences, New Delhi as well as the Post Graduate Institute, Chandigarh.

#### Enforcement of Minimum Wages for Agricultural Workers

•73. SHRI P. K. KODIYAN: Will the Minister of PARLIAMENTARY AFFAIRS AND LABOUR be pleased to state:

(a) whether the minimum wages for agricultural workers fixed or revised by State Governments are not enforced in most States due to lack of any enforcement machinery; and

(b) if so, what steps the Centre has taken to ensure enforcement of minimum wages for agricultural workers?

THE MINISTER OF PARLIAMEN-TARY # AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA); (a) and (b). The matter falls predominantly in the State sphere. The State Governments have been advised from time to time to take effective steps for the enforcement of the notified minimum wages. Strengthening the administrative set up, utilising the services of staff of Departments like Revenue, Agricultural, Rural Development, in addition to those of Labour Departments and increasing the number of claims authorities have been some of the measures that have been taken.

#### Outstanding Telephone Bills of former Ministers and Members of Parliament

•74. SHRI SHEO SAMPAT: Will the Minister of COMMUNICATION be pleased to state:

(a) the amount of telephone bills cutstanding against each former Central Minister and former Member of Parliament and the period for which the amount relates;

(b) the steps taken to realise the amount in full; and

(c) whether it is proposed to start some legal proceedings against the defaulters for realisation of the amount and if so, particulars thereof?

THE MINISTER OF COMMUNI-CATIONS (SHRI GEORGE FERNAN. DES): (a) to (c). The information sought covers more than 60 former Ministers and 500 former Members of Parliament. The outstanding dues on private account of these former Ministers and former Members of Parliament involves scanning of я large number of bills in respect of telephones spread all over India. This is being arranged and the information about the outstanding amounts and the steps being taken for realising the amounts as per the rules of the Department is being collected from the Units and will be laid on the Table of the House as soon as it becomes available.

#### Reduction in Prices of Steel Products in Stock

•75. SHRI M. KALYANASUNDA-RAM: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether Government have decided to reduce the prices of steel products in stock with the public sector steel plants;

(b) if so, the normal stock that each of these plants can have;

(c) the present stock position in each of these plants; and

(d) the extent to which prices are proposed to be lowered?

THE MINISTER OF STEEL AND MINES (SHRI BIJU PATNAIK): (a) There is no proposal to reduce the price of steel in stock with the public sector steel plants. However, temporary rebates were given in certain slow moving categories and/ or damaged rusted products.

(b) Considering the present production and sales programme for the year, a stock of about 1 million tonne with SAIL Group in the whole system—at the plants, in transit and at the stockyards (home & Export) is considered normal as detailed below:—

es
,000
<b>,000</b>
,000
,000

<sup>990,000</sup> 

or say one million tonnes.

(c) Stock position as on 31-5-77 at each of these plants is indicated below:—

	(In '000 tonnes)							
τ. Bhilai	•	•	•	89.1				
2. Rourkela	•	•	•	65.8				
3. Durgapur	•	•	•	42.6				
4. Boharo	•	•	•	28.3				
5. IISCO	•		•	19.0				

(d) SAIL International is authorised to adjust prices from time to time depending on internal and external demands.

#### **Release of Pakistani Nationals**

•76. SHRI K. MALLANA: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Government of India nave decided to release 200 Pakistani nationals detained in India on various charges;

(b) if so, whether some Indian nationals are also in custody of Pakistan at present: and

(c) if so, their number and position regarding their release?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI ATAL BIHARI VAJPAYEE): (a) Government of India have decided to release 188 Pakistani nationals detained in India.

(b) and (c). Yes, Sir. According to present information, their number is around 90. Pakistan has so far confirmed the detention of 37 persons. Arrangements are underway for their repatriation. The position of the remaining persons has yet to be verified and confirmed by the Government of Pakistan. बिहार में काला-ज्बर महामारी

\* 77. भी राम बिलास पासवान : क्या स्वास्भ्य ग्रौर परिवार कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या बिहार राज्य के वैज्ञाली जिले में काला-ज्वर का भीषण प्रकोप है:

(ख) क्या हजारों लोगों की काला-ज्वर मे मृत्यु हो चुकी है;

(ग) क्या राज्य सरकार उक्त महा-मारी को रोकने में प्रसमर्थ है;

(ध) क्या सदस्य ने इस बारे में पहले ही लिखित मूचना दी थी; ग्रोर

(ङ) यदि हा, तो उक्त रोग को रोकने के लिये केन्द्रीय सरकार क्या कार्यवाही कर रही है ?

स्वास्थ्य ग्रौर परिवार कल्याण मंत्री (श्री राज नागयण):(क) विहार सरकार द्वारा भेजी गई सूचना के झनुसार 9-6-77 तक वैझाली जिले में काला-ज्वर में 106 व्यक्तियों के पीड़ित होने के समाचार मिले है।

(ख) वर्ष 1976 में वैशाली जिले में काला-ज्वर से 8 व्यक्तियों की मृत्यु होने के ममाचार मिले थे किन्तुन तो बर्ष 1975 में प्रयवान ग्राब तक 1977 में ऐमी कोई मृत्यु हई बनाई गई है।

(ग) जी नही, राज्य सरकार ढारा पहले से ही कार्यवाही की जा रही है। उन्होंने वैशाली जिले को पर्याप्त मात्रा में झपेक्षित दबाई दे दी है।

(घ) जीहां।

(ङ) इस बीमारी को रोकना मुख्यतः राज्य सरकार की जिम्मेदारी है मौर राज्य मरकार को झावक्ष्यक मुविधाएं मौर धन को ब्यवस्या करने का झनुरोध कर दिया गया है।

ş,

दिल्ली स्थित राष्ट्रीय संचारी रोग संस्थान ने इस समस्या का ग्रध्ययन करने ग्रौर राज्य सरकार को सलाह देने के लिए बिहार में एक युनिट खोल दिया है।

#### Expansion of Bhilai and Bokaro Steel Plants without Soviet Cooperation

\*78. SHRIMATI PARVATHI KRISHNAN:

> SHRI M. N. GOVINDAN NAIR:

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

(a) whether Government have decided not to have Soviet co-operation for the further expansion of Bhilai and Bokaro Steel Plants;

(b) if so, the reasons thereof; and

(c) whether Government intend to have technical co-operation for the expansion of these  $tw_0$  Plants from abroad?

THE MINISTER OF STEEL AND MINES (SHRI BIJU PATNAIK): (a) No, Sir.

(b) Does not arise.

(c) Government has decided to be fully self reliant in the field of steel technology. Only if unavoidable, Government may consider having foreign technical co-operation.

#### Measures to check Population Explosion

#### \*79. SHRI SHAMBHU NATH CHATURVEDI: SHRI NIHAR LASKAR:

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state the measures Government have taken or propose to take to check and control population explosion in the country, short of compulsory sterilization of eligible couples?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RAJ NARAIN): The Government of India have reviewed the implementation of the Family Welfare Programme, specially in the light of the declared policy of the present Government to pursue the program $m_e$  on a wholly voluntary basis.

Family Planning will be pursued vigorously and as an integral part of a comprehensive policy covering Education, Health, Maternity and Care, Child Family Welfare Women's rights and nutrition. The approach will be educational and wholly voluntary, but there will be slacking of our efforts in the no direction of achieving a reduction in the birth rate from the present level to a level of 30 per thousand by 1979 and 25 per thousand by 1984. All methods of contraception will be made available freely and people will be encouraged to adopt the method of their choice. Integration of Family Welfare Programme with Maternity and Child Health Schemes and Rural Health Schemes will be achieved for furthering voluntary acceptance of the small Family Norm. Involvement of voluntary organisations, Public Opinion Leaders and Local Bodies will be actively sought.

The revised approach to the Family Welfare Programme has also been discussed with the State Health Ministers at a Conference on 28-4-1977 and the Statement Jullining the new approach is laid on the Table of the Sabha. [Placed in library. See No. LT-361/[77].

#### Scrapping of Payment of Pension to former M.Ps.

\*80. PROF. P. G. MAVALANKAR: Will the Minister of PARLIAMEN-TARY AFFAIRS AND LABOUR be pleased to state:

(a) whether Government propose to bring forward in the current Budget Session the legislation scrapping the provision of payment of pension to former Members of Parliament; and

(b) if so, the salient features thereof?

THE MINISTER OF PARLIA-MENTARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA): (a) and (b). Representations have been received both for repealing the provisions regarding the granting of pension to ex-Members of Parliament and for liberalising them. The whole question is under consideration.

#### Construction of P & T Building at Sewagram

569. SHRI SANTOSHRAO GODE: Will the Minister of COMMUNICA-TIONS be pleased to state:

(a) whether a foundation stone of a Posts and Telegraphs Building was laid by his predecessor Shri Bahuguma at Sewagram:

(b) if so, the date of laying the foundation stone;

(c) the time by which the building will be completed; and

(d) the reasons for delay in completing the building?

THE MINISTER OF COMMUNICA-TIONS (SHRI GEORGE FERNAN-DES): (a) and (b). The foundation stone for a Post Office building at Sewagram was laid by Shri H. N. Bahuguna, the then Minister of Communications, on 4th August, 1973.

(c) The building is likely to be completed by the end of March, 1978.

(d) The Secretary of the Sewagram Ashram had offered the land for construction of the P.O. buildings. But, later on it was learnt that transfer of land to the P&T Department could not take place without a "no objection certificate" from the Charity-Commissioner, Bombay. The various formalities for the transfer of land were completed and possession of land was taken over only in February, 1977.

## द्यापात स्थिति के दौरान नसबन्दी कराने वाले व्यक्तियों की संख्या

570 श्री रामानन्द तिवारी : क्या स्वास्थ्य ग्रौर परिवार कल्याण मन्त्री यह बताने की क्रुपा करेंगे कि :

(क) भ्रापान स्थिति के दौरान राज्य स्तर पर कितने व्यक्तियों की जबरदस्ती नमबन्दी की गई; भौर

(ख) जवरन नसबन्धी के झिकार व्यक्तियों को किसी रूप में मुझावजा देने के सम्बन्ध में सरकार का क्या कार्यवाही करने का विचार है।

स्वास्थ्य झौर परिवार कल्याण मंत्री (श्वी राज नारायण) : (क) ध्रभी तक ग्रांध प्रदेण, ग्रमम, नागामैण्ड, सिक्किम झौर विपुरा राज्य सरकारों तथा ग्ररुणाचल प्रदेण, दादरा नगर हवेली संघ णामित क्षेत्र प्रणामनों मे जानकारी प्राप्त हुई है भीर इन मभी ने मूचित किया है कि उनके झधीन किसी भी व्यक्ति की जबरदस्ती नमबन्दी नहीं की गई। शेष राज्यों तथा संघ णामित क्षेत्रों मे जान-कारी प्रनीक्षित है।

(ख) केन्द्र सरकार ने ऐसे व्यक्तियां को कोई नकद मुभ्रावजा देने की योजना नहीं बनाई है यद्यपि उनके लिए भावश्यक उपचार तथा बाहन पर पुनः नस जोड़ने के लिए पर्याप्त व्यवस्था करने हेतु राज्य सरकारों संघ जामिन क्षेत्रों को निर्देष दिये है।

#### Help sought by Sri Lanka

571. SHRI OM PRAKASH TYAGI: Will the Minister of EXTERNAL AF-FAIRS be pleased to state:

(a) whether the Government of S<sup>ri</sup> Lanka has sought help to check insurgent activities; and (b) the nature of help rendered by the Indian Government to guard vital installations and the coastline of Sri Lanka?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI ATAL BIHARI VAJPAYEE): (a) No, Sir.

(b) Does not arise.

#### माब्ग्रा जिले में राक फाल्फ्रेट की उपलब्धता

572- भी भागीरथ भंबर : क्या इल्पात भौर लान मन्त्री यह बताने की ज़पा करेंगे कि :

(क) क्या मेचनगर जिला झावुद्रा (मध्य प्रदेश) में उपलब्ध राक फास्फेट के सर्वेक्षण का कायं पूरा कर लिया गया है; झोर

(ख) यदि हां, तो उमकी मुख्य बातें क्या है ?

इस्पात झौर लान मंत्री (श्री बीज पटनायक):

(क) जी, नहीं।

(ख) प्रम्न नही उठना।

#### Steel Stocks

573. SHRI R. KOLANTHAIVELU: Will the Minister of STEEL AND MINES be pleased to state:

(a) the position of monthly stocks of steel with public sector steel plants from January, 1977 to-date and their percentage to production;

(b) whether the stocks are in considerable excess of the norms;

(c) if so, the reasons therefor; and

(d) the steps taken or proposed to be taken for their meaningful utilisation in rapid economic development of the country?

THE MINISTER OF STEEL AND MINES (SHRI BIJU PATNAIK): (a) The position of monthly stocks of steel with the integrated steel plants under the Steel Authority of India Limited in the public sector from January, 1977 to-date and their percentage to production is as follows:—

('000 tonnes)

					Janwary	February	March	April	May
Production of sal	able	steel	•	•	424	413	458	388	42
Steel Stocks +	•	•	•	•	1407	1388	1290	1225	1160
Steel stocks in ter tion (1976-77)	ms of	annus	l proc	luc-	29·1%	<b>28-</b> 7%,	26.7"	25° °.,	24.0%

(b) No specific norms have been prescribed for stocks of steel, but the present stocks are not considered to be alarmingly high.

(c) and (d). Do not arise. However, the main reasons for accumulation in stocks are higher production as compared to the previous years, slow down in building construction activity and reduced off-take for railway rolling stocks and by irrigation projects. It is expected that as a result of measures taken recently the present trend of gradual depletion of stocks will continue. Efforts are also being made to step up exports still further.

डाक तथा तार झीर टेलीफान विभागों में झनुसूचित जातियों झीर झनुसूचित जन-जातियों के कर्मचारियों के लिए कोटा

574. श्री मगलदेवः क्या संचार मन्त्री यह बनाने की कृपा करेंगे कि:

(क) डाक तथा तार झौर टेलीफोन विभागों में कार्य करने वाले कुल कमंचारियों में मनुसूचित जातियों मौर मनुसूचित जन-जातियों के कर्मचारियों की वर्गवार, प्रति-भतना क्या है; म्रीर

(ख) यदि विभिन्न मेवाम्रा में उनके जिए म्रारक्षित कोटा पूरा नहीं किया गया तो इस बारे में क्या उपाय करने का विचार है ? स चार मंत्री (भी जार्ज फर्नानडिस) : (क) प्रपेक्षित सूचना जैसी कि 1-1-1976 को थी, मंलग्न विवरण-पत में दे दी गई है।

(ख) मुरक्षित जगहें भरने के लिए सभी मम्भव कदम उठाए जा रहे हैं। जब कर्मचारिकों को कमी होती है, तो खाली जगहें मभी मम्बन्धित रोजगार दफ्तरों को जिनमें केन्द्रीय रोजगार दफ्तर भी शामिल है घधिसूचित की जाती है। स्थानीय समाचार पत्रों में विज्ञापन देने के ग्रलावा मुरक्षित समुदायों में भरी जाने वाली खाली जगहों की सूचना ग्रनुसूचित जातियों ग्रनुसूचित जनजातियों के मान्यता प्राप्त मंघों ग्रीर मंगठनों को भी दे दी जाती है नाकि वे उपयुक्त उम्मीदवारों के नाम भेज सकें।

विभाग को डाकतार भीर टेलीफोन णाखाओं में 1-1-76 को कुल कर्मचारियों तथा अनुसूचित जाति श्रीर अनुसूचित जन-जाति के कर्मचारियो की संख्या दिखाने वाला श्रेणीबार बिवरण पव :----

	कर्मचारियों की कुल संख्या	ग्रनुमूचित जाति कर्म- चारियों की संख्या	<b>ম</b> নি <b>গ</b> ন	ग्रनुसूचित जन-जाति कर्मचारियों की संख्या	प्रतिष्ठत
प्रथम श्रेणी (ग्रब समूह 'क')	1,677	38	2, 5 <sup>0/</sup> a	12	0.7%
दिनीय श्रेणी (ग्रब समूह 'च')	4,645	300	6.4 <sup>0/</sup> /0	18	0.4%
तृतीय श्रेणी (ग्रब समूह 'ग')	3, 40, 194	46,080	13.6%	11,728	3.4%
चतुर्व श्रेणी (ग्रब समूह 'घ') स्वीपरों को छोड़कर	77,993	15,574	19.4%	<u>,</u> 4,010	5.4%
्चनुर्थ स्रेणी (स्रब समूह 'घ') स्वीपर	2,828	2, 4 2 4	87.7%	120	4.9%

Appointment of Telephone Operators

575. SHRI JAGANNATH PRA-SAD SWATANTRA: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether Government (Delhi Telephones) have conducted an examination for the appointment of Telephone Operators in March, 1977; and

(b) whether Government propose to offer appointments to candidates selected on the basis of above examination prior to those already working as daily wage workers and selected on the basis of examination held in July, 1976?

THE MINISTER OF COMMUNICA-TIONS (SHRI GEORGE FERNAN-DES): (a) Yes, Sir.

(b) As per the existing recruitment rules those candidates who are selected against regular vacancies on the basis of March, 1977 examination will be offered appointment prior to the daily wage workers (known as short duty operators selected on the basis of examination held in July, 1976) subject to their having performed 120 days service during the preceding months.

#### Indo-Bangladesh Talks on Farakka Dispute

#### 576. SHRIMATI MRINAL GORE: SHRI P. RAJAGOPAL NAIDU:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether a delegation had recently been to Bangladesh to discuss the Farakka dispute; and

(b) if so, the main features of the talks held?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI ATAL BIHARI VAJPAYEE): (a) Yes, Sir. A delegation led by Shri Jagjivan Ram. Minister of Defence, went to Dacca from 15-18 April, 1977, to resume Ministerial level talks on Farakka, which were held in December, 1976 and January, 1977.

(b) At the end of the talks, an understanding on the element of a possible agreement was reached. The details of the agreement are being worked out in official level negotiations.

Missing Credits of P.L.I. Policies

577. SHRI S. D. SOMASUNDA-RAM: Will the Minister of COM-MUNICATIONS be pleased to state:

(a) the number of P.I.I. Policies which are not up to date due to missing credits;

(b) the reasons therefor; and

(c) the rate of bonus being declared at present for Life Insurance and Endowment policies and the reasons for not increasing the rate of bonus?

THE MINISTER OF COMMUNICA-TIONS (SHRI GEORGE FERNAN-DES): (a) The number of policies having missing credits of premium is 1,67,875.

(b) The main reasons are:

(i) Non-intimation of change of address by the insurants or by their Drawing/Audit/Accounts Officers, when the insurants are transferred to another post of station;

(ii) Non-payment of premium by the insurants while on leave or deputation or under suspension;

(iii) Failure of insurants to cuntinue cash payment of premiums at a post office till recovery of premiums from pay commences, in respect of new policies.

(iv) Non-receipt and belated receipt of premium recovery schedules from various offices, mistakes and omissions in the preparation of these schedules; and occasional lapses, especially on the part of newly posted officials, to observe the prescribed procedures for posting of credits.

(c) The rates of bonus declared by the Government of India during the last three valuation periods are indicated below:—

	Reversionary Bonus per thousand sum assured ror year.						
Valuation Period		Life Policies	Endow- ment Assurance Policies				
		Rs.	Rs.				
196769		28	22				
196 <del>9</del> —72	•	32	24				
197275	•	33	25				

It will be seen that the bonus rates have in fact been continually increasing with every valuation. The next bonus will be due for the period from 1st April 1975 to 31st March 1978, and will be declared in 1979.

#### Opening of a Post Office near D.D.A. Flats at Hari Nagar New Delhi.

578. SHRI D. B. CHANDRA GOW-DA: Will the Minister of COM-MUNICATIONS be pleased to state:

(a) whether there is any proposal to open a Post Office near DDA (Pocket-B) LIG Flats at Hari Nagar, New Delhi; and

(b) if so, the time by which the Post Office will start functioning?\*

THE MINISTER OF COMMUNICA-TIONS (SHRI GEORGE FERNAN-DES): (a) A proposal to open a Post Office in B.E. block, Hari Nagar, near DDA (Pocket-B) LIG Flats is under consideration.

(b) The Post Office is expected to be opened as soon as suitable accommodation on reasonable rent is available.

#### Implementation of Bhagwati Committee Report on Unemployment

579. SHRI A. BALA PAJANOR: Will the Minister of PARLIAMEN-TARY AFFAIRS AND LABOUR be pleased to state:

(a) the present position of implementation of the recommendations of the Bhagwati Committee Report on unemployment;

(b) whether Government consider that the recommendations of that Committee afford a sound base for a meaningful effort for solving the problem of unemployment; and

(c) if so, whether there is a time bound programme for implementation of this report?

THE MINISTER OF PARLIAMEN-TARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA) (a) to (c). Out of a total of 221 recommendations made by the Bhagwati Committee on Unemployment, which were referred to the concerned Ministries and Departments for necessary action, final views and details of action in respect of all the recommendations have been received from them. While 102 recommendations have been accepted and are being implemented, another 95 recommendations have been accepted in principle and are being acted upon within available resources in various Ministries. It has not been possible for the concerned Ministries/Departments to accept the remaining 24 recommendations.

In pursuance of its declared objective to eradicate destitution within a time frame of 10 years, Government will no doubt make use of all available suggestions which may help in the achievement of that objective.

#### Proposal by Khargone District Advisory Committee of M.P. for opening Post Offices

580. SHRI RAMESHWAR PATI-DAR: Will the Minister of COM-MUNICATIONS be pleased to state:

(a) whether the District Advisory Committee of Khargone district of Madhya Pradesh had sent proposals of opening of post offices in the district for the approval of the Central Government in 1974-75, and 1975-76;

(b) whether those proposals have not been considered so far; and

(c) if those have been considered, the names of the villages of the district where post offices are to be opened?

THE MINISTER OF COMMUNICA-TIONS (SHRI GEORGE FERNAN-DES): (a) The Small Savings Coordination Committee, Khargone District in their meeting on the 27th December 1975, requested for opening of post offices at (i) Bamkhal and (ii) Kodliya-Khedi;

(b) One proposal has been considered and the other is under consideration;

(c) A Post Office at Bamkhal has been opened. The proposal to open a post office at Kodliya-Khedi is under examination.

### राजस्थान के झालावाड़ जिले का सर्वेक्षण

581. भी चत्र्भुज : क्या इस्पात भौर खान मन्त्री यह बनाने की कृपा करेगे कि :

(क) क्या झालाबाड़ जिले में धातुमों मीर खनिजों के लिए म्रीर भूमिगत जल के लिए सर्वेक्षण किये गये हैं;

(ख) यदि हां, तो उनके क्या परिणाम निकले: झौर

(ग) उनके उपयोग के लिए क्या उपाय किये जा रहे हैं ? इस्पात ग्रौर खान मंत्री (श्री बोजू पटनायक) : (क) भारतीय भू-सर्वेक्षण ने झालावाड़ जिले के भागों में कमबद्ध भूवैज्ञानिक मानचित्रण किया है ग्रौर व्यापक सर्वेक्षण का काम राज्य सरकार के खनन ग्रौर भूतत्व विभाग ढारा किया जा रहा है। इम जिले में भूमिगत जल के लिए मर्वेक्षण केन्द्रीय भूजल वोर्ड ने किया है।

(ख) ग्रब तक के सर्वेक्षण से इस क्षेत्र में निम्न ग्रेड स्फटिक मिट्टी, इमारती पत्थर, ताम्र खनिजीकरण, चुना पत्थर, लेटराइट, बलुग्रा पत्थर, फायरक्ले, मुलेमानी पत्थर होने के संकेत मिले हैं । भूमिगत जल सर्वेक्षण से इस जिले के कुछ भागों में विशेषतया ऊजर, नेवाज ग्रौर धार नदियों के कछार इलाकों में कुग्रों के निर्माण तथा भजन स्रोनों के विकास की सम्भावनामों का संकेत मिला है ।

(ग) राज्य मरकार का कृषि पुनर्वित्त विकास निगम भ्रौर ग्रामीण विद्युनीकरण निगम की सहायना से जलस्रोतों के विकास का प्रस्ताव है। राज्य में किए गए म्रन्वेषणों से जिलों में प्राप्त खनिओं के सम्बन्ध में सरकार उनकी खुदाई ग्राधिकदृष्टि से उपादेय नहीं समझती।

## Cases of embezzlement of medicines in C.G.H.S. Dispensaries

582. DR. LAXMINARAYAN PAN-DEYA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether a number of cases of embezzlement of medicines in the CGHS Dispensaries in Delhi were detected during emergency period; and

(b) if so, the facts and action taken against the doctors and others in each case?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RAJ NARAIN): (a) and (b). The Crime Branch of Delhi Police detected cer-

#### 55 Written Answers

tain cases of embezzlement of medicines during August, 1976, which, inter alia, involved Pharmacists and Dressers of some of the Dispensaries under CG.H.S. Delhi. The Pharmacists and Dressers involved in these cases have since been suspended and the Crime Branch of Delhi Police is investigating the case. No doctor was involved.

#### Labour Unrest

583. SHRI VASANT SATHE: Will the Minister of PARLIAMENTARY AFFAIRS AND LABOUR be pleased to state:

(a) whether labour unrest is on increase over the past two months;

(b) if so, the names of industries affected; and

(c) the action taken/proposed to normalise the position?

THE MINISTER OF PARLIAMEN-TARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA): (a) to (c). The required information is being collected and will be laid on the Table of the Sabha in due course. Relaxation for Telephone connections in Hilly Areas of Himachal Pradesh

584. SHRI DURGA CHAND: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the number of applications for telephone connections pending at present in each Telephone Exchange in Himachal Pradesh and the earliest date of an application in each Exchange;

(b) whether the rules for providing telephone connections in hilly areas are the same as those followed in the plains; and

(c) if so, steps being taken by Government to relax these rules in respect of hilly areas with rough terrains scattered villages?

THE MINISTER OF COMMUNICA-TIONS (SHRI GEORGE FERNAN-DES): (a) A statement giving the required information is enclosed as Annexure.

(b) and (c). The rules for providing telephone connections are applicable uniformally to all exchanges irrespective whether they are located in the hilly areas or in the plains. There is no proposal under considerstion with the Government to relax these rules in respect of hilly areas.

Statement	
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Enchange wi	se Waiting	List in	Himachal	Pradesh
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51. No.			1	No. of Pending oplication	Date of the oldest application							
	 I		2								3	4
 	Simla ·	•	•	•	•	•	•	•	•	•	34	48-72
2	Mashobra	•		•		•	•	•			- 2	2-2-76
3	Sundernagar		•		•	•		•	•	•	2	30-12-7
4	So!an	•	•	•	•	•	•	•	•	•	3	12-5-7
5	Bilaspur •	•		•		•	•		•	-	4	21-3-7
6	Chamba ·					·ø .			•		I	27-1-76

I		,			:	2					3	4
7	Dalhousie	•	•	•	•	•	•	•	•	•	4	23-1-76
8	Dera Gopipur		•	•	•	•	•	•	•	•	Nil	••
9	Dharamshala	•	•	•	•	•	•	•	•	•	2	30 <b>-4</b> -7 <b>7</b>
10	Hamirpur	•	•	•	•	•	•	•	•	•	I	3-9-76
II	Jubbal ·	•	•	•	•	•	•	•	•	•	18	4-11-75
12	Kangra 🔸	•	•	•	•	•	•	•	•	•	4	23-4-77
13	Karsog ·	·	•	•	•	•	•	•	•	•	16	2 <b>6</b> -4-7. <b>4</b>
14	Kasauli 🔸	•	•		•	•	•	•	•	•	I	30- <b>4-</b> 77
15	Kotkhai	•	•	•	•	•	•	•	•	·	33	6-11-75
16	Kulu ·	•	•	•	•	•	•	•	•	•	4	2-4 <b>-</b> 70
17	Mandi 🔸	•	•	•	•	•	•	•	•	•	I 2	26-12-74
18	Nahan ·	•	•	•	•	•	•	•	•	•	Nil	
19	Palampur	•	•	•	•	•	•	•	•	•	2	31-10-75
20	Pushar ·	•	•	•	•	•	•	•	•	•	3	1-3-76
2 1	Thandedar	•	•	•	٠	•	•	•	•	•	36	27-10-75
22	Theog ·	•	•	•	•	•	•	•	•	•	Nil	••
23	Una ·	•	•	•	•	•	•	•	•	•	2	26-1-77
2.4	Ani ·	•		•	•	•	•	•	•	•	28	2-2-76
25	Amb ·	•	•	•	•	•	•	•	•	•	11	29-12-75
26	Arki ·	•	•	•	•	•	•	•	•	•	I	7 <b>-</b> 3-77
27	Oudh ·	•	•	•	•	•	•	•	•	•	2	27-10-75
28	Barsar .	•	•	•	•	•	•	•	•	•	I	15-12-76
29	Baggi ·	•	•	•	•	•	•	•	•	•	7	8-7-7 <b>0</b>
30	Bagthan ·	•	•	•	•	•	•	•	•	•	3	29-10-76
31	Baijnath ·	•	•	•	•	•	•	•	•	•	I	21-10-7 <b>6</b>
32	Bakloh ·	•	•	•	•	•	•	•	•	•	2	28-11-7 <b>6</b>
33	Bhangrotu	•	•	•	•	•		•	•	•	2	4-12-72
34	Banjar ·	•	•	•	•	•	•	•	•	•	I	1-2-77
35	Barotewala	•	•	•	•	•	•	•	•	•	Nil	••
36	Bhawarana	•	•	•	•	•	•	•	•	•	Nil	••
37	Bhuntar ·	•		•		•	•	•	•	•	I	19-2-7 <b>7</b>
38	Chail ·	•		•	•	•	•	•	•	•	Nil	••
39	Chauntra			•				•	•	•	Nil	••
40	Chowari ·									•	Nil	••

T							2				3	4
41 Cl	nopal •				,		•			•	Nil	
42 Cł	inpurni	•	•	•	•	•	•	•	•	•	2	31-10-7
43 Da	dahu ·	•	•	•	•	•	•	•	•	•	Nil	••
44 Da	gshai •	•	•	•	•	•	•	•	•	•	11	11-11-76
45 Dł	arampur	•	•	•	•	•	•	•	•	•	4	25-3-77
46 Ga	ggal ·	•	•	•	•	•	•	•	•	•	I	25-10-76
47 Ga	gret ·	•	•	•	•	•	•		•	•	I	14-4-77
48 Gh	, umarwin			•				•			4	27-10-75
49 Go		•	•	•	•	•	•	•	•		4	1-0275
50 Har	ipur ·	•			•	•			•	•	I	26-10-76
51 Jais	inghrur	•	•	•	•	•	•	•	•	•	3	11-11-75
52 Jear	i •						•	•	•	•	Nil	••
-	ndernagai	r •			•			•	•		3	<b>30-7-7</b> 6
	amukhi			•	•		•	•	•	•	Nil	
55 Jahi	, .			•	•	•	•	•	•	•	3	24-10-75
56 Kan	daghat	•		•	•	•	•	•	•	•	I	1-11-76
57 Kati	ain	•	•	•	•	•	•	•	•	•	23	7-3-74
58 Kiar	i	•	•	•	•	•	•	•	•	•	24	11-1-76
9 Kun	arsain	•	•	•	•	•	•	•	•	•	5	24-11-73
io Kun	ihar	•	•	•	•	•	•	•	•	•	Nil	
i Mati	ang .	•	•	•	•	•	•				Nil	••
2 Man	ali						•	•	•	•	Nil	••
ig Meh	atpur	•		•	•	•	•	•	•	•	2	26-5-76
4 Nadi	un ·	•	•	•	•	•	•	•	•	•	Nil	••
5 Nagr	ota Bhagv	van		•	•	•	•	•	•	•	I	4-2-70
5 Nala	arh	•	•	•	•	•	•	•	•	•	6	24-4-75
7 Nark	anda	•	•	•	•	•	•	•	•	•	Nil	
8 Nihr	i •	•	•	•	•	•	•	•	•	•	6	16-10-76
9 Nurp	ur ·	•	•	•	•	•	•	•	•	•	4	28-3-77
o Pand	o <b>h</b> ·	•	•	•	•	•	•	•	•	•	Nil	••
1 Parag	pur	•		•		•	•	•	•	•	I	2-5-77

72 Paunta Sahib

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**[** 30-4-76

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I						2					3	4
73	Pangna ·	•	•	•	•	•	•	•	•	•	1	15-2-74
74	Rajgarh ·	•	•	•	•	•	•	•	•		4	21-6-73
75	Rohroo ·	•	•	•	•	•	•	•	•	•	7	30-12-75
76	Subathu ·	•	•	•	•	•	•	•	•	•	2	30-3-77
77	Sarahan ·	•	•	•	•	•	•	•	•	•	Nil	••
78	Sarahan Bushi	har	•	•	•	•	•	•	•	•	Nil	
79	Sarkaghar	•	•	•	•	•	•	•	•	•	2	14-11-73
80	Sawra ·	•	•	•	•	•	•	•	•	•	Nil	••
81	Shahpur ·	•	•	•	•	•	•	•	•	•	3	10-2-76
82	Shogi ·	•	•	•	•	•	•	•	•	•	Nil	
83	Slapper		•	•	•	•	•	•	•	•	7	- 4-9-74
84	Sujanpur Tira	l	•	•	•	•	•	•	•	•	Nil	••
85	Sun	•	•	•	•	•	•	•	•	•	I	30-6-76
86	Tissa ·	•	•	•	•	•	•	•	•	•	Nil	••
87	Yol ·	•			•		•		•	•	Nii	••

#### Practising Modern Medicine by Practitioners of Indigenous System of Medicine

585. SHRI R. K. MHALGI: Will the Minister of HEALTH AND FAMI-LY WELFARE be pleased to state:

(a) whether the joint meeting of Central Council of Health and Family Planning on the 19th April, 1975 had recommended in resolution B(ii) "the right to practise modern medicine by practitioners of Indigenous System of Medicine whose course provides for training in subjects of modern medicines, at present restricted to the respective States under S-17 (3x) (b) of Indian Medicine Central Council Act, 1976 should be extended to the whole of India";

(b) whether on the 13th September, 1976 the Ministry of Health issued a Circular No. 26011/4/75-AY Desk to all the State Governments and that this circular is vague and does not fulfil the said recommendations; and

(c) the steps Government propose to guarantee the rights of these practitioners to implement the above recommendation?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RAJ NARAIN): (a) Yes.

(b) and (c). The circular is specific and conveys the Central Government's decision on the recommendations made by the joint meeting of the Central Councils of Health and Family Welfare. It is for the State Governments to take action in the light of that circular.

**Bauxite Deposits in East Coast** 

586. SHRI P. K. DEO: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether any survey has been made on the extent of Bauxite deposits in the East Coast; and

(b) if so, the quantity of Bauxite ore and the percentage of aluminium JUNE 16, 1977

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and silica are expected in the following deposits; Rakta Konda, Galhi Konda in Andhra Pradesh, Pottangi, Panenpatmali, Sasbahumali, Kutiumati, Baflamali, Karlapat, Lanjigarh, Gandhamlcan in Orissa?

THE MINISTER OF STEEL AND MINES (SHRI BIJU PATNAIK): (a) The Geological Survey of India and Mineral Exploration Corporation Ltd. are still continuing the survey of the Bauxite deposits on the East Coast.

(b) The ore bodies so far investigated show that the ore is unique in its low silica and low titania content and average alumina content varies from 45 per cent and 46 per cent and is of good metal grade in quality. The reconnaissance survey of the belt in Orissa and Andhra Pradesh and exploration work already done indicate the possibility that the total reserves might ultimately turn out to be as much as 1000 million tonnes. The precise details of grades and quantities of Bauxite ore in individual reposits will be known only after the detailed exploration is completed.

#### Facilities to workers of Indian Telephone Industries, Palghat

587. SHRI VAYALAR RAVI: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether facilities given to the workers of the ITI, Bangalore and other places regarding their working conditions, housing etc., are not being given to the workers of the ITI, Palghat, Kerala;

(b) if so, the reasons therefor and the steps Government have taken to get the same to the workers of ITI, Falghat; and

(c) whether Government have received any representation of the workers Unions in this regard and the steps taken thereon?

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THE MINISTER OF COMMUNICA-TIONS (SHRI GEORGE FERNAN-DES): (a) and (b). The facilities provided for each unit are based on the growth of the unit, the local conditions and requirements. The ITI Unit at Palghat is in the process of being set up and has only recently commenced production. Facilities regarding their working conditions are being gradually extended to the workers ESI health facilities have available. Provident been made Fund facility has been introduced well before the time under statutory regulations. Cooperative canteen adequately subsidised is being run smoothly. State Government is being pursued for provision of quarters. State Transport Authorities have for made adequate arrangements running buses to suit factory timings

(c) Representations have been received by the Management from the Unions from time to time on these matters. These have been suitably replied to and the Unions are aware of the position indicated above.

#### Paris Conference

588. DR. BAPU KALDATE: With the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether ludia was represented at the meeting of 27 rich and poor nations held recently at Paris;

(b) if so, the objective of this meeting; and

(c) the outcome thereof?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI ATAL BIHARI VAJPAYEE): (a) Yes, sir.

(b) The objective of the Conference was to work out concrete proposals which would constitute a significant advance in international economic cooperation and make a substantial contribution to the economic development of the developing countries. i (c) The results have fallen for short of our expectations, though there was limited progress in the field of Official Development Assistance to developing countries, Food and Agriculture, the creation of an infrastructure, particularly in Africa, etc. There was also an agreement, in principle, on the creation of a Common Fund, though its purposes, objectives and other constituent elements will have to be further negotiated in UNCTAD.

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#### ... Grievances Cells

589. SHRI PRADYUMNA BAL: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state the number of grievances cells established State-wise so far, in the country in order to give compensation to the persons who have been sterilised forcibly during the emergency?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RAJ NARAIN): Governments/ State Union Territories have been advised to set up a grievance cell at the State Family Welfare Bureau to process expeditiously the complaints regarding use of coercion and harassment of the Government servants and mcmbers of public and complaints of malpractices etc. A similar grievance cell is also functioning in the Department of Family Welfare of Government of India.

States of Uttar Pradesh, Haryana, Orissa, Sikkim and Union Territories of Andaman and Nicobar Islands, Delhi and Chandigarh have so far informed that they have set up State level grievance cells. No separate Cell has, however, been established exclusively for giving cash compensation to those alleging forced sterilisation. In fact Government have not devised any scheme to give cash compensation to those who allege that they have been forcibly sterilized.

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## इस्पात सयत्रों के उच्छिष्ट पदाचों को रासायनिक उर्वरक में बदलना

590. श्री मृत्युजय प्रसाद वर्मा: क्या इस्पात झौर स्नान मंत्री यह बताने कृपाकरेंगकि:

(क) क्या इस्पात संयंत्रों ढारा बहुत से उच्छिष्ट पदायों का उत्पादन किया जाता है जो यहां बिना उपयोग के पड़े रहते हैं, ग्रौर

(ख) यदि हां, तो क्या इसे उच्च उत्पादक क्षमता के रासायनिक उर्वरक में बदला जा सकता है ग्रौर सरकार का इस बारे में क्या उपाय करने का विचार है ?

इस्पात और लान मंत्री (भी बोभू पटनायक): (क) और (ख): इस्पात कारखानों से निकलने वाले उच्छिष्ट पदार्थ इतनी बड़ी मात्रा में प्रप्रयुक्त नहीं पड़े हुए हैं कि उनको रासायनिक उर्वरक बनाने के लिए काम में लाया जा सकता है। सर्वतोमुखी इस्पात कारखानों की कोक भट्टियों से निकलने बाली एमोनिया ग्रैस लिकर को ययासंभव उतोत्पाद के रूप में इकट्ठा किया जाता है और इसका नाइट्रोजनीय उर्वरक बना दिया जाता है।

#### Opening of Medical Colleges in Tamil Nadu

591. SHRI R. V. SWAMINATHAN: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the Central Government propose to set up some more Medical Colleges in the State of Tamil Nadu;

(b) if so, whether there are many villages in the State where no hcspitals, medical shops are available and people in these villages have to die due to non-availability of medical facilities;

(c) if so, whether Government are considering to open mini hospitals and mobile hospitals in every village; and

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(d) if not, what are other proposals being considered to provide medical benefits to villages also?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RAJ NARAIN): (a) No, there is no scheme in the Central sector for setting up of Medical Colleges in the country during the Fifth-Five-Year Plan.

(b) Medical facilities in the rural areas are provided through a net work of Primary Health Centres, Taluka and Sub-centres, District level Hospitals and all citizen can avail of these facilities.

(c) and (d), Government of India have no proposal to open mini hospitals or mobile hospitals in every village. Efforts are being made to develop new schemes for delivery of Health Services in Rural areas in accordance with the Janta Party's manifesto.

# भविच्य निचि की राज़ि जमा न करने पर जुर्माना लगाना

592. भी जिब नारायण सरसुनिया : क्या संसदीय कार्य तथा धम मंत्री यह बताने की कृपा करेंगे :

(क) क्या भविष्य निधि की राणि समय पर जमान कराने पर झत प्रतिशत तक जुर्माना किया जाता है;

(ख) क्या जुर्माने को माफ करने का कोई प्रावधान नहीं है झौर न ही इस बारे में कोई निश्चित नीति निर्धारित की गई है और भविष्य निधि के भधिकारियों की इच्छा ही इसमें सर्वोपरि है:

(ग) यदि हां, तो क्या सरकार का विचार जुर्माने की राजि माफ करने में प्रचलित प्रयाओं को समाप्त करने के लिए कोई निश्चित नीति बनाने का है ; मौर

(घ)क्या इस प्रकार का जुर्माना झनेक संस्थाओं पर लगाया गया जो कि माफ कर दिया गया था ?

संसदीय कार्य तथा अम मंत्री (भी रबोन्द्र वर्मा): (क) कर्मचारी भविष्य निधि भौर प्रकीर्ण उपबन्ध मधिनियम, 1952 की धारा 14ख केन्द्रीय और क्षेत्रीय भविष्य नि ध मायुक्तों को दोषी नियोजकों पर बकाया राशि से भनधिक जुर्माने लगाने की शक्तियां प्रदान करती है।

(ख) भौर (घ). कुछ परिस्थितियों में क्षेत्रीय भविष्य निधि भायुक्त ढारा लगाये गए जुर्मानों की, इस सम्बन्ध में निर्धारित की गई नौति के भनुसार, उच्चतर प्राधिकारियों द्वारा पुनरीका की जाती है।

(ग) प्रश्न नहीं उठता, क्योंकि इस सम्बन्ध में निश्चित नीति है।

Strengthening of Friendly Relations with Nepal, Bangladesh and Pakistan

593. SHRI SUSHIL KUMAR DHA-Will the Minister of EX-RA: TERNAL AFFAIRS be pleased to state:

(a) what are the plans of Government of India for further strengthenwith Nepal, ing friendly relations Bangladesh and Pakistan;

(b) steps being taken in this direction: and

(c) if he is likely to visit any of these countries in the near future?

THE MINISTER OF EXTERNAL ATAL BIHARI (SHRI AFFAIRS VAJPAYEE): (a) Consistent with the policy of friendship with its neighbours, the Government of India will be continuing the process of further strengthening of relations with Nepal and Bangladesh and normalisation of ties with Pakistan.

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(b) As a part of this process, the Government of India have recently taken important measures to solve some of the outstanding problems with these countries.

Insofar as Nepal is concerned, it was made clear during the King of Nepal's recent visit to New Delhi that the Government of India have no intention to interfere in the internal affairs of Nepal and would seek to promote healthy and good neighbourly relations as well as co-operation on the basis of mutual respect.

An understanding has been reached with the Government of Bangladesh on the Farakka problems and bilateral negotiations are going on to reach a comprehensive agreement. We have also informed the Government of Pakistan of our willingness to have talks on the Salal Project and the Maritime Boundry.

(c) No visit by the Minister of External Affairs is planned at present to Pakistan or Bangladesh. A formal invitation to visit Napal has been received but due to other prior commitments, it has not been possible so far to avail of it.

#### Alleged Complaints against misuse of Funds of Vishwayatan Yoga Ashram. New Delhi

594. SHRI KANWAR LAL GUP-TA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) the total amount of grant and loan given by the Government to Shri Dhirendra Brahamchari and his Yoga Ashram;

(b) complaints which came into the notice of the Government against the misuse of funds of Ashram;

(c) what action has been taken by the Government over those complaints;

(d) does Government propose to take over the Yoga Ashram into its possession; and (e) if so, what steps have been taken so far in this connection?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RAJ NARAIN): (a) Grants totalling Rs. 42.69 lakhs have been given to the Vishwayatan Yogashram and Central Research Institute for Yoga.

(b) There have been complaints of embazzlement of public funds, forgery and gross irregularities in the utilisation of funds of the two Yogo Societies.

(c) to (e). The management of the Vishwayatan Yogashram (New Delhi and its Centre at Katra Vaishnodevi) and Central Research Institute for Yoga which is also functioning in the Yogashram premises at New Delhi, has been taken over by the Central Government on 25th May, 1977, under the Yoga Undertakings (Taking over of Management) Ordinance, 1977-No. 8 of 1977 and Government have appointed an Administrator, for the two institutions.

# मैससं ग्लोब मोटसं लिमिटेड, दिल्ली द्वारा भविष्य निषि को राशि का जमा न कराया जाना

595. श्री के॰ लकप्पाः क्या संसदीय कार्यतथाश्रम मन्त्री यह बताने की कृपा करेंगे कि:

(क) क्या मेससं ग्लोब मोटर्स लिमि-टेड भविष्य निधि की राशि जमा कराने में धनेक बार दोषी पाये गये हैं;

(ख) क्या उनका मुख्य लेखापाल कर्मचारियों, नियोजकों से भविष्य निधि की राग्नि लेने तथा उसे समय पर सरकार के पास जमा कराने के लिए जिम्मेदार है; मौर

(ग) भविष्य निधि के ग्रंशदान विशेष कर कर्मचारियों की मजूरी से काटी गई राशि को समय पर जमा न कराने के लिये उनके विरुद्ध भविष्य निधि ग्रायुक्त द्वारा क्या कार्य-वाही को गई है ?

संसदीय कार्य तथा थम मंत्री (थी रवोस्त वर्मा): (क) ग्रीर (ग). भविष्य निधि प्राधिकारियों ने सुचित किया है कि उक्त प्रतिष्ठान की ग्रौर इस समय जन, 1976 से लेकर 15 ग्रप्रैल, 1977 तक (जब यह दिल्ली उच्च न्यायालय के झादेश के झनसार दिवालिया बोबित किया गया था) के भविष्य निधि मंज्ञदानों की राजि बकाया है । जुन, 1976 से ग्रस्तबर, 1976 तक की ग्रवघि की देय राक्रियों की भमि राजस्व की बकाया राजियों के रूप में वसूली के लिए कारंवाई भारम्भ की गई थी. परन्त प्रतिष्ठान द्वारा दायर किए गए भाबेटन-पत पर उसे उच्च न्यायालय द्वारा म्यगित कर दिया गया। इसके कारण इस प्रतिष्ठान के खिलाफ कोई भ्रभियोजन नहीं चलाया जा सका । ग्रब चुकि कम्पनी दिवालिया हो गई है, इमलिए माविधिक देव राज़ियों के लिए दावे सरकारी परिममापक के पास दायर किए जाने हैं।

(ख) कर्मचारी भविष्य निधि भौर प्रकोणं उपबन्ध भधिनियम, 1952 के भधीन सांविधिक उपबन्धों के भ्रनुपालन करना नियोजक का दायित्व है।

New Steel Plants during Fifth Plan

596. SHRI GANANATH PRADHAN: SHRI K. A. RAJAN:

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

(a) whether there are any propusals to set up new Steel Plants during the Fifth Five Year Plan; and

(b) if so, the States in which these will be set up?

THE MINISTER OF STEEL AND MINES (SHRI BIJU PATNAIK); (a) and (b). The three new steel plants ere in the following stages of progress:

(1) Salam Steel Plant, Tamilnadu 1st stage - under implementation. (2) Vijayanagar Steel Project, , Karnataka: Detailed Project Report under consideration by SAIL.

(3) Visakhapatnom Steel Project, Andhra Pradesh—Detailed Project Report under preparation by the consultants.

प ोस्टल मुहरों के निर्माण के लिए सप्लाई सावेश में कमी अ

507. भी नवाब सिंह चौहान ; क्या संबार मन्त्री यह बताने की कुपा करेंगे कि :

(क) क्या ढाकघरों में प्रयाग होने वाली मुहरों की संख्या तथा किस्मो में हाल में कमी कर दी गई है जिसके फलम्बरूप पोस्टल सील्म महकारी समिति, प्रसीगढ़ को उनके निर्माण हेलु सप्लाई बार्डर में भी कमी हई है :

(ख) यदि हां, किस किस्म की मुहरों को ग्रब समाप्त कर दिया गया है ग्रौर उसके क्या कारण हैं; ग्रौर

(ग) क्या सहकारी समिति नं कटौती को बहाल करने के लिए एक प्रतिनिधि मंडल भेजा है भौर उस पर सरकार ने क्या निर्णय किया है ?

संबार मंत्री (भी जार्ज फर्नानडिस): (क) जीहां।

(ख) णाखा डाकघरों में तारीख की मीलों की जगह नाम की मीलें चालू की गई हैं। उप-डाकघरों भौर मुख्य डाकघरों में इस्तेमाल की जाने वाली सीलां की मंख्या सीमित करके मापरेटरों की संख्या के बराबर कर दी गई है भौर एक बीमा सील भी इस्तेमाल की जाती है। ये मीलें उन पिछली सीलों की जगह इस्तेमाल की जाएगी जो विभागवार तैयार की गई थीं। डाक कर्मचारियों द्वारा भारी संख्या में सीलों का इस्तेमाल करने में व्यर्थ का काम कम करने भीर कार्य-कुशलता के मनुरूप मुखं में मितव्ययना लाने के लिए नये मांदेश जारी किए गए हैं।

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(ग) सोसायटी की तरफ से ऐसा कोई प्रतिनिधि मंडल नहीं ग्राया, जिसने खास तीर पर यह मांग की हो कि सीलों में की गई यह कमी बहाल कर वी जाय। इसलिए उस पर कोई फैसला करने का प्रग्न ही नहीं उठता।

#### Continuation of Tripartite Apex Body

598. SHRI CHITTA BASU: Will the Minister of PARLIAMENTARY AFFAIRS AND LABOUR be pleased to state:

(a) whether a tripartite Apex Body was formed to keep watch on the industrial relations in the country during emergency;

(b) whether the said Body still continues to function; and

(c) if so, the reasons therefor?

THE MINISTER OF PARLIAMEN-TARY AFFAIRS AND LABOU'R (SHRI RAVINDRA VARMA): (a) A Bipartite (and not Tripartite) National Apex Body was formed during emergency.

- (b) No.
- (c) Does not arise.

#### Changes in Diplomatic Posts

599. SHRI R. K. AMIN: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Government are planning for a change at high level diplomatic posts; and

(b) if so, when it will be given effect to?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI ATAL BIHARI VAJPAYEE): (a) and (b). As the manning of high-level Diplomatic posts abroad is a matter of considerable importance, the question of sending appropriate persons from within the Foreign Service or from public life to represent the country is a matter that constantly engages the attention of Prime Minister and Foreign Minister. Changes are made from time to time in the public interest.

#### Passports Impounded during Emergency

600. SHRI JYOTIRMOY BOSU: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) the number of passports impounded during emergency;

(b) how many of them belonged to people with political background;

(c) how many of them belonged to businessmen; and

(d) whether the persons in authority concerned have been proceeded against and the impounded passports have been returned?

MINISTER OF EXTERNAL THE AFFAIRS (SHRI ATAL BIHARI VAJPAYEE): (a) to (d). During the Emergency, the total number of persons whose passports were impounded or to whom passport facilities were denied, for political or economic reasons, by invoking the provision in the Passports Act, 1967 relating to the interest of general public was 2.023. The passports of 237 persons were impounded or passport facilities denicd for political reasons, e.g. anti-Emergency activities. Passport facilities were withdrawn or withheld in 1,786 cases for economic reasons under the Conservation of Foreign Exchange and Prevention of Smuggling Activities Act. In 256 cases impounding and refusal orders have been cancelled. Passports have not yet been returned in the case of 1,767 persons as the matter is unders consideration. The action taken to impound passports or withhold passport facilities was taken under the authority and with the approval of the Ministers concerned.

Educated and uneducated unemployed in India

<sup>27</sup> 601. SHRI V. M. SUDHEERAN: Will the Minister of PARLIAMENTARY AFFAIRS AND LABOUR be pleased to state:

(a) the total number of unemployed youth in India, both educated and uneducated. State-wise; and

(b) the short-term and long-term proposals before Government, to provide them employment?

THE MINISTER OF PARLIAMEN-TARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA): (a) The available information relates to the number of job-seekers (all of whom are not necessarily unemployed) on the live register of Employment Exchanges which is given in the statement attached.

(b) The Government is conscious of the seriousness of the unemployment problem and will follow an empolyment- oriented strategy with due emphasis on the development of agriculture, agro-industries, small and cottage industries especially in rural areas. High priority will also be given to the provisions of minimum needs in rural areas and to integrated rural development.

Statement

(Figures in thousands)

	State Union Territory									Number of job-seekers on the Live Register of Employment Exchanges as on 31-12-1976			
										Un-edu- cated@	Educated @@	Total	
				1						2	3	4	
	STATE												
I	Andhra Prades	h.		•	•	•		•	•	349 9	317.5	<b>66</b> 7° <b>4</b>	
2	Assam			•	•	•		•	•	106.0	<b>89</b> · 0	195-0	
3	Bihar			•	•	•	•	•	•	481-2	505-4	<b>98</b> 6·6	
4	Gujarat .	•		•	•	•		•	•	170-9	208.5	379.4	
٩	Haryana .	•		•			•	•	•	104- 5	138.0	242.5	
6	Himachal Prac	iesh .			•			•	•	47° 5	36. 2	84-0	
7	Jammu & Kasi	hmir .		•		•	•	•	•	32.3	20.3	52.6	
8	Karnstaka			•		•	•	•	•	181.9	274.5	<b>4</b> 56·4	
9	Kerala .		•	•	•	•			•	344 · 2	409.4	755.6	
10	Madhya Prade	sh .		•		•	•	•	•	316-1	256·3	572.4	
11	Maharashtra	•	•	•	٠	•	•	•	•	391 - 2	479*5	870.7	
12	Manipur	•	•		•		•	•	•	<i>j</i> , 24.5	23.4	47.9	
73	Meghalaya .		•	•		•	•	•	ँक्	. 6·9	5. I	13.0	

•	2				• • • •			۳		<b>.</b>	3.5%	
I	2								_	3	4	5
14	Nagaland .	•	•		•		•			1.4	0.6	2.0
15	Orissa .							.:		221.8	132.6	354.4
16	Punjab.							•		15 <b>3</b> .0	168.9	321.9
17	Rajasthan									136.8	135.2	272.0
18	Sikkim•							•	•			••
19	Tamil Nadu									421.0	409 <sup>.</sup> 9	830.9
20	Tripura				•	•				23.2	28·9	52· I
21	Uttar Prades	h					•			479.2	633.7	1112.9
22	West Bengal	•	•	•	•	•	•	•	•	588-2	614.0	1202.2
	UNION TE	RRI	TOR	IES								
1	Andaman & ]	Nicol	bar Is	land	s	•	•	•	•	3.0	۰۰7	3.2
2	Arunachal Pr	ades	h•	•	•	•	•	•	•	••	••	••
3	Chandigarh		•	•	•	•	•	•	•	18.0	21.0	39.0
4	Dadra & Nag	ar H	leveli	•	•	•	•	•		••	••	••
5	Delhi.	•	•	•	•	•	•	•	•	46 2	168.0	214.2
6	Gea .	•	•	•	•	•	•	•	•	14.6	16-8	31.4
7	Lakshadwce	,	•	•	•	•		•	•	1.6	0.7.	2.3
8	Mizoram	•	•	•	•	•		•	•	3.8	1.2	5•3
9	Pondicherry	•	•	•	•	•	•	•	•	11.3	8.3	19.6
					TOTAL	•	• • •	•	•	4680.2	5104· 1(R	) 9784·3 (R)

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18 912

Note @ Below Martic including illiterates.

@@ Matriculates and above.

- 1. \*No Employment Exchange is functioning in these States/Union Territories.
- 2. All the job-seekers on the Live Register of Employment Exchanges are not necessarily unemployed.
- 3. Exclude figures in respect of University Employment Information & Guidance Bureaux except for Delhi and Maharashtra.

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4. The figures may not add-up to total due to rounding off.

5. R: Revised.

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मार्हत लिमिटेड झौर इसकी सहयोगी कम्पनियों को टेलीफोन कनेक्झन हेना

602. भी कर्पूरी ठाकुर : क्या संचार मंत्री यह बताने रूपा करेंगे कि :

(क) गुड़गाव (हरियाणा) में मारुति तथा उसकी सहयोगी कम्पनियों को कुल कितने टेलीफोन कनेक्शन दिए गए हैं ग्रौर प्रत्येक कनेक्शन किस तिथि को दिया गया ;

(ख) क्या मारुति लिमिटेंड के झास-पास 5 किलोमीटर की दूरी के भीतर स्थित ग्रन्थ कारखानों के नए टेली-फोन कनेक्शनों के लिए झावेदन पत लम्बे ममय से लम्बित है झौर यदि हां, तो ऐसे झावेदन पतों की संख्या क्या है; झौर

(ग) उक्त क्षेत्र में मावेदको को नए टेलिफोन कनेक्शन देने के लिए सरकार क्या कारवाई कर रही है?

संचार मत्री (श्री जार्ज कर्नानडिस) : (क) गुड़गाव में मारुति लिमिटेड ग्रीर उसकी सहयोगी कम्पनियों को बारह टैलीफोन कनेक्शन दिए गए हैं। इक्तों से 8 टेलीफोन कनेक्शन दिल्ली टेलीफोन प्रणाली सें जुड़े हैं भौर 4 कनेवजन गडगांव एक्सचेंज से जुड़े हैं। एक कनेक्शन सितम्बर, 1971 सें, तीन कनेक्शन मई, 1972 थें, चार कनेक्णन जून, 1972 थें, एक कनेक्णन मार्च, 1973 सें मौर तीन कनेकान जनवरी, 1977 में दिए गए में। मारुति लिमिटेड झौर उसकी सहयोगी कम्पनियों को दिल्ली से दिए गए 8 कनेक्लनों में से 5 कनेक्लन 1977 से पहले मर्यात् 1971 1972 में दिए गए में। में कनेक्शन सरकार के भ्रधिकारों के मन्तर्गत बगैर मो - बाई - टी के बिना

बाँरी की प्राँगमिकता के झाघार पर दिए दिए गए में । डाक-तार महानिदेखालय का पत सं० एफ 18-12/73-पी-एच-ए (झाई-झार 1117,73 पीक एच ए) तारीख 8/11 73 है। बाकी तीन कनेक्शन जनवरी, 77 में दिए गए थे। टेलीफोन की ये मांगें 22,10/ 75 को सूची में दर्ज की गई थीं। मारुति लिमिटेड में 520 लाइन का पी बी-एक्स था जिसे बदल कर बे 850 लाइन का पी-ए-बी-एक्स लगाना चाहते थे । ये तीन कनेक्शन मधिक क्षमता वाले बोर्ड के लिए म्रतिरिक्त जंक्शनों के लिए थे।

(ख) जी हां। ऐसी 43 मजियां बकाया हैं। 13 मजियां दिल्ली से टेलीफोन कनेक्शनों के लिए है मौर 30 मजियां गुडगांव एक्सचेंज से टेलीफोन कनेक्शनों के लिए है।

(ग) गुडगांव एक्सचेंज की क्षमता बढ़ाई जा रही है झौर जमीदोज केबुल बिछाए जा रहे हैं। झाणा है कि गुडगांव से टेलीफोन कनेक्शन वर्ष 1978 के मध्य तक दे दिए जाएंगे।

दिल्ली कैंट एक्सचेंज की क्षमता बढ़ जाने पर उम्मीद है कि दिल्ली सें टेली-फोन कनेक्शन वर्ष के 1979 के मध्य तक दे दिए जाएंगें।

# मानतलाई के निकट धीरेख ब्रह्मचारी थ्राश्रम को टेलीफोन सुविधाएं

603. भी जी० एस० तोहराः क्या संचार मंत्री यह बताने की कृ<sup>पा</sup> करेंगे कि :

(क) क्यां मानतलाई (जम्मू-कश्मीर) के निकट स्थित झाश्रम में श्री धीरेन्द्र ब्रंह्मचारी को संचार विभाग के नियमों का उलःघत कर टेलीफोन सुविधाएं दी गई थीं ;

(ख) यदि हां, तो तत्सम्बन्धी तथ्य क्या हैं; ग्रीर

(ग) उस पर कितना खर्च हमा?

संचार मंत्री (श्री जाजं इतिडस): (क) जी नहीं। टेलीफोन कनेक्शन विभाग के केट्टक्ष्यंद दिया गयाथा।

(ख) किराए प्रौर गारंटी के ग्राधार पर तारीख 5-3-1973 को एक लम्बी दूरी के पी०मी०ग्रो० से एक्झटेंसन दिया गया था।

(ग) एक्सटेंशन देने पर 7400 रुपए खर्च प्राया था ग्रौर सालाना किराया 1456 रुपए उक्त खर्च के ग्राधार पर निश्चित किया गया है। पी॰ सी॰ ग्रो॰ भी तारीख 4-3-73 को 84,715 रुपए की लागत ५र खोला गया था।

Progress of Salem Steel Plant during 1977

# 604. SHRI C. N. VISVANATHAN: SHRI K. RAMAMURTHY:

Will the Minister of STEEL AND MINES be pleased to state the progress of Salem Steel Plant during 1977 and whether any further allocation of money has been made for the completion of the plant?

THE MINISTER OF STEEL AND MINES (SHRI BIJU PATNAIK): In March, 1977, Government gave approval for the first stage of Salem Steel Project involving an investment of Rs. 126.81 crores. Necessary preparatory work and infra-structure facilities for the first stage of the project have been almost completed. Expenditure incurred on the project so far amounts to Rs. 13.30 crores. \* Offers have been received from international stainless steel makers for supply of production know-how.

An allocation of Rs. 13.07 crores has been proposed for the project during the current financial year.

#### Restoration of "Realignment Scheme" in P&T

605. SHRIMATI BIBHA GHOSH GOSWAMI: Will the Minister of COM-MUNICATIONS be pleased to state:

(a) whether the previous Government had arbitrarily flouted the "Realignment Scheme" agreed to by the Government and the P&T Unions in 1954 which brought about one Federation (NFPTE) in P&T with 9 affiliated unions, by floating a parallel organisation immediately following the 1968 strike;

(b) if so, whether the new Government are contemplating to restore the "Realignment Scheme" in the P&T; and

(c) whether Government are considering restoration of recognition to elected office bearers of NFPTE and some of its affiliates which was withdrawn by the previous Government and granted recognition to parallel bodies?

THE MINISTER OF COMMUNICA-TIONS (SHRI GEORGE FERNAN-DES): (a) No. Sir; The "Realignment Scheme" was agreed to in 1954. Following the September, 1968 strike when the NFPTE and its affiliated unions were derecognised, the staff organised themselves into new unions. These new unions affiliated themselves to the new Federation, FNPTO. Later the NFPTE was re-recognised in Nov-1969. **FNPTO** but since the and its affiliated unions were already in existence they continued to be recognised.

(b) No such action is under consideration.

(c) There were disputes in the NFPTE and four of its affiliated unions. The disputes in NFPTE and two of its affiliated unions have been sorted out. The disputes in the other two unions are being gradually sorted out.

# खाद्य पदार्थी में मिलाबट

606. भी जगदम्बी प्रसाद यादव : क्या स्वास्म्य मौर परिवार कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या कारखाने में तैयार किए गए घौर 'डिक्याबन्द किए गए खाद्य पदार्थों में मिलावट के लिए खुदरा व्यापारी को घषवा कम्पनी को उत्तरदायी ठहराया आएगा ;

(ख) क्या वर्तमान कानुन के भन्तर्गत केवल खुदरा व्यापारी को उत्तरदायी ठहराया जाता है जब कि उसे टिन के भन्दर किसी मिलाबट की जान-कारी नहीं होती भीर यदि हां, तो क्या सर∔ार इस कानुन में उचित संजोधन करेगी ; प्रीर

(ग) क्या मरकार मरकारी इन्स्पैक्टर को भी मिलाबट के लिए उत्तरदायी ,ठहराने पर विचार करेगी जो पदार्थों का टिनों में बन्द करने के कार्य की देखभाग करता दे?

स्वास्म्य झौर परिवार कल्याज अंची (बी राज नारायज) : (क) झौर (ख). खाद्य झपमिश्रण निवारण मधिनियम, 1954 की धारा 19 (1) के झधीन मिलावट झयवा बेचने गलत छाप की खाद्य वस्तु सम्बन्धी झपराध के लिए चलाए गए झमियोग में मात्र यह कहना कि विक्रेता झपने द्वारा बेचे गए खाद्य पदायों की किस्म तरब झयवा गुण के. बारे में झनजिज्ञ था कोई ३ चाव नहीं माना जाएगा किर जी उक्त झधि- "नियम की धारा 19(2) के घधीन स्यदि कोई विकेता यह सिद्ध कर देता है कि उसने वह खाद्य वस्तु निर्धारित फामं में लिखित प्राक्ष्वासन सहित खरीदा था घौर वह खाद्य वस्तु जितने समय उसके कब्जे में रही उतने समय ठीक ढंग से स्टोर की हुई थी घौर साथ ही उसने उसे उसी हालत में बेचा जिसमें उसने उसे खरीदा था तो ऐसे व्यापारी को किसी मिलावटी या गलत छाप की खाद्य-वस्तु बेचने का प्रपराध किया हुग्रा नहीं माना जाएगा।

(ग) डिम्बों की पैक करने की देख-रेख करना, खाद्य भपमि गण निवारण भविनियम 1954 के भवीन नियुक्त किये गए खाद्य निरीक्षकों के कर्तव्यों में नहीं भाता।

#### Non-release of amount of Hyderabad Telephone District Employees' Cooperative Consumer Society Ltd.

607. SHRI GADADHAR SAHA Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether about Rs. 60,000 belonging to Hyderabad Telephone District Employees' Cooperative Consumer Society Ltd. has been withheld by the General Manager, Telephone, Hyderabad for the last 8 months inspite of the directive by the Registrar of Cooperatives to remit the amount to the Society;

(b) whether General Manager, Telephones, has not adhered to constitutional provisions of the Society by, withdrawing the Departmental shares worth Rs. 2,500 by adjusting from the amounts recovered from the Members' pay bills; and

(c) whether instructions will be issued to General Manager, Telephones of, Hyderabad to release the withheld amount to the Society?

**THE MINISTER OF COMMUNICA-**TIONS (SHIRI GEORGE FERNAN-DES); (a) The total amount withheld by the General Manager, Telephones. Hyderabad Rs. is 50.934.84. After directive of the the Registrar to remit the amount to the Co-operative Society was received, there was further correspondance between the General Manager; Telephone and Registrar consequent on the rejection of Society's writ appeal for remittance of recovered amount by the High Court. The Registrar's final stand was that it would not be desirable for him to interfere in the matter till the main writ retition was finally disposed off.

(b) Departmental shares worth Rs. 2,500 have been withdrawn: the procedural details are being examined.

(c) Instructions have already been issued regarding procedures to be adopted before releasing the witheld amount.

#### Implementation of Contract Labour (Regulation and Abolition) Act, 1970 by Paradeep Port

608. SHRI SARAT KUMAR KAR: Will the Minister of FARLIAMENTA-RY AFFAIRS AND LABOUR he pleased to state:

(a) whether the Contract Labour (Regulation and Abolition) Act, 1970 is being implemented by Paradeep Port; and

(b) if so, the action taken for the appointment of workmen by the contractor executing the Dumper House at Paradeep Port?

THE MINISTER OF PARLIAMENT-ARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA): (a) Yes. Sir.

(b) According to the information made available by the Ministry of Shipping and Transport, the work of Dumper House is being executed by M/s. Graithwaite Burn and Jessop Construction Company Limited. The Contrators' establishment had initially obtained a licence for employing 106 contract labour and have subsequently applied for licence for additional 100 workers which is being processed by the authorities concerned.

#### Message from Pakistan's Prime Minister

609. SHRI F. P. GAEKWAD: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether a high functionary in the Pakistan Foreign Office arrived in India to deliver a personal message from Pakistan's Prime Minister, as reported in the Press on 5th April, 1977; and

(b) if so, the nature and contents of the message?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI ATAL BIHARI VAJ-PAYFF): (a) Mr. S. Shah Nawaz, Additional Foreign Secretary in the Ministry of Foreign Affairs, Government of Pakistan, visited New Delhi as the special Envoy of the Prime Minister of Pakistan from April 4 to 7, 1977. He called on the Prime Minister on April 6 and handed over a letter to him from Mr. Bhutto.

(b) Communications between Governmesnts are confidential in nature. In general, however, Mr. Bhutto expressed his desire to continue the process of normalization of relations between the two countries.

#### Deaths etc. due to forcible sterilisation in H.P.

610. SHRI BALAK RAM: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) the number of persons died or rendered physically invalid due to forcible sterilisation under the so-called non-official 5-point programme during emergency in Himachal Pradesh particularly in Simla District;

(h) the amount of compensation, if any, proposed to be given to the families of the deceased or those rendered physically invalid; and

(c) the action taken or contemplated to be taken against all those responsible?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RAJ NARAIN): (a) Government of Himachal Pradesh have reported that there has been no case of this type.

(b) and (c). Question does not arise.

Enquiry in Allegations against P.M.G., West Bengal Circle, Calcutta

• 611. SHRIMATI AHILYA P RANG-NEKAR); Will the Minister of COM-MUNICATIONS be pleased to state:

(a) whether there are complaints of vindictive actions on political considerations against the staff by the Postmaster General, West Bengel Circle, Calcutta;

(b) if so, whether Post and Telegraph Department is considering inquiry into the allegations against the P.M.G; and

(c) whether Government are considering to transfer the said Postmaster General from the West Bengal to facilitate impartial enquiry?

THE MINISTER OF COMMUNICA-TIONS (SHRI GEORGE FERNAN-DES): (a) and (b). Some complaints were received against the administration of the Postmaster General, West Bengal Circle. Inquiries made however, reveal that no vindictive action was taken by the Postmaster General against the staff on Political considerations.

L (c) Does not arise.

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#### Supply of Public and Private Sector <sup>3</sup> Steel to Marutives

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612. SHRI SOMNATH CHATTER-JEE: Will the Minister of STEFL AND MINES be pleased to state:

(a) total quantity of steel supplied by the Public and Private Sector Steel Plants to Maruti Ltd., Haryana, to-date since its inception;

(b) manner in which this quantity was utilised by the company;

(c) whether any allegations of irregularities and misuse of steel had been brought against the company;

(d) if so, the facts thereof; and

(e) action. if any, proposed to be taken by Government in this regard?

THE MINISTER OF STEEL AND MINES (SHRI BIJU PATNAIK); (a) to (e). The information is being collected and will be laid on the Table of the House.

#### Performance of Public Sector Steel Plants

613. SHRI S. R. DAMANI. Will the Minister of STEEL AND MINES be pleased to state:

(a) the performance of public sector steel plants in the year ended 31st March, 1977 and how it compares with, that of the previous two years;

(b) whether stocks have accumulated with plants for want of demand; and

(c) if so, the actual up-to-date position of stocks, the reasons of the shack demand and the steps proposed for quick disposal?

THE MINISTER OF STEEL AND MINES (SHRI BLJU PATNAIK): (a) The following table indicates the annual installed enpacity of and sectual 1.1 production from each of the public sector steel plants during the years

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1974-75, 1975-76 and 1975-77 in terms of Ingot steel and saleable steel:-

Plant							Annual capacity	Actual production during			
							capacity	1974-75	1975-76	1976-7 <b>7</b>	
						ING	OT STEEL	-			
Bhilai	•	•	•	•	•	•	2500	2001	2209	2302	
Durgapur	•	•	•	•	•	•	1600	819	1001	1091	
Rourkela	•	•	•	•	•	•	1800	1066	1282	1 503	
Bokaro	•	•	•	•	•	•	•	122	342	956	
IISCO	•	•	•	•	•	•	1000	532	630	667	
						SALE	ABLE STE	EEL			
Bhŋai	•	•	•	•	•	•	1956	1693	1850	2019	
Durgapur	•	•	•	•	•	•	1239	520	751	<b>90</b> 2	
Rourkela	•	•	•	•	•	•	1225	812	1041	117	
Bokaro	•	•	•	•	•	•	•	••	1 50	730	
lisco	•	•	•	•	•	•	800	414	500	54	

\*Units under erection/gestation.

(b) and (c). There was a fall in demand for steel in the year ended 31st March, 1977. As on 31st March, 1977 the total siccks with the integrated steel plants in the public sector (including stocks in transit and the stockyards and exports) amounted to 1.38 million tonnes. These, however came down to 1.24 million tonnes as on 31st May, 1977. The main reasons for accumulation of stocks were higher production as compared to the previous years, slow down in building construction activity and reduced cil-take for railway rothing stocks and by itrigation projects.

It is expected that as a result of . measures taken recently the present trend of gradual depletion of stocks will continue. Efforts are also being made to step up exports still further. \_\_\_\_\_\_\_

#### Reinstatement of Union Activists by Management of 'Statesman', Delbi

614. SHRI MUKUNDA MANDAL: Will the Minister of PARLIAMEN-TARY AFFAIRS AND LABOUR be pleased to state:

(a) whether the management of "Statesman" in Delhi had suspended 18 union activists in the month of May-August, 1974 including President, Vice-President, General Secretary, Organisation Secretary etc.; and

(b) if so, the stepa taken to reinstate them? **Ø**1

THE MINISTER OF PARLIAMEN-AFFAIRS AND LABOUR TARY (SHRI RAVINDRA VARMA): (a)

(In '000 tonnes)

and (b). The matter falls essentially in the State sphere. According to the information made available by Delhi Administration, the management is reported to have suspended 18 workmen belonging to the Statesman Employees Union for alleged misconduct violent behaviour etc. Of these 18,3 are reported to have settled their accounts in full and final settlement of their claim with the management. Approval applications filed by the management in respect of another 2 workmen who were dismissed from service were pending before the Additional Industrial Tribunal Delhi. Another employee whose services were terminated because of continued ill-health is reported to have received compensation as per the provisions of the Industrial Disputes Act. Enquiry proceedings in respect of the remaining 12 workmen were in progress and the workmen concerned were being paid. it is reported, suspesion allowance as per the orders of Delhi High Court.

#### Scheme of Kerala Government for Student Population

615. SHRI C. K. CHANDRAPFAN: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the Health Minister of Kerala, while speaking in the Conference of Health Ministers, spoke about the schemes of Kerala Government to minimise the entire population of Kerala between the age group of 0-5 and also to check up and provide treatment to the entire student population in that state;

(b) if so, the outlines of the scheme;

(c) whether he sought Central assistance, if so, the decision thereon; and

(d) whether the Central Government propose to put forward such scheme for other States? THE MINISFER OF HEALTH AND FAMILY WELFARE: (SHR1 RAJ NARAIN); (a) Yes.

(b) The State proposes to cover the entire population under the age of 5 years with immunization against smallpox, tuberculosis, dyphtheria, tetanus and whooping cough within a period of 3 years. The State also proposes to take up School Health Programme to cover 55 lakh children of over 12,000 schools in a phased manner.

(c) The total cost for immunizations is estimated to be Rs. 25 lot hs. The total cost for the School Health Programme is estimated at Rs. 55 lakha. The details of the schemes have been received recently and are under examination.

(d) The Ministry of Health & Family Welfare has already sponsored immunization against small pox and eradicated the disease. The Government continue to sponsor immunization against small-pex. Immunization against juberculosis, is also sponsored through the National Tuberculosis Conin all the States. trol Programme Limited immunization against diphtheria, whooping cough and tetanus also sponsored by the Central Government in all States and Union Territories

# भूतपूर्व मंत्रियों द्वारा टेलीफोन कालों पर किया गया व्यय

616. भी महीलाल : क्या संचार मंत्री यह बताने की रूपा करेंगे कि छठी लोक समा के चुनाव की चोषणा के पश्चात् प्रत्येक मूतपूर्व मंत्री ने घपने कार्यालय तबा भपने निबाम स्थान से कितने-कितने रुपयों की टेनीफीन काल की तबा क्या सम्पूर्ण खर्च सरकार ने बहन किया था ?

संचार मंत्री (थी जार्च कर्नाडिज): अपेक्षित सूचना मंत्रालयों से एकत्र की जा

रही है भौर प्राप्त होते ही उसे सभा-पटल पर रख दिया जाएगा ।

#### Reinstating dismissed employees of P & T Department

. 617. SHRI F. H. MOHSIN: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the dismissed employees of the Post and Telegraph Department during the past strikes have been reinstated;

(b) if so, how many have been reinstated and how many remain to be reinstated;

(c) whether the period between the dismissal and reinstatement could be considered as on duty and the remuneration would be paid to them, for the period and the estimated expenditure on that account; and

(d) whether after reinstatement of such dismissed employees, any retrenchment of the existing staff would take place, if not how will they be accommodated?

THE MUNISTER OF COMMUNICA-TIONS (SHRI GEORGE FERNAN-DES): (a) and (b). Yes Sir, excepting one case which is also being processed in consultation with U. P. S. C.

(c) The issue of instructions in this regard is being finalised in consultation with Department of Personnel and Administrative Reforms.

(d) No retrenchment is involved.

#### Child Exploitation

618. SHRI M. RAM GOPAL REDDY: Will the Minister of PARLIAMEN-TARY AFFAIRS AND LABOUR be pleased to state:

(a) whether Government are aware that there is widespread prevalence

of child labour and that at least there are 25000 of them in the capital itself;

(b) if so, the facts thereof; and

(c) what remedial steps Government have been taken or propose to take to abolish child exploitation?

THE MINISTER OF PARLIAMEN-TARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA): (a) to (c). According to the 1971 Census, the total number of workers below the age of 15 years was 10.74 million, including 17,000 in the Union Territory of Delhi.

Employment of children is regulated or prohibited under various Labour enactments, such as: —

(1) Children (Plecging of Labour) Act, 1933.

(2) Employment of Children Act, 1938.

(3) Factories Act, 1948.

(4) Plantations Labour Act, 1951.

(5) The Mines Act, 1952.

(6) Beedi & Cigar Workers (Conditions of Employment), Act. 1966.

A working Group on Employment Children set up in April, 1574 by the Department of Social Welfare in the Ministry of Education & Social Welfare has made some recommendations on the subject which are under the examination of the Government

# Creation of posts of postmen and Class IV employees in P&T

619. SHRI BHAGAT RAM. Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether All India Postal Employees' Union Postmen & Class IV submitted "standards for creation of posts of Postmen & Class IV" after thorough study by its General Secretary, in the year 1966-67;

(b) if so, whether the P&T Board has considered the above suggestions of the Union; and

(c) whether the new Ministry is considering cancellation of ad hoc standards and acceptance of standards prescribed by the Union after mutual discussions?

THE MINISTER OF COMMUNICA-TIONS (SHRI GEORGE FERNANDES): (a) to (c). The All India Postal Employees Union Postmen and Class-IV had suggested certain standards for the creation of Posts of postmen and Class-IV in 1966-67. Keeping these suggestions in view certain standards were evolved by the Work Study Unit and orders have been issued after the P&T approval the the of Board in 1974, for Class IV (Postal) and in 1975 fo: the Postmen for :mplementing the standards. There is no proposal at present for cancellation of these standards.

#### Rolling Mill for Bokaro Steel Plant

620, SHRI D. D. DESAI: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether it has been decided to manufacture the rolling mill for Bokaro steel plant in India itself;

(b) if so, reasona thereof; and

(c) whether this will involve any delay in the completion of the Bokaro steel plant at 4 million tonnes stage?

THE MINISTER OF STEEL AND MINES (SHRI BIJU PATNAIK): (a) Yes, Sir, so far as it relates to the Cold Rolling Mill Complex (4 MT Sisge) of Bokaro Steel Plant.

(b) It is considered that the Indian Organisations such as Metallurgical and Engineering Consultants (India) Limited, Engineering Projects (India) Limited, Bharat Heavy Electricals Limited, Heavy Engineering Corporation Limited and other Indian manufacturers in the public and private sectors between themselves possess the capability of undertaking this work with minimum foreign assistance; their being on trusted with this work will not only create a wide technical base but also lead to much greater selfreliance in an area of highly sophisticated technology in the streel sector.

(c) No, Sir.

#### Uniform prices of Iron and Steel Products

621. SHRI RAMJI LAI. YADAV: Will the Minister of STZEL AND MINES be pleased to state:

(a) whether the prices of Iron and Steel products are not the same for large consumers, lifting rake-loads and those lifting less than a rake load from stockyards of Hindustan Steel Limited;

(b) if not, whether this policy has not resulted in price preference to large scale consumers; and

(c) whether a uniform policy for all types of consumers of Iron and Steek is proposed to be followed?

THE MINISTER OF STEEL AND MINES (SHRI BIJU PATNAIK): (a) and (b). According to the policy in force while consumers requiring steel in rake-loads can get supplies direct from the Steel Plants at JPC price, others have to get their requirements the produce-s' stockyards at from which is normally stockyard price higher than the JPC price. State small Scale Industries Corporations, Railways and Defrice, however, enjoy the facility of direct despatches from the Steel Plants at JTC price even if they are in wagon loads.

. (c) No, Sir.

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# उत्तर प्रदेश में कर्जी नसबंदी के मामलों की सं स्या

. महर्म हे विक्रम : क्या स्वास्थय न्त्रीर परिवार कल्याण मंत्री यह बताने की कृपा करेंगे कि उन्हें 15 ग्रप्रैल, 1977 से 15 मई, 1977 तक उत्तर प्रदेश में कितने लोगों की फर्जी नसबन्दी की शिका-यतें प्राप्त हूं तथा उन पर क्या कार्यवाही की गई?

स्वास्थ्य ग्नौर परिवार कल्याण मंत्री (श्री राज नारायण) : : उक्त ग्रवधि के दौरान उत्तर प्रदेश में जाली नसबन्दी ग्रापरेशनों के बारे में ग्रभी तक इस मंत्री-लय को तीन शिकायतें मिली हैं । इनुमें वह शिकायत भी शामिल है जिसमें 1976 में उत्तर प्रदेश के शाहजहांपुर जिले में 26 जाली नसबन्दी भापरेशनों का भारोप लगाया गया था भार जो श्री सुरेन्द्र विकम, समद मदम्य से मिली है। इन शिकायता को 7 मई, 1977 को उत्तर प्रदेश सरकार को जांच झौर झावश्यक कार्यवाही के लिए भेज दिया गया है।

Proposal for Fresh Enquiry Re; Death in a Kanpur Hospital due to Glucose

-623. SHRI HARI VISHNU KAMATH: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that some three years ago a large number of people died in a Kanpur hospital, after having been injected or otherwise treated with what was then described as "Killer Glucose";

(b) whether any inquiry was instituted in the matter by the predecessor Government;

(c) whether it is fact that the inquiry was halted halfway through, if it had been initiated at all;

(d) if so, the reasons therefor; and

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(e) whether Government propose to order a fresh inquiry into matter, and bring the culprits to book? .....

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RAJ NARAIN); (a) Yes.

(b) Central Government did not held any inquiry.

(c) and (d). Does not arise.

(e) No such proposal is under consideration. The control over the manufacture and sale of the drugs is exercised by the State Governments under the provisions of the Drugs and Cosmetics Act and Rules. Hence the inquiry was initiated by the Government of U.P. and the offenders were committed to the sessions. The case is at present sub-judice.

#### Recommendations of Madan Kishore Committee on Extra-Department System

624. SHRI R. F. DAS Will the Minister of COMMUNICATIONS be pleased to state;

(a) whether some of the recommendations made by the Madan Kishore Committee on Extra Department system were not accepted by the previous Government; and

(b) if so, whether new Government are considering review of the earlier decision in this regard?

THE MINISTER OF COMMUNICA-TIONS (SHRI GEORGE FARNAN-DES): (a) Yes; Sir.

(b) No wholesale review of the earlier decision has been undertaken. In two cases the decision taken earlier has been reviewed. In one case the recommendation which was earlier not accepted was accepted on review and the Extra Departmental Delivery Agents have been authorised to book the registered articles like the Village Postmen. In the other case relating to the grant of Gratuity to the Extra Departmental Agents in the event of their quitting the service on account of infirmity, a review is under way.

# 99 Written Answers JUNE 16, 1977 Overhauling of Indian Missions abroad (b)

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625, SHRI S. KUNDU: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether there is any move to overhaul the work of the Indian Missions abroad; and

(b) if so, whether any direction has been given in this regard?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI ATAL BIHARI VAJ-PAYEE); (a) and (b). The working of Indian Missions is under constant review and suitable directions are given to Missions to improve their efficiency, whenever necessary.

#### Reducing the working hours of watchmen of Tele-Communications

626. DR. SARADISH ROY. Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether Post and Telegraph Department is extracting 12-hour duty from the watchmen working on the Tele-communications side; and

(b) if so, whether instructions are proposed to be issued to the authorities to reduce the working hours of watchmen on telecom side?

THE MINISFER OF COMMUNICA-TIONS (SHRI GEORGE FERNAN-DES): (a) The duty hours of watchmen called chowkidars depend upon the nature of duty, they have to perform. Chowkidars maintain a general watch over the property and stores. They also keep a watch over buildings at night. Such Chowkidars are ordinarily given 12 hours duly a day. On the other hand where chowkidars are required to maintain active watch over the property or stores, which involves sustained mental and/or physical effort and/or alertness the duty hours of such chowkidars are 48 hours per week; they are generally given 8 hours duty a day.

(b) The duty hours of chowsidars are under review.

# टेलीफोन कनेक्शन के लिये लंबित ग्रावेदन-पत्र

627. भी राधवजी : क्या सचार मंत्री यह बताने की कृपा करेंगे कि :

(क) 30-4-1977 को सम्पूर्ण देज में टेलीफोन कनेक्शन प्राप्त करने के लिए कितने ग्रावेदन-पत्न लम्बित थे;

(ख) प्रतीक्षारत उपभोक्तामों को कितनी मर्वाध में टेलीफोन कनेक्शन दे दिए जायेंगे ; मौर

(ग) टेलीफोन की मांगतल्काल पूरी करने में कौन मी बाधाये है ?

सबार मत्री (श्री जाजं कर्नानॉडम) : (क) 1,90,477।

(ख) बड़े टेलीफोन जिलों के मामले को छोड़कर ग्राणा है कि मौजूदा प्रतीक्षा सूची में दर्ज मभी ग्रावेदको को 1977-78 के दौरान टेलीफोन कनेक्शन दे दियं जायेंगे । बड़े टेलीफोन जिलों के मामले में ग्राणा है कि प्रतीक्षा सूची में दर्ज मभी ग्रावेदको को 1984 तक टेली-फोन कनेक्शन दे दिए जायेंगे ।

(ग) टेलीफोन की मांग तत्काल पूरी करने की कठिनाइयां हर स्थान पर प्रलग-ग्रलग होती हैं । इनमें कुछ खास कठिनाइयां इस प्रकार हैं :----

(İ) घाटोळीडेः एक्सचेंज उपम्करकी कमी i

(ii) बड़ी बड़ी टेलीफोन एक्सचें<sup>जों की</sup> इमारतें बनने ग्रीर उसके बाद एक्म<sup>चेंज</sup>

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उपस्कर की स्थापना में लगने वाला. समय ।

(iii) कुछ मामलों में टेलीफोन एक्स-चेंज की इमारतों के लिए उपयुक्त स्थान न मिल पाना ।

इन कठिनाइयों पर काबू पाने के लिए विभिन्न चरणों में कार्यवाही की जा रही है।

Indo-British Talks on Non-Alignment

628 SHRI R. K. JAIN: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether any talks between India and Britain were recently held in London reiterating India's desire to pursue genuine non-alignment in world affairs; and

(b) if so, the outcome of talks?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI ATAL BIHARI VAJ-PAYEE): (a) Yes, Sir.

(b) Both sides exchanged views on various international and bilateral issues. This resulted in a cetter appreciation of each other's policies and positions.

# ग्रामीण क्षेत्रों में व्यापक स्वास्थ्य ग्रौर शिश कल्याज कार्यत्रम की रबीक्रति

629. भी रामजोवन सिंह क्या स्वास्थय ग्रौर परिवार कल्याण मंत्री यह बताने की रूपा करेंगे कि ।

(क) क्या ग्रामीण क्षेत्रों में समयबढ व्यापक स्वास्थ्य ग्रीर शिश कल्याण कार्य-क्रम की स्वीकृति दी गई है ; ग्रीर

े (ख) यदि हां, तो उक्त कार्यक्रम को कब से झारम्भ किया जाएगा ? स्वास्थ्य ग्रीर परिवार कल्याण मंत्री (भ्री राजनारायण : (क) ग्रौर (ख). एक विस्तृत 'ग्राम स्वास्थ्य योजना' तैयार कर ली गई है ग्रौर इसके व्यौरे की वित्त मंत्रालय ग्रौर योजना ग्रायोग जांच कर रहा है। इस कार्यक्रम को .2 ग्रक्तूबर, 1977 मे ग्रारम्भ करने का विचार है।

#### Provision of Phone Facilities to Villages of Ahmedabad

630. SHRI PRASANNBHAI MEHTA: Will the Minister of COMMUNICA-TIONS be pleased to state:

(a) whether Government have undertaken a scheme for providing phone service to 2000 more villages in Ahmedabad this year;

(b) if so, the number of villages which will still be left uncovered;

(c) the number of total applications received upto April, 1977 for telephone connections in the Ahmedabad alone;

(d) the steps which are being taken to provide the connections; and

(e) when the Government are likely to connect the each and every village of the Gujarat State provided with phone service?

THE MINISTER OF COMMUNICA-TIONS (SHRI GEORGE FERNAN-DES): (a) No. Sir. In Ahmedabad revenue district 51 villages are provided with telephone facility and one more village is proposed to be provided with this facility during 1977-78.

(b) 653 villages will be left uncovered as at the end of 1,77-78.

(c) The total number of applications for telephone connections pending at the end of April, 1977 was 8,359.

(d) Adequate expansion of Ahmebad Telephone system has been planned in 1977-78 to nieet the above demands substantially.

(e) There are about 18500 towns and villages in Cujarat' State. The Government is making special efforts to accelerate the pace of telecom, development in backward and rural areas of the country. As at present the policy is to provide telephone facility irrespective of return in all District/Sub Division Tehsil/Sub Tehsil/Block Division Headquarters and places with a population exceeding 10,000. Places with a population of 5000 or more and situated within 12-5 Kms of an existing exchanges are planned to be provided with phone facility if the articipated revenue is at least 25 per cent of the annual récurring expenditure. In case of backward and hilly areas the population limit is relaxed to 2500 and minimum revenue to 15 per cent and 10 per cent of the annual recurring expenditure respectively. Places more than 40 Kms away from an existing exchange will also Le considered for minimum telephone facility if the revenue exceeds 25 per cent of the annual recurring expenditure in case of ordinary areas. This limit is reduced to 15 per cent and 10 per cent in respect of backward and hilly areas respectively. The telephone facility will also be provided in case, where the proposals are financially visule.

# Reinstatement of Workers

631. SHRI SHYAMA PRASANNA BHATTACHARRYA: Will the Minister of PARLIAMENTARY AFFAIRS AND LABOUR be pleased to tate: the total number of industrial workers reinstated in their services after the formation of Jánata Government at the Centre. State-wise and industrywise?

THE MINISTER OF PARLIAMEN-TARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA): Information is being collected and will be laid on the Table of the Sabha after it is received. नसबरी के संसकल झापरेशनों के मामलों 4 नसों का पुनः जोडा जाना :

\* 632. बां माठालाल पटेल : क्या स्वास्थय और परिवार कल्याच मंत्री यह बताने की कृपा करेंगे कि : ?

(क) क्या मरकार ने राज्य सरकारों को झादेश दिए हैं कि जिन व्यक्तियों की नसवन्दी झापरेशन में कमी रह गई है झौर जो झब जीविका उपार्जन में झपने को झममर्थ पाते है, उनके झांकडे एकद्व किए जायें;

(ख) यदि हां, तो ऐसे लोगो की राज्यबार संख्या कितनी है मोर सरकार ने उनके प्रति क्या नीति म्रपनाई है ;

(ग) क्या नमबन्दी किए गएव्यक्तियां की नसो को फिर से जोड़ा जाना सम्भव है ; झोर

(घ) यदि हो, तो उसका तरीका क्या है झोर देश में ऐसी व्यवस्था कहां-कहां है ?

स्वास्थ्य ग्रौर परिवार कल्याण मत्रो (भ्रो राजनारायण) : (क) भौर (ख). जी, नहीं । किन्तु, नमबन्दी ग्रापरेणन के कारण जिन व्यक्तियों को जटिलतायें हो गई हैं, उनका मुफ्त इलाज करने के लिए हिदायतें जारी कर दी गई हैं । बैंसे तकनीकी तौर पर, नसबन्दी ग्रापरेजन की किसी जटिलता मे इतनी गारीरिक दुर्बलना नहीं होती, कि व्यक्ति ग्रपनी रोजी कमाने के ग्रयोग्य हो जाये ।

(ग) जी, हां।

(च) एक ग्रन्थ ग्रापरेशन द्वारा नस के कटे हुये सिरां को पुन: जोड़ दिया बाता है । जहांक्जहां नस जोड़ने की सुविधायें उपलब्ध हैं, उन स्थानों की राज्य-वार सूची सभा पटल पर रखी गई है । [ग्रन्थाराय में रखा गया । देखिए संख्या LT-362/77]

#### Indians deported from Kenya

633. DR. VASANT KUMAR PAN-DIT: Will the Minister of EXTER-NAL AFFAIRS be pleased to state:

(a) whether 20 Indians viz., Dr. Yusuf Najamuddin brother of Bohra Head Priest Dr. Syedna Burranuddin and his party of nineteen were deported on or about 15th March, 1977 by the Government of Kenya for indulging in anti-social activities; and

(b) if so, has the Government enquired into the matter and if so, the facts of the case?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI ATAL BIHARI VAJPAYEE): (a) and (b). Dr. Najamuddin and a party of 11 arrived in Kenya on 21st December, 1976. They took part in several Bohra community functions, including the inauguration of a new Jamait Hall by the Kenyan Foreign Minister. On 16th March, 1977, while on a visit to Mombasa. the visitor permits of the party were cancelled. However, they were later permitted by the Kenyan authorities to extent their stay, and the party actually left Nairobi on 23rd March. 1977.

Government has been kept informed of the incident by our High Commissioner in Nairobi. While no reasons were given for the cancellation of the party's visitor permits, it is believed that the Kenyan authorities feared that Dr. Najamuddin's continued stay would provoke disturbances between opposed sections of the Bohra community. According to our information Dr. Najamuddin and his party were not charged with any anti-social activities, neither were they deported. गुजरात में पासपोर्ट के लिये प्राप्त म्रावेदन-पत्र

634. श्री धर्मसिंह भाई पटेल : क्या विदेश मंत्री यह बताने की कृपा करेंगे कि :

(क) गुजरात में 1 अप्रैल, 1976 से 31 मार्च, 1977 तक की अवधि में पास-पोर्ट के लिए कितने आवेदन-पत्न प्राप्त हुए;

(ख) कितने व्यक्तियों को पासपोर्ट दिये गये ; ग्रौर

(ग) इस समय गुजरात में कि तने ग्रावेदन पत्न निर्णयाधीन पड़े हैं ग्रौर उसके क्या कारण हैं ?

विदेश मंत्री (श्री ग्रटल बिहारी वाज-पेयी) : (क) गुजरात में 1 ग्रप्रैल, 1976 से 31 मार्च, 1977 की ग्रवधि में 78,539 ग्रावेदन-पत्न ऐसे व्यक्तियों से प्राप्त हुए थे जिनके पास पहले पारपत्न नहीं थे ।

(ख) इस ग्रवधि में ऐसे ग्रावेदकों को 61,393 पारपत्न जारी किए गए थे।

(ग) 30 ग्रप्रैल, 1977 को गुजरात में विचाराधीन ग्रावेदनों की संख्या 25,129 थी। इनमें से 3,693 मामलों में ग्रावेदकों सेग्रतिरिक्त सूचना मांगी गई थी उसके ग्रभाव में रुके पड़े थे ग्रौर 500 ग्रावेदन ग्रन्य संग5नों से उत्तर प्राप्त नहीं होने के कारण लम्बित थे। लगभग 16,000 ग्रावेदन 1 जनवेरी, 1977 से 31 मई, 1977 की ग्रवधि में, 1976 में इसी ग्रवधि के मुकाबले, काम में 40 प्रतिशत की वृद्धि को पूरा करने के लिए कर्मचारियों की ग्रपर्याप्तता के कारण रुके पड़े थे। विहार राज्य में कटिहार जिले के अलाक मुल्यालयों में उप-डाकघर लोलना

635. भी युवराज । क्या संचार मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या बिहार राज्य के कटिहार जिले में म्रहमदाबाद, प्राणपुर, म्राजमनगर, बलरामपुर, कोढा, झलका मौर कोघा ब्लाक के मुख्यालयों में कोई उप-डाकघर नहीं है।

(ख) क्या उक्त सभी ब्लाक पिछले कोकों में है भौर बाढ़ पीड़ित क्षेत्र होने के कारण वहां लोगों को भारी कठिनाई होनी है;

(ग) क्या पिछड़े क्षेत्रो की जनना की मुविधा के लिए सरकार विशेष ध्यान देने की व्यवम्या करने के लिए वचनबढ है, ग्रौर

(ध) यदि हां, तो उक्त ब्लाक मुख्यालयों में उप-डाकघरों की कब स्थापना की जाएगी झौर यदि ऐसा करने का कोई विचार नहीं है, तो इसके क्या कारण हैं?

सखार मत्री (भी जाजं फर्नानडिस) : (क) इन सभी खण्ड मुख्यालयो में जाखा डाकघर हैं, जिनसे मूल डाक मुविधाएं मिल जाती हैं। मलबला वहां उप-डाकमर नहीं है।

(ख) डाक-विकास के प्रयोजन के लिए इन खंडों को झत्यन पिछड़ा घोषित नहीं किया गया है।

(ग) यह मंद्रालय भ्रत्यत पिछड़े इलाकों में डाक सुविधाम्रों का विस्तार करने के प्रश्न पर विशेष ध्यान देता है। (घ) इन खंड मुख्यालयों में⊭झाखा डाकघर काम कर रहे हैं। विभागीय मानदंडों के झनुसार उनका दर्जा बढ़ाने का फिलहाल झौचित्य नहीं बनता है।

मारुति के धमिकों की मांग

636. भी उपसेन : क्या संसदीय कार्य तथा भ्रम मंत्री यह बताने की रूपा करेंगे कि :

(क) क्या मारुति श्रमिक संघ ने 1977 के मई माम के उस्तरार्ड में प्रधान मंत्री के निवास स्थान के सामने भूख हड़नाल की जिसमें छटनीशुदा श्रमिकों को काम पर वापिस लेने की मांग की थी;

(ख) संघ की झन्य मुख्य मांग क्या हैं ; मौर

(ग) इस मम्बन्ध में मरकार ने क्या कार्यवाही की है?

संसदीय कार्य तथा अम मत्री (श्रो रबीला वर्मा) (क) जी हां।

(मा) इस यूनियन की ग्रन्थ मुख्य मांगें इस प्रकार हैं:---

(i) कम्पनी का ग्रविलम्ब राष्ट्रीय-करण ।

(ii) ऐसे श्रमिकों को पुनः रोज<sup>गार</sup> जिन्हें र्यागपत देने के लिए विवग <sup>किया</sup> गया यो ।

, (iii) श्रम कानूनों का उल्लंभन करने के कारण कम्पनी के प्रबन्धकों के विरूढ ममुचित कार्यवाही।

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(ग) हरियाणा सरकार से यह अनुरोध किया गया है कि वह प्रबंधकों द्वारा किए गए श्रम कानूनों के प्रभि-कथित उल्लंबनों की जांच करे तथा इस मामलों में ममुचित कार्यवाही करे। उक्न सरकार ने सूचित किया है कि उन 37 श्रमिकों के मामले, जिन्होंने भ्रपनी सेवाभ्रों की प्रभिकथिन मन्यायपूणं ढंग से समाप्ति के बारे में विणिप्ट झभ्यावेदन किए थे, प्रौद्योगिक विवाद प्रधिनियम के प्रधीन न्यायनिणय के लिए भेज दिए गए हैं।

#### Expenditure on Foreign Tours of Director-General of ESIC

638. SHRI K. RAMAMURTHY: Will the Minister of PARLIAMEN-TARY AFFAIRS AND LABOUR be pleased to state:

(a) the total amount expended on the Director-General of Employees' State Insurance Corporation, Shri T. N. Lakshminarayanan, for the many foreign tours undertaken by him;

(b) the body which met his above expenditure; and

(c) the utility of his foreign tours to the advancement of Employees' State Ir.surance Corporation and the details of reports, if any, submitted by the Director-General in this regard?

THE MINISTER OF PARLIA-MENTARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA): (a) Rs: 1,29,130.82 (From April, 1973 to April, 1977).

(b) Employees' State Insurance Corporation.

(c) The Director General. ESIC, who is a titular delegate to the Council of the International Social Security Association, Geneva, from India has been participating in the

various meetings of the ISSA. He has also attended a meeting of Social Security Experts of the I.L.O. at Geneva. These meetings provide an opportunity for useful exchange of information with experts and participants from other countries. Such exchange of information has been of immens<sub>e</sub> help, particularly in implementing the large scale expansion programme undertaken by the Corporation.

# नेपाल के प्रधान मंत्री द्वारा भारतीय नेताझों की म्रालोचना

639. श्री क्रुष्ण कुमार गोयल : क्या विदेश मंत्री यह बताने की क्रुपा करेंगे कि :

(क) क्या सरकार का घ्यान दिनांक 25 मई, 1977 के एक स्थानीय दैनिक ममाचार-पत्न में प्रकाणित उस समाचार की ग्रोर दिलाया गया है जिसमें कहा गया है कि नेपाल के प्रधान मंत्री ने भारतीय नेताग्रों, समाचारपत्नों तथा प्रचार माध्यमों की ग्रालोचना की है; ग्रौर

(ख) यदि हां, तो इस पर सरकार को क्या प्रतिक्रिया है तथा नेपाल में व्याप्त संदेह के निराकरण तथा मैत्नीपूर्ण संबंध स्थापित करने के लिए क्या प्रयत्न किए जा रहे हैं ?

विदेश मंत्री (श्री ग्रटल बिहारी बाजपेयी) : (क) जी, हां।

(ख) विदेश मंत्रालय के एक सरकारी प्रवक्ता ने एक वक्तव्य दिया जिसमें नेपाल के प्रधान मंत्री द्वारा दी गयी टिप्पणियों के प्रति हमारी नराजगी व्यक्त की गयी थी । <sup>''</sup>हमारे प्रवक्ता का पूर्ण वक्तव्य भारत में 26 मई, 1977 को ग्रखबारों में छपा था । जिसमें ग्रन्य बातों के साथ-साथ नेपाल को क्र साथ गलतफहमियो को दूर करने के लिए भारत सरकार द्वारा किए गए प्रयत्नों का भी उल्लेख है ।

#### Workers' participation in Industry at Shop Floor and Plant Level

640. SHRIMATI RENUKA DEVI BARKATAKI: Will the Minister of PARLIAMENTARY AFFAIRS AND LABOUR be pleased to state;

(a) the steps taken by his Ministry to implement the scheme for workers' participation in industry at shop floor and plant level; and

(b) the response received from the managements?

THE MINISTER OF PARLIAMEN-TARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA): (a) A Scheme for Workers' and (b). participation in Industry at Shop Floor and Plant Levels was introduced by the Government through their Resolution of October 30, 1975 to cover industrial establishments employing 500 or more employees in the manufacturing and mining industries all over the country. Copies of the Resolution were sent to all State Governments, Union Territories Central Ministries, Bureau of Public Enterprises and Central Organisations of Employers and Workers for purpose of setting up shop councils and joint councils envisaged in the Scheme. The Union Labour Minister also wrote to all Chief Ministers and State Labour Ministers to secure implementation of the Scheme, Necessary measures were also taken for giving due publicity to the Scheme through various media like radic, television, etc. to acquaint the workers and management of the basic principles of the Scheme. The Scheme was also reviewed in the Conferences of Chief Ministers and Labour Ministers during 1976 with a view to improving the working of the Scheme. The Scheme has, by and large, Leen well received in the country. In many States, the Scheme has been modified

to extend it to units employing less than 500 workers. According to the information received by the end of May 1977 from 25 State Governments undertakings, 2013 units in public as undertakings, 2013 units in public as well as private sector have implemented the Schume or taken steps to do so for have made alternative arrangements to implement it.

#### Plans to provide Post Office in every Village

641. SHRIMAT: MRINAL GORE: Will the Minister of COMMUNICA-TIONS be pleased to state:

(a) whether the Government have any plan to provide a post office in every village irrespective of the required number of population; and

(b) if not, what steps are being taken to reduce the difficulties of villages who do not have post office facilities within a range of five miles?

THE MINISIER OF COMMUNICA-TIONS (SHRI GEORGE FERNAN-DES); (a) No, Madam.

(b) The following steps have been taken to provide postal facilities in villages without post offices:—

- (i) All village Postmen and Extra Departmental Delivery Agents are now required to carry postage stamps and postage stationery with them, while on their beats, for sale to the villagers.
- (ii) About 96 per cent villages in India have been covered under the Daily Delivery Scheme. Efforts are continuing to cover the remaining villages under this scheme furing 1977-76.

(lii) In villages where there are no Post Offices, agents have been appointed for sale of postage

 stamps and postage stationery on commission basis. More such agents will be appointed in 1977-78. (iv) More letter boxes are being installed in ullages without Post Office/letter boxes.

#### Providing Yoga-Therapy in Hospitals of Country

642. SHRI R. K. AMIN: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state,

(a) whether the Yoga Therapy has been provided for the first time in CGHS hospital in Delhi;

(b) if so, how many centres are there for Yoga Therapy in Delhi; and

(c) whether Government have formulated any scheme for providing Yoga Therapy in various hospitals all over the country?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RAJ NARAIN): Yoga (a) to (c). Therapy has been provided hv CGHS not hospitals but in at a CGHS dispensary. A regular Yoga Centre has been established at CGHS Dispensary, Chitragupta Road to impart training to CGHS Beneficiaries in Yoga Therapy, The Central Government have not so far formulated any scheme for providing Yoga Therapy in various hospitals all over the country. Morever, Health heing a State subject, it is for the State/Union Territory Governments to look into the recessity of formulating/establishing Yega Centre in hispitals located within their territories. However, as part of Rural Health Scheme it is proposed to impart training in Yoga through Community Health workers.

#### Bhutan King's Visit to India

#### 643. SHRIMATI MRINAL GORE: DR. BAPU KALDATE:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the King of Bhutan had recently visited India; and

(b) if so, the salient points of the talks held with him?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI ATAL BIHARI VAJPAYEE); (a) Yes, Sir. The King of Bhutan paid an informal visit to India between April 23 to 25, 1977.

(b) The opportunity was taken to re-affirm the very friendly, warm and special relations between India and the Kingdom of Bhutan.

#### Malnutrition Problem

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

(a) whether the problem of malnutrition in India is grave, being the major cause of maternal and infant mortality, morbidity and blindness.

(b) whether our Research Institutes have succeeded in evolving an inexpensive but nutritous diet which can be within the reach of the weaker sections;

(c) if so, the extent to which the community have been entrusted to take up such diet; and

(d) the steps proposed for combating the grave problem of malnutrition?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RAJ NARAIN): (a) Considering the estimated deaths of 0.5. million children as a result of severe malnutrition and the deaths which occur to a great extent due to malnutrition from diseases like gastro-entitis, measles, whooping cough T.B. etc., inci**d**ence of blindness amongst children under 5 years of age of nearly 7 per cent of our child popula. tion and the prevalence rate of 50 per cent of anaemia in pregnant women, the problem of malnutrition can be. said to be considerable, if not grave.

(b) Yes, but a gooj percentage of poor people cannot adopt this diet time to their limited purchasing capacity.

(c) The new nutritions diet standards are being propogated in the community through extension divisions of various Ministries and various nutrition programmes. The people are free to adopt these standards if they can so afford. Due to poor financial condition and resistance to change dietary habits, the improvement in the dietary habits is not yet significant.

(d) The Government of Inclus have launched many Schemes to combat the problem of malnutrition. Brief details of these schemes are indicated in the enclosed statement.

#### Statement

#### SCHEMES LAUNCHED BY THE GO-VERNMENT OF INDIA TO COMBAT THE PROBLEM OF MALNUTRITION

#### 1. Applied Nutrition programme

This programme is being implemented by the Community Development Department with assistance from UNICEF. WHO FPO. The objective of the programme is to meet the nutritional needs of vulnerable segments namely, women and pre-school children through increased production and consumption of protective foods like green vegetables, community gardens, development of poultry units and fisheries are the main components of production. In the 4th plan about 1180 C. D. blocks were covered under the programme. In the Fifth Year Plan an additional 700 Five blocks are expected to be covered.

#### 2. Special Nutrition programme

The programme is implemented by the Department of Social Welfare as a central programme. The World Food Programme and CARE assist the programme with food aid. The beneficiaries include pre-school children and pregnant and lactating mothers. During the 5th Five Year Plan 6 milbion children are expected to be covered.

#### 3. Mid Day Meals Programme

The programme is being implemented by the Ministry of Education and Social Welfare to meet the nutritional needs of primary school children. During the 5th Five Year Plan 5 millions children are expected to be covered.

 Prophylaxis against Blindness in Children caused by Vilamin a deficiency

The programme is being implemented by the Ministry of Health and Family Welfare (Department of Family Welfare). It covers the vulnerable segments of pre-school children 1-6 years of age. A massive dose of 200,000 I. U. is given orally to children once in every six months. In the 5th Five Year Plan it is expected to cover 60 million children.

5. Programme for Prophylaxis against Nutritional Anaemia

The programme is being implemented by the Department of Family Welfare for the benefit of pregnant and lactating mothers and children Iron and folic acid tablets are distributed through health agencies. In the Fifth Five Year Plan it is expected to cover 500 lakhs beneficiaries.

#### **Dissolution of Advisory Councils**

645. SHRI K. MALLANNA: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether his Ministry had dissolved its Advisory Councils; and

(b) if so, the number of members who were serving in these bodics along with their duties?

THE MINISTER OF COMMUNICA-TIONS (SHRI GEORGE FERNAN-DES): (a) No, Sir. There is only one Central P & T Advisory Council in the Ministry of Communications. The term of the last Central P & T Advisory Council expired on 15-2-1977 All members of that Council have been informed that they have ceased 117 Written Answers JYAISTHA 26, 1899 (SAKA) Written Answers 118

to be members of the Council from that day,

(b) Besides the Minister of Communications (and Minister of State and Deputy Minister if any), the constitution of the Council provides for a membership of 65 consisting of Chairman and 6 Members of the P&T Board, representatives of 22 State Governments, representatives of 5 principal Government users of the P&T services (viz. Railway Board. Ministry of Defence, All India Radio, Press Information Bureau and Overseas Communications Services), representatives of four Ministries of the Government of India closely connected with the working of the P&T Department (viz. Ministry of Shipping and Transport, Ministry of Industry and Civil Supplies, Ministry of External Affairs and Planning Commission), 10 Members of Parliament, 2 representatives of pres and News Agencies, India, 4 representatives of Chambers of Commerce and Industry, 5 representatives of Press and News Agencies. one representative of Philatelic interest, 2 representatives of P&T Employees Federations and 3 nominees of Ministry of Communications.

The purpose for the formation of the Council is to establish closer relation between the P&T Department and the principal users of P&T Services on matters of All India nature relating to the services provided by the Department and, thereby, to improve the efficiency of such services. It is purely an advisory body.

#### Appointment of Telephone Operators against Regular Posts

646. SHRI JAGANNATH PRASAD SWATANTRA: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the number of Telephone Operators selected by the Delhi Telephones on the basis of Examination held in July, 1976;

(b) the number of successful candidates immediately offered appointments against regular posts; (c) the number of candidates offered jobs as 'daily wage workers'; and

(d) the time by which all these persons are likely to be appointed against regular posts?

THE MINISTER OF COMMUNICA-TIONS (SHRI GEORGE FERNAN-DES): (a) 271 female and 98 male candidates were selected on the basis of examination held in July, 1976.

#### (b) Regular :

	Female	•	•	•	186
	Male	•	•	•	65
(c)	Female	•	•	•	85
	Male	•	•	•	Nil

(d) No time limit can be indicated for the absorption of Short Duty Operators as (i) it is not obligatory to absorb all Short Duty Telephone Operators and regular Telephone Operators, (ii) They have to be absorbed against 20 per cent of vacancies provided for them in the next year's recruitment i.e. for the vacancies of 1977 subject to their performing 120 days service as Short Duty Telephone Operator in a period of six months preceding the absorption.

#### Opening of CGHS Dispensary near DDA flats at Hari Nagar, New Delhi

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647. SHRI D. B CHANDRA GOWDA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state

(a) whether there is any proposal to open CGHS dispensary near the DDA (LIG) Flats (Pocket-B) at Hari Nagar, New Delhi; and

(b) if so, the time by which the dispensary is likely to be opened?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RAJ NARAIN): (a) No. <sup>13</sup>

(b) Does not arise.

# मप्य प्रदेश के सरगोन जिला के लिये टेलीफोन योजना

648. भी रामेश्वर पाटीदार : क्या संचार मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या मध्य प्रदेश के खरगोन जिले की राजपुर तहसील के ग्राम दबाना कुवां, देबला ग्रीर तलवाड़ा देव के लिए टेलीफोन योजना मंजूर हो गई थी तया टेलीफोन कनैक्शनों के लिए ग्राबेदन पत्न देने वालों ने 1976 में ग्रावश्यक राणि जमा कर दी था ; ग्रीर

(ख) यदि हां, तो उन्हें कब तक टेलीफोन कनैक्शन दे दिए जाने की सम्भावना है ?

संचार मंत्री (श्री जावं कर्नानडिस): (क) दबाना के लिए एक छोटे माटा-मैटिक एक्सचेंज की मंजूरी दे दी गई है। कुवा में एक स्थानीय पी॰ मी॰ मां॰ की मंजूरी दे दी गई है जिसे दवाना में छोटा माटोमैटिक एक्सचेंज चालू होने के साथ ही लगा दिया जाएगा। देवला मौर नलवाड़ादेव में पी॰ मी॰ मां॰ के प्रस्ताबों की मंजूरी नही दी गई है। दबाना में टेलीफोन कनैक्शन लेने के लिए 1976 में 18 म्रावेदको ने रकम जमा कराई है।

(ख) ग्राणा है कि नए कनेक्णन 6 महीने की ग्रवधि में दे दिए जायेंगे ।

# करगोन जिला मलाहकार समिति द्वारा सार्वजनिक टेलीकोन केन्द्र स्रोले जाने का प्रस्ताव भेजना

649. की रामेक्वर पाटीदार : क्या संचार मंत्री यह बताने की क्रुपा करेंगे कि : (क) क्या मध्य प्रदेश के खरगोन जिले के उन ग्रामों के नाम क्या हैं जिनके लिए सार्वजनिक टेलीफोन केन्द्र खोले जाने की योजनायें मनुमोदन के लिए 1975-76 मौर 1976-77 में प्राप्त हो गई थी ; मीर

(ख) उन ग्रामों के नाम क्या हैं जिनके लिए सार्वजनिक टेलीफोन केन्द्र खोले जाने की योजनायें स्वीकृत हो गई है?

संखार मंत्री (श्री जाजं फर्नानडिस): (क) जिन स्थानों पर पी० सी० घो० खोलने के सम्बन्ध में प्रस्ताव मिले हैं उनके नाम वर्षवार नीचे दिए गए है?

1975-76 1976 - 77- ----। झांपनी বলৰার ব্র্গ 2. म्हम्मदपुर 2. पट्टी 3. धूलकोट झिर्निया 4. ৰম্য 4. ग्रंडोर 5. भगवानपुरा 5. महाद्वारा तिपलिया बुज्रगे 6. बेदिया 7. बिप्ठान 8. नोनारा 9. वमनोला

- 10. बागोद
- 11. मोरतलाई

(ख) उपर्युक्त सूची में वर्ष 1975-76 के कम संख्या (1) मे (3) तक ग्रीर वर्ष 1976-77 के कम संख्या (1) मे (9) तक के स्थानों पर पी० मी० ग्रो० खोलने के प्रस्तायों की मंत्र्री दे दी गई है। मध्य प्रदेश में झविवाहित व्यक्तियों की जबरदस्ती से की गई नसबंदी

650. भी रामेक्वर पाटीदार : क्या स्वास्प्य ग्रौर परिवार कल्याण मंत्री यह बनाने की कृपा करेंगे कि :

(क) मध्य प्रदेश में किन्द जिलों से झापात स्थिति के दौरान प्रविवाहित व्यक्तियों की जवरदस्ती की गई नमबंदी के मामले प्राए हैं ;

(ख) उन पशिकारियों के नाम क्या है जिन्होंने इन शिकायतों की जॉच की/है; ग्रीर

(ग) दोधी मधिकारियों के विस्त क्या कार्यवाही की गई है ?

स्वास्थ्य ग्रीर परिवार कल्याण मंत्री भीराज नारायन) : (क) मध्य प्रदेश सरकार ने सूचना दी है कि भोपाल तथा वेनुल जिलों में तथाकथित जबरी नसबंदी को शिकायने ग्राई थीं ।

(ख) भोपाल के मामले में डा० हिमामुदीन स्वास्थ्य सेवाम्रों के संयुक्त निदेशक म्रोर बेतुल जिलों के मामले में जिला परिवार कल्याण म्रधिकारी डा० वी० पी० निवारी ने जांच की थीं ।

(ग) मध्य प्रदेश सरकार की जानकारी के प्रनुसार भोपाल का मामला वय प्रेरित था इसलिए इसके कोई ग्रन्थ व्यक्ति उत्तरदायी नहीं है । बेतुल का मामला एक शिक्षक के ढारा प्रेरित किया गया था भोर इसमें राज्य के शिक्षा निदेशक को कार्यवाही करने के मादेश दिए गए हैं। राजस्यान के ग्रामीण क्षेत्रों में डाक <sup>र</sup>सेवाम्रों का विस्तार

651. श्री चतुर्भुजः क्या संचार मंत्री यह बताने की क्रुपा करंगे किः

(क) राजस्थान में कुल कितने गांव हैं क्रीर इनमें से कितने गांवों में डाकघर हूँ; क्रीर

(ख) राजस्थान के ग्रामीण क्षेत्रो में डाक सेवाम्रों का म्रौर म्रधिक विस्तार कर प्रामवासियों को सुविधायें देने के लिए क्या योजनायें बनाई जा रही हैं?

संचार मंत्री (श्री जार्ज फर्नानडिस) : (क) मूचना मिली है कि राजस्थान में 33305 गांव हैं । इनमें में 7082 गांवों में डाकघर है ।

(ख) वर्ष 1977-78 के दौरान राजम्यान के देहानी इलाकों में 150 नए गाखा डाकघर खोलने का प्रस्ताव है। यह भी प्रस्ताव है कि चलते-फिरतं डाकघरों के जरिए ग्रांर ग्रधिक गांवों तक डाक काउन्टर मेवा का विस्तार किया जाय, ग्रधिक लेटर वक्म लगाये जायें ग्रीर गांवों में डाक टिकटों व डाक लेखन-सामग्री की बिकी के लिए एजेंट नियक्त किये जायें।

Payment of interest on money deposited for Telephone Connections

652. DR. LAXMINARAYAN PAN-DEYA: Will the Minister of COM-MUNICATIONS be pleased to  $\mu$ tate

(a) whether as per rules of Posts & Telegraph<sub>5</sub> in force at present, applicants seeking new telephone connections have to deposit amounts ranging from rupee<sub>5</sub> one thousand to five thousand under different categories at the time of registration;

(b) whether any annual interest accruing thereon is paid to the depositors till they are sanctioned telephone connections; and

(c) whether Government have any proposal under consideration to amend the relevant rules of P. & T. in order to pay annual interest on those deposits since sanction of telephone connections takes a number of years under certain categories in some areas of Delhi?

THE MINISTER OF COMMUNICA-TIONS (SHRI GEORGE FERNAN-DES): (a) Yes, Sir.

(b) and (c). The advance deposit starts earning interest, for each completed month, from the day of the deposit on the same rates as are payable by the State Bank of India on filed deposits. When the connection is sanctioned, the interest accrued on the advance deposit is adjusted towards the first charge due for the connection. Any unadjusted amount is carried forward and adjusted against subsequent bills. There is no to under consideration proposal change this practice.

### Victimisation of C.G.H.S. Doctors

653. DR. LAXMINARAYAN PAN-DEYA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether a number of doctors working in the CGHS dispensaries in Delhi were harassed and victimised during emergency without any sound reasons by the Directorate of CGHS;

(b) whether certain doctors were transferred to far off stations arbitrarily and senior doctors posted to work under  $\cdot$  juniors in an irregular way; and

(c) if so, action taken against the concerned officers of the Directorate of CGHS for such irregularities and whether any steps are being taken to reorganise the present set up of the Directorate to ensure healthy functioning of the dispensaries? THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RAJ NARAIN): (a) No.

(b) No doctor working under Central Government Health Scheme has been recommended for transfer outside Delhi/far off stations arbitrarily. Senior doctors are not posted to work under junicr doctors except when the senior doctor h'mself/herself refuses inchargeship or is found to be inefficient as Medical Officer-incharge.

(c) Does not arise.

#### Ex-Commissioned Officers working as G.D.Os in C.G.H.S. Dispensaries

654. DR. LAXMINARAYAN PAN-DEYA: Wili the Minislter of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether a number of Ex-Commissioned Officers of Army are working  $a_S$  G.D.Os. in the CGHS Dispensaries in Delhi after having been duly selected by the UPSC;

(b) whether the period of service rendered by such doctors in the Army has not been counted for purposes of fixation of their salaries and other benefits like gratuity and pension etc.;

(c) if so, reasons therefor; and

(d) whether some representations have been recently received by his Ministry from the affected doctors seeking benefits of continued service; if so, action taken thereon?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RAJ NARAIN): (a) to (d). The representations as and when received from the Ex-Commissioned Officers of the Armed Forces are examined under the existing rules and the concerned officers are given the benefit of fixation of  $n_i$  y etc. where admissible, on their appointments as G.D.Os. through the U.P.S.C. in the C.G.H.S. Dispensaries and other participating organisations.

# <sup>1</sup> Diploma course in Labou<sub>r</sub> Laws

655. DR. LAXMINARAYAN PAN-DEYA: Will the Minister of PARLIA-MENTARY AFFAIRS AND LABOUR be pleased to state:

(a) whether a diploma course in labour laws is being conducted by the Indian Law Institute, New Delhi and the prescribed minimum qualification for geeking admission to this course ig law graduation or postgraduation;

(b) if so, the reasons for prescribing post-graduate qualifications for admission to this diploma course when the minimum qualification for other diploma courses conducted by the same institute is only graduate; and

(c) whether Government are considering any proposal to prescribe minimum qualification of admission to the diploma course in labour laws as graduate?

THE MINISTER OF PARLIA-MENTARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA); (a) to (c). The Indian Law Institute is not under the administrative control of the Ministry of Labour. However, the Ministry of Labour have insisted that, for purplices of recognising the labour Law Diploma of the Institute as a qualification for recruitment to the Central Pcol of Labour Officers, the qualification for admission to the Diploma Course must be a law graduate or a M.A. degree in social sciences

Sale of raw saltpetre in Rajasthan

656. SHRI DURGA CHAND: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether contract for raw saltpetre in Hanuman Garh Tehsil in Rajasthan is not given through public auction but is monopolized by a few favourite parties; (b) if so, the reasons for which contract is not given through public auction;

(c) what steps are being taken to give contract through public auction?

THE MINISTER OF STEEL AND MINES (SHRI BIJU PATNAIK): (a) to (c). Saltpetre is one of the minerals not governed by the Mineral Concession Rules, 1960 but by the Minor Mineral Concession Rules of the concerned State Government.

Rule 20 of the Rajasthan Minor Minerals Concession Rules, 1950, provides that minor minerals may be leased out public suction or by inviting tenders to be submitted for acceptance by the authority of the State Government, competent to grant the lease. The report obtained from the State Government indicates that Hathe saltpetre deposits in numangarh Tehsil were noti-Rajasthan Gazette fied in the dated 15th October, 1970 and auctioned on the 2nd December, 1970, in favour of the highest bidder for a period of five years, which lease commenced from the 22nd March 1971. The lessee applied for renewal of his lease under rule 16(b) of the Rajasthan Minor Mineral Concession Rules, which permits the State Government to renew the lease for a period equivalent to the period of the original lease and where the State Government is satisfied that mines have been improvd by the lessee and that substantial investments in machinery and equipment have been incurred by him, the State Government may further grant second, third and fourth renewals, each for a period equal to the period of the original lease. The State Government have reported that, consequently the question of reauction of the leased area does not arise, and have added that in their opinion the lessee has developed the area and also put up an industry based on this mineral and made considerable investment.

# Representation by Maharashtra for importing tablets from England

657. SHRI R. K. MHALGI: Will the Minister of HEALTH AND FA-MILY WELFARE be pleased to state:

(a) whether Government has re-'ceived representation in the month of March & April 1977 from Maharashtra State seeking permission to import medical tabs from England;

(b) whether the said tablets are useful for ear disease are not available in India;

(c) action Government have taken or propose to take in regard to above representation?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RAJ NARAIN): (a) No

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

Demands of employees of Indian Telephone Industries, Palghat Kerala

658. SHRI VAYALAR RAVI: Will th Ministr of COMMUNICATIONS be pleased to state:

(a) whether the employees of the Indian Telephone Industries, Palghat, Kerala have put forward any demands to the management; and

(b) if so, the outlines thereof and the action taken thereon?

THE MINISTER OF COMMUNI-CATIONS (SHRI GEORGE FER-NANDES): (a) Yes, Sir The demands have been received last month.

(b) The demands relate mainly to revision of scales of Pay, Dearness Allowance, Leave and Travel Rules etc. These will be duly examined.

Free medical faclities to the poor in Rural Areas

659 SHRI PRADYUMNA BAL: Will the Minister of HEALTH AND FA-MILY WELFARE be pleased to state: the measures taken by his Ministry to provide free medical facilities to the poor in rural areas? 新说 动称

State Sec.

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RAJ NARAIN): The medical and health needs of the people in rural areas are presently being met by a net-work of primary health centres and sub-centres all-over the country. In order to improve such services in the rura? areas further, the Government have under consideration a 'Rural Health Scheme' which envisages selection of community health workers by the community. Such community health workers will provide basic preventive, promotive and curative services at the level of the community. This also provides for improvement in the quality of the professional services by way of increasing the number of multi-purpose workers, induction of a large number of doctors in the rural areas and making medical colleges responsible for total health of selected primary health centres. It envisages training of about 5.8 lakh community health workers in a period of two years and training of equal number of dais to look after the deliveries ante-natal and post-natal cares in the rural areas. The details of the scheme are under examination of Finance Ministry and Planning Commission.

#### Indo-Bangladesh agreement on Ganga Waters

660. SHRI M. KALYANA-SUNDARAM: SHRIMATI PARVATHI KRISHNAN: SHRI M. N. GOVINDAN NAIR: SHRI NIHAR LASKAR: SHRI JANESHWAR MISHRA

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether an agreement has been reached on the question of sharing Ganga waters between India and Bangladesh; (b) if so, the salient features of the agreement; and

(c) its effect on the navigation in West Bengal?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI ATAL BIHARI VAJPAYEE); (a) At the end of the ministerial level ta'ks held in Dacca from 15—18 April 1977, an understanding was reached on elements of a possible agreement between the two countries on this question;

(b) The details of the agreement are still being worked out in official level negotiations between the two countries. In the negotiations held in Delhi from May, 7-11-1977, at the level of officials, considerable ground was covered in an attempt to reach such an agreement;

(c) The Farakka barrage has been constructed with a view to improving the navigability of the Hooghly river for preserving the Port of Calcutta. This aspect has been fully taken into account in the negotiations so far held on this issue.

#### India's Membership of INTELSAT

661. SHRI P. RAJAGOPAL NAI-DU: Will the Minister of COMMUNI-CATIONS be pleased to state:

(a) whether our country is a member of INTELSAT; and

(b) the advantages for being in that organisation?

THE MINISTER OF COMMUNI-CATIONS (SHRI GEORGE FER-NANDES): (a) Yes. Sir.

(b) INTELSAT—International Telecommunication Satellite Organization is a commercial organization with its headquarters in Washington, U.S.A., set up for placing satellites into orbit for providing communication facilities. INTELSAT has satellites positioned over the Atlantic, Pacific and Indian Oceans India can see and communicate via the Indian Ocean satellite which also is seen by all countries of Europe, Africa and Asia as also Australia. 99 per cent of India's international telephone traffic is now handled via the INTEL-SAT satellite.

As on 1st March, 1977, INTELSAT had 95 members. Being a member, India has capital investment in IN-TELSAT which as on 31-3-1977, was of he order of Rs. 1.2 crores. On this. India gets a return of 14 per cent. Further, India has access to all the technical documentation which is useful for building up knowledge in the area tf satellite communications. India is also on the international bidders' list of INTELSAT for supply of equipment.

Minimum wages for farm labour

662. SHRI S G. MURUGAIYAN: Will the Minister of PARLIA-MENTARY AFFAIRS AND LABOUR be pleased to state:

(a) the States which have not implemented yet the laws for payment of minimum wages for farm labour; and

(b) the measures being taken for their speedy implementation?

THE MINISTER OF PARLIA-MENTARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA): (a) Statement I showing the latest position in the matter is laid on the Table of the House. (Placed in Library. See No. LT-363/77).

(b) The enforcement of such minimum wages fall predominantly in the State sphere. State Governments have been advised from time to time take effective steps for implementing the notified minimum wages. Statement II showing the steps taken by the State Governments is laid on the Table of the House. (Placed in Library. See No. LT-363/77).

#### Allotment of quarters to Public Sector Steel P'ant Employees

663. SHRI KRISHNA CHANDRA HALDER: Will the Minister of STEEL AND MINES be pleased to state:

(a) number of employees who rendered more than three years of service in Steel Plants and offices at Durgapur, Rourkela, Bhilai, Bokaro but did not get quarters;

(b) whether Government are considering to tackle the problem; and

(c) if so, the main features thereof?

THE MINISTER OF STEEL AND MINES (SHRI BIJU PATNAIK): (a) The number of employees of Durgapur, Rourkela. Bhilai and Bokaro Steel Plants who have rendered more than three years of service but hav not been provided with quarters so far is indicated below:—

Plant	No. of Employee <sup>5</sup>		
Bhilai Steel Plant .	•	•	19,959
Durgapur Steel Plant		•	13,486
Alloy Steels Plant •	•	•	3,784
Bokaro Steel Limited		•	10,486

Similar information in respect of Rourkela Steel Plant is being collected and will be laid on the Table of the House.

(b) and (c). Government is aware of the problem of shortage of quarters for the steel plants employees and within the limited resources available for the purpose, additional houses are being added. At present, houses as indicated below are under construction:—

Plant	House under Construction		
Bhilri Steel Plant	•	504	
Rourkela Steel Plant	•	608	
Durgapur Steel Plant	•	321	
Alloy Steels Plant	•	498	
Boharo Steel Limited	•	5530 *	

\*Besides, a Hostel for 800 persons consisting of 204 single suited units and 596 double suited units is under construction.

The proposed outlay for townships for these plants for 1977-78 is Rs. 12.71 crores as against the expenditure of about Rs. 5.34 crors  $i_n$  1976-77 on this account.

In terms of the current Wage Agreement, such of the employees as have not been allotted quarters are entitled to house rent allowance at 10 per cent of the pro-revised pay, subject to a maximum of Rs. 65 p.m.

Bokaro Steel Limited has a scheme for giving loans to employees for purchase of land and construction of their own houses at Bokaro Steel City.

Bhilai Steel Plant has under consideration a scheme called "Non-Company House Scheme" under which developed plots may be allotted to the employees and members of the supporting population for construction of their own houses.

#### Accommodation Crisis for steel employees

664. SHRI KRISHNA CHANDRA HALDER: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether Government are aware about the crisis of accommodation for steel employees; and

(b) whether allotment of quarters are being made strictly on seniority basis?

THE MINISTER OF STEEL AND MINES (SHRI BIJU PATNAIK): (a) No, Sir. Government are, however, aware that residential accommodation already constructed and provided to the employees of public sector steel plants at Bhilai, Rourkela Durgapur, Burnpur and Bokaro and of Alloy Steels Plant at Durgapur is not adequate. (b) Allotment of quarters is done in accordance with rules based on length of service and scale of pay. A small numbr of houses are, however, allotted by the General Manager of the Steel Plant on out-of-turn basis to employees on compassionate grounds such as for medical reasons and by virtue of the employee's nature of work, etc.

Visit of Foreign Minister of U.S.S.R. to India

665. SHRI P. RAJAGOPAL NAIDU: SHRI K. MALLANNA: SHRI CHITTA BASU: SHRI K. A. RAJAN: SHRI C. K. CHANDRAPPAN: SHRI MEETHA LAL PATEL: SHRI PRASANNBHAI MEHTA:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the Foreign Minister of U.S.S.R. visited India recently;

(b) whether any discussions were held with him; and

(c) if so, the main features of the subjects discussed and the outcome of discussions?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI ATAL BIHARI VAJPAYEE): (a) to (c). The Foreign Minister of U.S.S.R., Mr. A. A. Gromyko, visited India from April 25 to 27, 1977, at the invitation of the Government of India. During his stay in New Delhi, Mr. Gromyko had talks with the Prime Minister and the Minister of External Affairs. The talks, which were held in a warm and cordial atmosphere, covered bilateral relations as well as topical international questions of mutual interest. The two sides reiterated their desire not only to preserve, their traditional friendship and cooperation, but to strengthen it further.

At the end of Mr. Gromyko's visit, a joint Indo-Soviet communique was issued, a copy of which is laid on the Table of the House. (Placed in Library. See No. LT-364/77).

Steps for eradication of Malaria

666. SHRI P. RAJAGOPAL NAIDU: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether spraying of D.D.T. is prohibited in the country; and

(b) if so, the steps taken to eradicate Malaria?

THE MINISTER OF HEALTH & FAMILY WELFARE (SHRI RAJ NARAIN): (a) No, there are however some areas in the country where the malaria vector has developed resistance to DDT. In such areas alternative insecticides are used.

(b) Government of India has approved a revised strategy for controlling malaria in the country in November, 1976. The modified plan is in operation from 1-4-77. The salient features of the revised strategy are:

1. Under this strategy all the areas where the incidence of malaria is more than two per one thousand population wil be brought under regular spray with appropriate type of insecticides as far as possible. For this purpose the insecticides will be supplied by the Government of India even for the maintenance phase areas which were not getting this assistance earlier.

2. The cost of material and equipment is borne by Government of India after making only minor adjustment for maintenance phase areas.

3. The units in the States have been reorganised according to the district pattern and the district medical officer has been made fully responsible for the implementation of the programme. 4. The entire cost of the state headquarter staff and the zonal staff according to the approved pattern of Government of India is met by the Government of India.

5. 72 entomological teams have been provided to 72 zones in the country. These teams inter-alia assess the entomological situation, the susceptibility status of the vector and also suggest the appropriate type of insecticides to be used in the particular areas.

6. Great emphasis has been laid on the supply of antimalarial drugs. These are made available not only through the malaria workers, hospitals, Primary Health Centres etc., but also through agencies like Panchayats, School Teachers, fever treatment depots and malaria elinics. The antimalaria drug will also be supplied through normal commercial channels.

7. To reduce the timelag between collection of blood smears and their examination, the laboratory services are being decentralised to Primary Health Centres in attack and consolidation phase areas as well.

8. The surveillance staff for the difficult areas has been augmented.

9. Great emphasis is being iaid on people's participation in the programme. For this purpose the Panchayats, School teachers and other voluntary organisations are being involved progressively.

10. Health Education activities are being intensified by display of posters distribution of folders and hand bills etc. Cinema slides have been prepared and are being exhibited in different towns. Metallic plates are also being prepared for display at Primary Health Centres. Mass media like radio and television are being utilised for the purpose. Films on malaria are also being exhibited.

11. The research activities in malaria are being intensified to find

answers for the various problems which have come up due to the set backs to the programme. Both fundamental and operational research are being undertaken.

Inde-USSR Talks on Rupee.Rouble Relation

667. SHRI SAMAR GUHA: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether during his talks with the Foreign Minister of Russia, the issue of (i) rupee-rouble relation and (ii) reported high profit made by Russia in trade and other commercial and economic exchanges featured pointedly; and

(b) if so, the outcome of such talks?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI ATAL BIHARI VAJPAYEE): (a) No, Sir.

(b) Does not arise.

#### Implementation of Rural Health Programme

668. SHRI BIJOY KUMAR MON-DAL: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether there is any hindrance in the implementation of the Rural Health Programme as evolved during the conference of the Health Ministers of States held in April, 1977; and

(b) the nature of contributions which are likely to come forward from the State Governments in implementing the scheme and the share of the Central Government in this connection?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RAJ NARAIN): (a) and (b). The details of the scheme are under examination by Planning Commission and Finance Ministry. The State Governments have been requested to send their approach papers on the scheme. Some of them are yet to send their approach papers. Their comments/proposa s would be taken into account before implementing the scheme.

#### Recommendations of National Seminar on Cancer Control

669. SHRI G. Y. KRISHNAN: Will the Minister of HEALTH AND FAMI-LY WELFARE be pleased to state:

(a) whether there is any proposal under the consideration of Government to make cancer control an integral part of the national health and family welfare programmes;

(b) whether any recommendation has come from the National Seminar on Cancer Control held in December, 1976;

(c) whether World Health Organisations has also extended its co-operation in this regard; and

(d) if so, the outlines of the programme in this regard?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RAJ NARAIN): (a) and (b). The National Seminar on Cancer Control held in December, 1976 recomended, inter alia, the integration of cancer control within the existing national programmes of Health and Fami y Welfare. A decision on the recommendations of the Seminar is, however, yet to be taken by the Government.

(c) and (d). The assistance from W.H.O. in the field of cancer is in the form of Short-Term Consultants, Fellowships and supplies and equipment for Cancer Control Pilot Project, Tamilnadu and for the establishment of Cancer Centres in States. The W.H.O. had also extended its support for the organisation of the Seminar by way of financial assistance, and background material.

#### Integrating Yoga with Modern Medicine and Surgery

670. SHRI G. Y. KRISHNAN: Will the Minister of HEALTH AND FAMI-LY WELFARE be pleased to state:

(a) whether there is any proposal under the consideration of Government to integrate the practice of yoga with modern medicine and surgery:

(b) whether Government have included lecturers of yoga in the undergraduate medical degree course also; and

(c) if so, the outlines of the scheme of Government in this regard?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RAJ NARAIN): (a) No.

(b) No.

(c) Does not arise.

#### Se'f-sufficiency in Building Second Stage of Bokaro Steel Plant

671. SHRI G. Y. KRISHNAN: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether our country is in a position to build the second stage of Bokaro Steel Plant without the help of foreign countries; and

(b) if not, by which time we will become self-sufficient in this regard?

THE MINISTER OF STEEL AND MINES (SHRI BIJU PATNAIK): (a) Yes, Sir, but import of some critical equipment is not ruled out.

(b) Development of an independent technology is, a process which takes time and for that no time ...mit can be prescribed.

Enactment of Legislation to Protect the Interests of Agricultural Workers

672. SHRI P. K. KODIYAN: Will the Minister tf PARLIAMENTARY AFFAIRS AND LABOUR be pleased to state:

(a) whether the question of -cnacting a comprehensive legislation for JUNE 16, 1977

protecting the interests of agricultural workers has been considered by Government; and

(b) if so, the salient features thereof?

THE MINISTER OF PARLIA-MENTARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA): (a) and (b). The question whether a Central Legislation on the lines of the Kerala Agricultural Workers Act, 1974 should be enacted is under consideration.

## Bonded Labour in Rural Areas

673. SHRI P. K. KODIYAN: Will the Minister of PARLIAMENTARY AFFAIRS AND LABOUR be pleased to state:

(a) whether any survey has been made by the Centre or State Governments to find out the extent of bonded labour in the rural areas;

(b) if so, what are the results of the survey;

(c) how many of these bonded labourers have been freed in each State and Union Territories since the law abolishing bonded labour came into force; and

(d) how many of the freed labourers have been rehabilitated and in what manner?

THE MINISTER OF PARLIA-MENTARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA): (a) and (b). No comprehensive all India survey has been conducted. State Governments were requested to carry out surveys. State Governments and Union Territories were also requested to constitute vigilance Committees in every district as well as at every sub-division level for the same purpose.

The State Governments of Andhra Pradesh, Bihar, Gujarat, Karnataka, Kerala, Madhya Pradesh, Orissa, Rajasthan; Tamil Nadu, Uttar Pradesh and Union Territory of Mizoram have reported the existence of bonded labour. (c) and (d). The number of bonded labourers freed and rehabilitated as on 31-5-1977 is as follows:

2. Bihar       2,038       613         3. Gujarat       37       36         4. Karnataka       62,923       4,668         5. Kerala       702       186         6. Madhya Pradesh       1,500       33         7. Orissa       307       296         8. Rajasthan       5,533       2,381         9. T'amil Nadu       2,882       1,975         10. Uttar Pradesh       19,242       12,805         11. Mizoram       3			- Freed	
3. Gujarat       37       36         4. Karnataka       62,923       4,668         5. Kerala       702       186         6. Madhya Pradesh       1,500       33         7. Orissa       307       296         8. Rajasthan       5,533       2,381         9. T'amil Nadu       2,882       1,975         10. Uttar Pradesh       19,242       12,805         11. Mizoram       3	1. Andhra Prade	esh	826	698
4. Karnataka       62,923       4,668         5. Kerala       702       186         6. Madhya Pradesh       1,500       33         7. Orissa       307       296         8. Rajasthan       5,533       2,381         9. T'amil Nadu       2,882       1,975         10. Uttar Pradesh       19,242       12,805         11. Mizoram       3	2. Bihar	٠	2,038	613
5. Kerala       702       186         6. Madhya Pradesh       1,500       33         7. Orissa       307       296         8. Rajasthan       5,533       2,381         9. T'amil Nadu       2,882       1,975         10. Uttar Pradesh       19,242       12,805         11. Mizoram       3	3. Gujarat	•	37	36
6. Madhya Pradesh 1,500 33 7. ()rissa • 307 296 8. Rajasthan • 5,533 2,381 9. T'amil Nadu • 2,882 1,975 10. Uttar Pradesh * 19,242 12,805 11. Mizoram • 3	4. Karnataka	•	62,923	4,668
7. Orissa       307       296         8. Rajasthan       5,533       2,381         9. T'amil Nadu       2,882       1,975         10. Uttar Pradesh       19,242       12,805         11. Mizoram       3	5. Kerala	•	702	186
8. Rajasthan • 5,533 2,381 9. T'amil Nadu • 2,882 1,975 10. Uttar Pradesh ' 19,242 12,805 11. Mizoram • 3	6. Madhya Prade	esh	1,500	33
9. T'amil Nadu • 2,882 1,975 to. Uttar Pradesh <sup>'</sup> 19,242 12,805 t1. Mizoram • 3	7. Orissa	•	307	296
10. Uttar Pradesh ' 19,242 12,805 11. Mizoram • 3	8. Rajasthan	•	5,533	2,381
11. Mizoram • 3	9. I'amil Nadu	•	2,882	1,975
	10. Uttar Pradesh	7	19,242	12,805
Total • 95,993 23,691	11. Mizoram	•	3	••
	Total	•	95,993	23,691

Freed bonded labourers have been rehabilitated by providing them with employment in Government Departments, allotment of agricultural lands, house sites, loans for purchase of milch animals, sheep, carpentry implements; provision of education and free hostel facilities to the children of the free bonded labourers. Collectors have been authorised to issue loans for agricultural purposes; loans have also been given by Nationalised Banks at preferential rate of interest to such labourers. Collectors have also been directed to rehabilitate freed bonded labourers in on-going Plan Schemes and programmes insoil conservation, \* cluding those of irrigation works, social welfare measures tribal and harijan welfare programmes.

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Construction of Air and Naval Bases by USA at Diego Garcia

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674. SHRI P. K. KODIYAN: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the construction of air and naval base at Diego Garcia by U.S.A. is proceeding at full speed despite the concern expressed by liltoral States, including India, over the setting up of military bases in the Indian Ocean; and

(b) if so, what further steps Govvernment intend to take to see that the Indian Ocean is kept free from military bases

THE MINISTER OF EXTERNAL AFFAIRS (SHRI ATAL BIHARI VAJPAYEE): (a) The Government has seen Press Reports to this effect.

(b) India's support to the establishment of a Zone of Peace in the Indian Ocean is well-known. India shall continue to press for the implementation of the U.N. Resolutions on the subject in accordance with the wishes of the overwhelming majority of littoral and hinterland States of the Indian Ocean in all international fora, including the United Nations and the Non-aligned Group. India shall also continue to appeal to the great Powers and to the major maritime users of the Indian Ocean to cooperate with the littoral and minterland States of the Indian Ocean in translating the concept of the Zone of Peace into reality and to eliminate foreign military presence end the resulting tension from the region. India shall also continue to welcome and encourage any move towards extension of the spirit of detente to the Indian Ocean.

State-wise Deaths due to forced Sterilisation

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675 SHRI SHEO SAMPAT: SHRI NAWAB SINGH CHAUHAN: SHRI DHANNA SINGH GULSHAN: SHRI PRASANNBHAI MEHTA.

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

(a) the total number of persons reportedly died as a result of forced sterilisation and their age-group in various parts of the country during 1976, State-wise;

(b) the total number of persons reportedly suffering from various after-effects as a result of forced sterilisation in various parts of the country during 1976, State-wise; and

(c) the steps taken to ensure quick relief to the people?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RAJ NARAIN): (a) to (c). The information is being collected from the States and would be laid on the Table of the Sabha.

Reservation of Posts for S.C. and S.T. in Ministry of Steel and Mines

676. SHRI SHEO SAMPAT: Will the Minister of STEEL AND MINES be pleased to state:

(a) percentage reserved for Scheduled Castes and Scheduled Tribes for various categories of posts from top to bottom in the Ministry, its attached and subordinate offices and in various undertakings under the Ministry;

(b) the extent to which the reserved ouota has been fulfilled at all levels;

(c) whether there is any category of posts where the representation of this category is not adequate; and

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(d) the time by which the post reserved for this category are likely to be filled by the candidates of this category

THE MINISTER OF STEEL AND MINES (SHRI BIJU PATNAIK): (a) to (d). The requisite information is being collected and will be laid on the Table of the House.

## Sterilisation Operation performed in Delhi during 1976

677. SHRI SHEO SAMPAT: Will the Minister of HEALTH AND FAMI-LY WELFARE be pleased to State:

(a) the total number of sterilisation operations performed in Delhi during 1976;

(b) whether Government have ascertained that this number is not an exaggerated one;

(c) the number and nature of complaints received or noticed by Government of forceful realisation of amount, goods etc., for organising family planning camps in Delhi from persons/traders etc., by various unscrupulous organisers of these camps; and

(d) the action Government propese to take against such persons who extorted money and other goods without making payment and also to ask the organisers to make payment for the goods they had purchased and not made the payment so far?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RAJ NARAIN): (a) 1,42,722 cases.

(b) During the course of the year a few sample checks of the reported performance have been made, but it is difficult to say on that basis whether the reported performance is exaggerated. A more comprehensive check will be undertaken in due course Delhi Administration has also ascertained on the basis of test checks that the number of sterilisations given by them is not an exeggerated one.

(c) Two complaints were received by Delhi Administration wherein the allegations of collection/extortion of money from the shop keepers of Tilak Nagar. Delhi, under the threat of action under MISA and DIR by a person were levelled. These amounts were reported to have been collected for organising family planning camps.

(d) The complaints received by the Delhi Administration were regarding the collection of money only. Action has been initiated by Delhi Administration against the defaulters under Section 384 of IPC.

Scheduled Castes and Scheduled Tribes in Indian Missions Abroad

678. SHRI SHEO SAMPAT: Will the Minister of EXTERNAL AF-FAIRS be pleased to state:

(a) the number of persons belonging to Scheduled Castes and Scheduled Tribes posted in our Missions abroad and their percentage in relation to the total number of staff sent abroad in our missions; and

(b) the efforts made or proposed to be made to increase their representations in our missions abroad?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI ATAL BIHARI VAJPAYEE): (a) There are 117 members of the Scheduled Castes and Scheduled Tribes posted abroad at present (98) Scheduled Caste and 19 Scheduled Tribe). Together they comprise approximately 6 per cent of the total number of India based officials posted in our Mission abroad. but the number is subject to variation.

(b) In postings abroad there is no reservation but the Ministry keep in mind the need to take into consideration the official's previous experience. 145 Written Answers JYAISTHA 26, 1899 (SAKA) Written Answers 146

suitability for a particular post and the norms applied for posting to different categories of employees in the Ministry of External Affairs.

#### Meeting of State Health Ministers

- 679. SHRI M. KALYANA SUNDA-RAM:
  - SHRI M. RAM GOPAL RED-DY:

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

(a) whether Government had called the meeting of the State Health Ministers recently; and

(b) if so, the outlines of the subject discussed therein and the outcome thereof?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RAJ NARAIN): (a) Yes.

(b) During the course of the meeting the following subjects were discussed:—

- (i) Extension of Health Services to the rural areas.
- (ii) Family Welfare programme.
- (ili) National Malaria Eradication Programme.
- (iv) National Programme for Prevention of Visual Impairment and Control of Blindness.
- (v) Rehabilitation of the Physically Handicapped.
- (vi) Training of Pharmacists.
   Broadly, the following consensus emerged:—
  - (a) that the scheme regarding Health Care Services in the Rural Areas should be launched, after completing all preliminary work, on Mahatma Gandhi's Birthday *i.e.* on the 2nd October, 1977.
- (b) that the Family Welfare Programme be carried forward

on an absolutely voluntary basis. Motivational and educational campaigns should receive high priority and all out efforts should be made all carry the message of the programme to the people at the grass root level.

- (c) that the modified Plan of Operation on the National Malaria Eradication Programme should be implemented on an urgent basis. Greater emphasis should be laid on the training of District Medical Officers of Health, District Malaria Officers and Doctors of the Primary Health Centres and on provision of facilities for treatment of Malaria cases in the backward, tribal and other inaccessible areas of the country.
- (d) that the National Plan for Prevention of Visual Impairment and Control of Blindness was discussed and approved.
- (e) that a high powered committee should go into the problems of disability prevention and rehabilitation of handicapped.
- (f) the training facilities for pharmacists in the country should be augmented.

## Meeting of Coordinating Bureau of Non-Aligned Nations

680. SHRI M. KALYANASUNDA-RAM: Will the Minister of EXTER-NAL AFFAIRS be pleased to state.

(a) whether a five-day meeting of the Coordina'ing Bureau of Nonaligned Nations was held recently in New Delhi; and

(b) if so, the salient features of the matters discussed and the outcome thereof?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI ATAL BIHARI VAJPAYEE); (a) Yes, Sir.

(b) The Conference adopted a Final Communique consisting of a political and an economic section and a Resolution on the Common Fund. Copies of the Communique have been placed in the Parliament Library.

## Jobs for Apprentices Completing Training

681. SHRI<sup>®</sup> M. KALYANASUNDA-RAM: Will the Minister of PARLIA-MENTARY AFFAIRS AND LABOUR be pleased to state:

(a) the number of apprentices who have completed training in different trades; and

(b) measures taken to provide them regular jobs?

THE MINISTER OF PARLIA-MENTARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA): (2) 1.12,251 upto March, 1976.

(b) The basic objective of the Apprenticeship Training Scheme under the Apprentices Act, 1J61, is to equip the trainee with skills in his trade and increase his employability. The decision to provide him regular job, however, rests with the employer. Even so, the Government is considering the steps that can be taken to help trained apprentices to get employed.

## Four-Point Integrated Health Philosophy

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

(a) whether his Ministry has decided to spell out a Four-point integrated 'Health Philosophy' to provide better health service to the nation;

(b) if so, the facts thereof;

(c) whether Government have set up any link between the urban oriented medical colleges and primary health centres; and

(d) if so, the outlines thereo??

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RAJ NARAIN): (a) and (b). A comprehensive scheme on health care services in the rural areas has been prepared. This scheme envisages selection of community health workers by community. The the community health workers will provide basic preventive. promotive and curative services at the level of the community. The scheme provides for training of 5.8 lakh community hea'th workers and equal number of dais, increas. ing the number of multi-purpose workers, induction of a large number of doctors in the rural areas and making the medical colleges responsible for total health of selected primary health centres. The scheme envisages active participation of the medical profession in improving the health dern medicine) in the country should health centres every year till they are the rural population.

(c) and (d). It is proposed that each of the 106 medical colleges (of modern medicine) in the country should immediately take on the total administration and running of 3 primary health centres and add on 3 primary health centres every year till they are totally responsible for one district each.

#### Memorandum by Tamil Nadu A.I.T.U.C.

683. SHRIMATI PARVATHI KRI-SHNAN: Will the Minister of PAR-LIAMENTARY AFFAIRS AND LA-BOUR be pleased to state:

(a) whether a delegation of Tamil Nadu unit of A.I.T.U.C. presented a memorandum to him during his recent visit to Madras;

(b) if so, the broad outlines o' the charter of demands; and

(c) Government's reaction and action taken thereon?

THE MINISTER OF PARLIAMEN-TARY AFFAIRS AND LABOUR (SHRI RAVINDRA VERMA): (a) to (c). Presumably reference in part (a) is to the memoransium dated April 25. 1977 presented by the Tamil Nadu AITUC to the Union Labour Minister. The main points in the memorandum relate to:

(i) demand for an enquiry into the affairs of the Surgical Instrument Plant, Madras and mismanagement by its General Manager;

(ii) withdrawal of alleged victimisation such as dismissals, suspensions, reversions etc. imposed during the Emergency: and

(iii) stoppage of discriminatory action by the management against the the union. Those have been brought to the notice of the Government of Tamil Nadu and the Union Ministry of Chemicals and Fertilizers who would no doubt look into the matter and take appropriate steps to provide whatever relief is called for.

#### Excessive and Exaggerated Telephone Bills

684. SHRI P. G. MAVALANKAR: Will the Minister of COMMUNICA-TIONS be pleased to state:

(a) whether Government are aware that several telephone subscribers all over the country have been puzzled about, and have bitterly complained against, excessive and exaggerated telephone bills received by them, particularly on STD account;

(b) if so, whether Government have taken any steps thereon; and

(c) if so, broad outlines thereof?

THE MINISTER OF COMMUNICA-TIONS (SHRI GEORGE FERNANDES) (a) Some subscribers complain about excess billing. In the four metropolitan towns, the average number of complaints received per 10 bills for local calls (quarterly) issued was found to be 6. (b) and (c). Excess billing complaints are urgently investigated for clerical errors, spurts in meter reading or any possible technical faults. Corrections in the hills are made promptly wherever found justifiel.

#### Review of Payment of Bonus

## 685. SHRI P. G. MAVALANKAR: SHRI ROBIN SEN: SHRI A. BALA PAJANOR:

Will the Minister of PARLIAMEN-TARY AFFAIRS AND LABOUR be pleased to state:

(a) whether Government propose to review urgently the whole question of payment of bonus to the working classes in the country;

(b) if so, the broad indication of Government's thinking on this problem; and

(c) the steps proposed to be taken by Government to discuss, decide and implement the said bonus question?

THE MINISTER OF PARLIAMEN-TARY AFFAIRS AND LABOUR (SHRI RAVINDRA VERMA): (a) to (c). The question of payment of bonus is already under review and decisions in the matter are expected to be taken soon.

#### Commonwealth Prime Ministers' Conference

686. PROF. P. G. MAVALANKAR: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the Commonwealth Prime Ministers' Conference was recently held in London;

(b) if so, whether India was represented at the said Conference by both, the Prime Minister and the Minister of External Affairs;

(c) the subjects discussed at the said Conference; and

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(d) whether Government had indicated any specific subjects like "Race Relations in Britain and Commonwealth" to be included in the agenda. and if so, the details thereo??

THE MINISTER OF EXTERNAL AFFAIRS (SHRI ATAL BIHARI VAJPAYEE): (a) and (b). Yes, Sir.

(c) The agenda covered the political and economic aspects of international affairs, including the situation in Southern Africa, and Cyprus, the question of the establishment of a new international economic order, functional and economic cooperation among Commonwealth countries and comparative techniques of Government.

(d) No, Sir.

## Shortage of Equipments and Beds in Civil and General Hospitals

687. PROF. P. G. MAVALANKAR: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether a number of civil and general hospitals run by Central Government are suffering 'rom inadequate equipments and beds as well as over burdened medical and nursing staff; and

(b) if so, the steps taken by Government in this regard?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RAJ NARAYAN): (a) and (b). In two Central Government Hospitals, namely, Willingdon and, Safdarjang Hospitals in New Delhi. the position regarding the availability of equipments, beds and staff is as follows:—

Willingdon Hospitals:

There is no inadequacy of equipments. 70 more beds have recently been sanctioned to strengthen the ever increasing requirement of beds in this Hospital. A proposal for suitably strengthening the various specialities by upgrading Specialists Gd. II posts to Specialists Gd. I is being examined.

## Safderjang Hospital:

There is no inadequacy of equipment. Because of over-crowding of indoor patients at times, there is shortage of beds. To cope with the need for increased beds, miniature stretcher type beds are being procured by the Hospital authorities. A proposal for augmenting the strength of medical and Nursing Personnel in the Hospital is being examined,

#### Family Planning

638, SHRI R. V. SWAMINATHAN: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government have taken a fresh look at the policy of family planning and also felt that family planning should continue;

(b) whether the family planning, a voluntary one, had not been successful in the past;

(c) the extent Government are confident to successfully implement the family planning in the country in future; and

(d) the total sum provided for during the current year for the in:plementation of the scheme?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RAJ NA-RAIN): (a) to (c). The Government have reviewed the implementation of Family Welfare Programme especially in the light of the declared policy of the present Government to pursue vigorously Family Welfare Programme. Wholly on a voluntary basis. For this purpose a revised approach to Family Welfare Programme was discussed with State Health Ministers and a copy of the revised Statement of Policy is laid on the Table of the House. [Placed in Library. See No. LT-365/77].

In the past the manner of implementation of Family Planning Programme aroused considerable public resentment, and it is the firm view of the present Government that Family Welfare Programme has to be implemented on a voluntary basis. Any coercion or compulsion has to be ruled out totally from this welfare programme.

There is no reason to believe that if the Family Welfare Policy Statement is properly implemented in the right spirit, the goal of reducing of birth to 30 per thousand at the end of Fifth Plan and 25 per thousand at the end of Sixth Plan will not be achieved.

(d) A provision of Rs. 9867.67 lakhs including Rs. 50.00 lakhs provided in the budget of Ministry of Works and Housing for Building of National Institute of Health and Family Welfare has been proposed during 1977-78 for implementation of Family Welfare Programme during 1977-78.

#### Conference to solve Labour Problems

## 689. SHRI R. V. SWAMINATHAN: SHRI PRASANNBHAI MEHTA:

Will the Minister of PARLIAMEN-TARY AFFAIRS AND LABOUR be pleased to state:

(a) whether Government are seriously considering to have a fresh look at the labour policy for the whole country to eliminate labour unrest;

(b) whether the labourers are greatly agitated over the lack of work, benefits and increase in prices;

(c) whether he convened a conference of all the labour wings in the country to consider their demands; and (d) if so, the suggestions made, conclusions arrived at and the steps taken to implement them?

THE MINISTER OF PARLIAMEN-TARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA): (a) to (d). Government convened a Tripartite Labour Conference on the 6th and 7th May, 1977 to discuss certain aspects of labour policy. To make the Conference as broad-based as possible, representation was given to Central and State Governments, employers in the private and public sectors, the recognised Central Trade Unions and Trade Unions which claimed to be of all-India character.

The main conclusions of the Conference are given in the Statement laid on the Table of the House.

In pursuance of these Conclusions a Committee has already been set up to review the various aspects of Consumer Price Index Numbers for Industrial Workers. It has also been decided to set up a Committee on Comprehensive Law on Industrial Relations and Composition of Indian Labour Conference and a Committee on Workers' Participation in Management and Equity. The Organisations which participated in the Conference have not yet sent their suggestions regarding the "Gratuity Fund" and "Labour in unorganised sector".

#### Statement

TRIPARTITE LABOUR CONFER-ENCE

(New Delhi, May 6-7, 1977)

MAIN CONCLUSIONS

- ITEM I: Certain issues relating to Comprehensive Law on Industrial Relations.
- ITEM 4: Composition of Indian Labour Conference.

It was agreed that a tripartite working group should be set up to discuss and study in-depth all the problems relating to Comprehensive Industrial Relations Law and composition of the future Indian Labour Conference. It would give its report by the end of August 1977.

The composition of the group and its terms of reference were left to be determined by the Labour Minister.

## ITEM 2: Worker's Participation

consensus that The general emerged in the Conference was that a Compact Committee should be set up to study the matter in-depth and give its recommendations to enable the Government to formulate its policy on the subject. A special reference was made to the need for studying the implication of the concept of trusteeship in industry in evolving a viable scheme for worker's participation in management. It was also suggested that academic institutions should be associated with this Committee.

## ITEM 3: Setting up of a Gratuity Fund.

There was a general agreement to have some sort of insurance cover for the gratuity payable to the workers under the payment of Gratuity Act. There was, however, no consensus on the exact form it should take. It was decided that the at the organisations represented Conference would send their specific suggestions on this point as well as on other aspects of the Gratuity Act which would be taken into consideration while formulating comprehensive amendments to the Gratuity Act, if necessary, after further consultation with workers and employers.

ITEM 5: Labour in unorganised sector—(Contract Labour, Construction Workers Rural Workers and Bounded Labour).

Regarding unorganised labour specially the rural workers (agri-

cultural labourers. share-croppers and small land owners, artisans etc.) the consensus was that owing to lack of time and non-availability of sufficient material, it would not be possible to discuss this in detail and do justice to the various complex issues pertaining to this vast sector. While the Conference could discuss issues relating to contract labour and construction workers, a special Conference should be convened as early as possible to consider problems relating to rural workers. It was agreed that the participating organisations in the present Conference would send their suggestions to the Ministry of Labour within 20 days, about the nature of participants for the Special Conference and the nature of subjects to be discussed at the Conference.

## Consum, r's Price Index

With reference to the points raised about the deficiencies in the compilation of the Consumer's Price Index, during the general discussion, the union Labour Minister agreed to constitute a Committee consisting of representatives of trade unions, employers and experts to study the existing procedures of price collection and desirability of associating trade unions in the compilation of primary data. The Committee would submit its report latest within two months.

#### Bases of Diego Garcia

690. SHRI R. V. SWAMINATHAN: Will the Minister of EXTERNAL AF-FAIRS be pleased to state:

(a) whether the Indian Government have drawn attention of the U.S. Government to the Diego Garcia bases in the Indian Ocean and requested them to dismantle bases as there are a great threat to the Indian security; and

(b) if so, the reaction of the U.S. Government in the matter?

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THE MINISTER OF EXTERNAL AFFAIRS (SHRI ATAL BIHARI VAJPAYEE): (a) The U.S. Government is fully aware of India's consistent stand on Diego Garcia. It may be added, however, that the Government of India does not regard Diego Garcia as a bilateral problem between India and the United States.

(b) The U. S. A. have taken note of India's stand which is in accord with the stand taken by an overwhelming majority of the littoral and hinterland states of the Indian Ocean.

#### India's Foreign Policy

## 691. SHRI R. V. SWAMINATHAN: SHRI PRASANNBHAI MEHTA:

Will the Minister of EXTERNAL AFFAIRS be pleased to state;

(a) whether Government contemplate to modify their foreign policy or propose to continue the same policy:

(b) the modifications, if any, proposed to be made;

(c) whether U.S.A. and U.K. have shown some shift in their earlier attitude towards India; and

(d) if so, the efforts being made to improve relations with these countries?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI ATAL BIHARI VAJ-PAYEE): (a) and (b). Foreign policy of any country cannot be static and while the Government of India have emphasized the basic continuity in our foreign policy attitudes, there will necessarily have to be the proper interplay between this and the need to effect changes as are nccessary to preserve complete independence based on our national interests and independent judgment on international issues.

(c) The smooth transition and changeover of Government of India has been welcomed in toth the USA and U.K. President Carter has publicly expressed his admiration of the efficacy of our democratic system. (d) Our efforts have always been to maintain an atmosphere of friendly and close relation on the basis of equality and reciprocity not only with the U. S. A. and the U. K but with all the countries of the world.

## Language Cells in Indian Missions Abroad

692. SHRI SUSHIL KUMAR DHARA: Will the Minister of EX-TERNAL AFFAIRS be pleased to state:

(a) whether any efforts are being made to equip our diplomatic units, including embassies. High Commissions and other channels of diplomacy with language cells so that our missions abroad are able to transact business with Governments of the countries to which they are accredited either in the language of that country or  $i_n$  the language of our Union;

(b) how long will it take for them to be able to transact business in the language of those countries in Hindi;

(c) which of the units are reluctant in pursuing the policy and the reasons therefor; and

(d) remedial action contemplated to be taken?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI ATAL BIHARI VAJ. PAYEE); (a) All countries transact business in their own language or in a European language. Foreign Service Officers on entering service are allotted one compulsory foreign language and there after are also allotted optional languages. They are required to pass an examination in Hindi before confirmation. Their language skills are kept in mind in their postings abroad to Missions. For routine work involving the language of the country our Missions utilise local staff recruited in those countries, or India-based Interpreters/Translators. This Ministry has secured the approval of the Cabinet for the creation of a high level Cadre of Interpreters. Qualifications, recruitment rules, etc., are being finalised. It has been considered desirable that these Interpreters should have a working knowledge of Hindi also.

(b) Government have been able to transact business satisfactorily in Missions abroad either in the language of the country to which the Mission is accredited or in English. The Ministry tries to ensure that all Missions have some Hindi knowing personnel on their staff.

- (c) None.
- (d) Does not arise.

## Introduction of Rural Health Scheme

693. SHRI SUSHII, KUMAR DHARA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) the progress made in the direction of introducing the rural health scheme as enunciated by the Ministry some time back;

(b) the stages in which the scheme is to be launched and the areas to start with; and

(c) the main features thereof?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RAJ NA-RAIN): (a) The draft plan of 'Rural Health Scheme' was discussed in the Health Ministers' Conference held in New Delhi on 28<sup>th</sup>-2<sup>th</sup>th April, 1977. On the basis of the consensus arrived at the meeting the S'ate Governments have been requested to send their approach papers which are still awaited from some of them.

(b) As decided in the Health Ministers' Conference, the Scheme, as far as possible, will be launched on 2nd October, 1977. If there will be any difficulty in starting the orogramme in all Primary Health Centres simultaneously, priority would be given to areas populated by Scheduled Castes, Scheduled Tribes and most backward classes.

(c) Under the Rural Health Scheme there is a provision for selection of the community health workers by the com-

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munity itself. Such community health workers will provide basic preventive. promotive and curative services at the level of the community. This also provides for improvement in the quality of the professional ervices by way of increasing the number of multi-purpose workers, induction of a large number of doctors in the rural areas and making medical colleges responsible for total health of selected primary health centres. It envisages training of about 5.8 lakh community health workers in a period of two years and training of equal number of dais to look after the deliveries ante-natal and postnatal cares in the rural areas. The details of the scheme are, however, under examination of Finance Ministry and Planning Commission.

#### Increase in Rates and Securities in Telephone and other P. & T. Departments

694. SHRI KANWAR LAL GUPTA: Will the Minister of COMMUNICA-TIONS be pleased to state:

(a) the details of increase made by the Government in the rates o' Securities in the telephone and other P & T departments in the last two years;

(b) the approximate amount of gain received by the Government due to those increases;

(c) the facilities provided by the Government to the people in this connection in the last two years; and

(d) what steps Government have taken or propose to take to improve the services of the telephone of P & T. Department?

THE MINISTER OF COMMUNICA-TIONS (SHRI GEORGE FERNAN-DES): (a) and (b). An amount equal to one year's rental is taken as security for telephone charges against each telephone. Since 1-3-76 annual rental of all telephone connections has increased by Rs. 100 per connection. This amount is not made use of by the department except in case of default in payment of dues by the subscriber. amount is not made use of by the department except in case of default in payment of dues by the subscriber. The amount is kept under deposit. This amount increases as and when tariff is revised increasing the rent of a telephone.

(c) As indicated above, the security amount obtained by the department cannot be made use of by the department for provision of facilities.

(d) For improving telephone service, performance of different exchanges is being regularly monitored and equipments/plants are defective attended to. Special drives have been initiated in large telephone systems for overhauling of exchange plants, replacement of heavy open wire alignments by underground cables, gas pressurisation of junction and primary cables, close coordination with local authorities to minimise the incidence of damage to underground cables and reduction in electric power shut-down. etc. Action is also regularly taken to improve the design and manufacture of equipments.

#### Complaints against forced Sterilisation

## 695. SHRI KANWAR LAL GUFTA:

SHRI PRADYUMNA BAL: Will the Minister of Health and Family Welfare be pleased to state:

(a) the number of complaints received by Government in the last two months against forced sterilization;

(b) the broad details thereof;

(c) the names of officers and public men responsible therefor and action taken by Government against them; and

(d) how many persons have been compensated against forced sterilization and the total amount spent on it?

THE MINISTER OF HEALTH AND FAMILY WELFARE: (SHRI RAJ NARAIN): (a) to (c). A very large number of complaints have been received during the period. Out of these complaints quite a few refer to alleged forcible Sterilisation and harassment at the hands of motivators and other Family Planning staff. These complaints are being looked into in consultation with the State Governments.

Out of these complaints it has been possible to sort out nearly 4100 and approximately 50 per cent are complaints regarding forced Sterilisation and request for compensation. The Central Govt. has set up a Grievances Cell in the Department of Family Welfare and has also advised the State/ Union Territory Administrations to set up similar Grievance Cells under them to process and examine the complaints and Grievances pertaining to Family Planning drive. All such complaints where excesses at the hands of staff or other agencies are alleged, are forwarded to the concerned State **Govt./Union Territory Administrations** for prompt and speedly enquiry It has been suggested to the States/ Union Territories to fix the responsibility for the excesses and to take appropriate action against those responsible for harassment of the people.

(d) There is no scheme for giving cash compensation to those who report having undergone sterilisation under force and as such the question of spending any a nount does not arise.

#### Increase in Lay-Offs

696. SHRI K. LAKKAPPA: Will the Minister of PARLIAMENTARY AFFAIRS AND LABOUR be pleased to state:

(a) whether there has been any increase in the incidence of lay-offs;

(b) whether any instructions have been issued to States to prevent such lay-offs; and

(c) if 30, the facts thereof?

THE MINISTER OF PARLIAMEN-TARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA): (a) Information is being collected and will be laid on the Table of the Sabha after it is received. (b) and (c). No new instructions have been issued in the last two months.

#### Recruitment of Indians

697. SHRI K. LAKKAPPA: Will the Minister of PARLIAMENTARY AFFA-IRS AND LABOUR be pleased to state:

(a) whether recruitment of Indians for employment abroad by any agency has been forbidden; and

(b) if so, the facts thereof?

THE MINISTER OF PARLIAMEN-TARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA): (a) and (b). According to a policy decision taken by the Government in June, 1976, no firm, organisation or individual shall engage in the recruitment of skilled; semi-skilled and unskilled labour from India for deployment abroad unless registered and duly licensed for this purpose by the Ministry of Labour which has been designated as the Focal Point for this purpose. Foreign firms and organisations shall also not be allowed to make onect recruitment of semi-skilled and unskilled skilled, labour. However, they may appoint an Indian company/organisation registered with the Focal Point to act on their behalf for this purpose in accordance with the terms and conditions acceptable to the Focal Point. Indian firms/ organisations engaged in consultancy/ execution of work abroad will be allowed to directly recruit their genuine requirements of skilled, semi-skilled and unskilled workers for service abroad on the terms and conditions of employment to be approved by the Ministry of Labour.

Necessary amendments to the Emigration Act, 1922 are also under consideration.

In respect of highly qualified experts holding graduate or post-graduate qualifications, the Government of India policy regarding recruitment by other friendly developing countries is that all requirements should be met on a Government to Government basis. Experts interested in deputation to such countries through the Government of India, whether they are in governmental or private employment in India, can apply to the Foreign Assignment Section, Department of Personnei and Administrative Reforms, North Block, New Delhi. Indian firms/organisations engaged in consultancy/execution of work abroad are however, allowed to depute experts in their own employment abroad for the genuine requirements of their own work.

#### Better Health Services in India

698. SHRI K., LAKKAPPA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether health service in India is not a well planned system:

(b) if so, whether Government are taking any steps for better health services; and

(c) if so, outlines thereof?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RAJ NARAIN): (a) and (b). Health sevice in India is a fairly well planned system. However, to improve the rural health service further, a Rural <sup>14</sup> ealth Scheme has been drawn up.

(c) The Scheme provides for community health workers to be selected by the community itself. Such community health workers will provide basic preventive, promotive and curative services at the level of the community. This also provides for improvement in the quality of the professional services by way of increasing the number of multi-purpose workers induction of a large number of doctors in the rural areas and making medical colleges responsible for total health of selected primary health centre. It envisages training of about 5.8 lakh community health workers in a period of two years and training of equal number of dais to look after the deliveries, ante-natal and postnatal cares in the rural areas. The details of the Scheme including financial implications are under examination of Finance Ministry and Planuing Commission.

## दिल्ली में म्लबित टेलीफोन बिल

699. श्री के लकप्पाः क्या संचार मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या दिल्ली में बहुत वड़ी संख्या में टेलीफोन कनेक्शनों को भारी राशि के बिल का भुगनान न किए जाने के बावजूद काटा नहीं गया है तथा सरकार ने दोषी व्यक्तियों के विरुद्ध कोई कार्यवाही नहीं की है ;

(ख) क्या टेलीफोन संख्या 70695 भीर 631295 भी ऐसे दो टेलीफोन है जिनके विख्द टेलीफोन विभाग से मिलीभगत होने के कारण कोई कार्यवाही नहीं की गई है; भीर

(ग) यदि हां, तो इसके क्या कारण हैं ?

संचार मंत्री (श्री जार्ज कर्नानाडिस): (क) दिल्ली में करीब 1,30,000 टेली-फोन कनेक्शनों में से केवल 211 ऐसे मामले हैं जिनमें 5000 रुपए या इससे प्रधिक रकम के बिल बकाया हैं। स्रौर टेलीफोन कनेक्शन काटे नहीं गए हैं।

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उनमें से टेलीफोन के 132 मामले ऐसे हैं जिन्हें काटने से छूट दी गई है 5 मामलों में बकाया रकम की ग्रदायगी किश्तों में की जा रही हैं । शेष 74 मामलों में टेलीफोन के बिल विवादग्रस्त हैं । उनकी जांच की जा रही है ।

(ख) ग्रौर (ग). टेलीफोन नं 70695 तीन बार काटा गया था भौर तारीख 8-4-1975 को उसे ग्रंतिम रूप से काट दिया गया था। टेलीफोन नम्बर 631295 चौदह बार काटा गया थ ग्रौर उसे तारीख 3-6 77 को ग्रांतिम रूप से काट दिया गया है।

## Recruitment of Local People in Pub. lic Sector Undertakings

700. SHRI GANANATH PRADHAN: Will the Minister of PARLIAMEN-TARY AFFAIRS AND LABOUR be pleased to state:

(a) whether the Central Government have taken any steps to see that the Public Sector Undertakings such as H.A.L., H.S.L., Fertiliser Corporation of India and Food Corporation of India are complying with the labour laws, which provide that the public sector undertakings should recruit local employees for posts carrying less than Rs 500.00 per month;

(b) the percentage of such employees in these undertakings in Orissa; and

(c) whether there is any case of retrenchment and malafide punishment by the authorities concerned against the labourers in these undertakings and their number?

THE MINISTER OF PARLIA-MENTARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA); (a) There is no Central law requiring the Central Government Public Sector Undertakings to recruit local persons for posts carrying less than Rs. 500.00 per month. The Bureau of Public Enterprises has issued general insructions to the Chief Executives of all Public Enterprises that they must, to the extent possible, recruit through local employment exchanges, their requirement of staff in respect of posts carrying basic salary of less than Rs. 500.00 per month.

(b) and (c). The requisite information is being collected and will be laid on the table of the Sabha as soon as the same is received.

## Labour unrest in Bombay

701. SHRI R. K. AMIN: Will the Minister of PARLIAMENTARY AF-FAIRS AND LABOUR be pleased to state:

 $\gamma_1$  (a) whether there is simmering labour unrest in Bombay and the Thane-Belapur industrial belt; and

(b) if so, the reasons therefor and what action Government have taken in this regard?

- THE MINISTER OF PARLIAMEN-TARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA): (a) and (b). The matter essentially falls in the State sphere and has been brought to the notice of Government of Maharashtra who are concerned.

बिना भ्रापरेशन का गर्भ निरोध

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<sup>5: 82:</sup> 702. श्री नवाब सिंह चौहान : क्या स्वास्थ्य झौर परिवार कल्याण बंबी यह बताने की क्रुपा करेंगे कि :-

ें (क) क्या सरकार बिना मापरेशन के गर्भ निरोध के कोई उपाय पर विचार कर रही है ; म्रीर

<sup>र</sup> (ख) यदि हां, तो इस संबंध में क्या प्रयत्न हो रहे हैं ग्रौर उनके क्या परिजाम हैं ?

स्वास्थ्य ग्रौर परिवार कल्याण मंत्री (श्री राज नारायण) : (क) जी, हां। बिना शल्य किया के गर्भाशय के द्वारा बिणेप प्रकार के द्रब्य के डिम्बनलिका को बंद किया जा सकता है।

() इस प्रणाली की मुरक्षा तथा प्रचावगारिला का मूल्यांकन किया जा रहा है ग्रार संतोषप्रद परिणाम प्राप्त होने के बाद ही निर्णय लिया जा सकेगा । विदेशों में स्थित भारतीय दूतावासों में सवाँ में मितव्ययता

703. श्री नवाब सिंह चौहान : क्या विदेश मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार का विचार विदेशों में क्यिति दताबासों के खर्बों में मित-व्ययता करने का है ;

(ख) यदिहां, तो योजना की मुख्य बातें क्या हैं भौर उसकी कियान्विति कब की जायेगी ; भौर

(ग) प्रतिवर्ष इन पर कुल कितना खर्च हो रहा है मौर इसमें कितनी कमी करने का विचार है ?

विदेश मत्री (श्री ग्रटल विहारी वाजपेयी): (क)<sub>र</sub> जी, हां ।

(ख) किफायतसारी के जो श्रादेश बराबर लागू किए जा रहे हैं उनकी मुख्य बातें मीटे तौर पर नीचे लिखे झनुसार हैं:---

(1) जो पद छह मास से ज्यादा समय तक खाली पड़े हों उन्हें जहां तक सम्भव हो न भरा जाए।

(2) समय-समय पर विदेश सेवा निरीक्षकों ढारा कार्य-पढति भौर कर्मचारी रखने की पढति की जांच को मुल्यांकन के ब्राधार पर पदों को स्थगित रखना।

(3) विदेशों में सेवारत भारत झास्थानी कर्मचारियों के विदेश भत्ते में 5% की कटौती ।

(4) ग्राकस्मिक खर्च में कठोर नियं-त्रण ।

। (ग) वार्षिक खर्च (1976-77 के प्रंतिम मनुवानों के प्राघार पर) 23,13,54 वाख रुपए हैं। र् बचत के तरीके लागू करने से, जिसमें कर्मचारियों की वृद्धि पर ययासंभव नियत्नण रखना शामिल है, उत्तरोत्तर बढ़ती हुई मुद्रा-स्फीती भीर चटने-बढ़ते हुए विनिमय दरों के बावजूद व्यय पर नियंत्रण रखा गया है । म्रनुमान है कि किफायतसारी के लिए बरते गए तरीकों मे 1977-78 के दौरान लगभग 40 लाख रूपए की बचन होगी ।

## Inquiry into Excesses committed by Agencies of Family Planning Front

764. SHRI CHITTA BASU: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government propose to hold an inquiry into the excesses committed during the emergency by various agencies of the Family Planning Front; and

(b) if so, the manner in which it would be held?

THE MINISTER OF HEALTH AND FAMILY WELFARE: (SHRI RAJ NARAIN): (a) and (b). Excesses in Family Planning like other excesses during the emergency will be covered in the scope of the inquiry to be conducted by the Shah Commission.

The question of setting up fact finding Committees to collect facts regarding excesses in family planning is under active consideration.

## Opposition to U.N. Resolution on Indonesian Aggression on East Temor

705. SHRI JYOTIRMOY BOSU: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

 (a) whether under orders of Shrimati Indira Gandhi, her Government had opposed the UN resolution
 <sup>c</sup>ondemning Indonesian aggression on East Temor;

(b) the names of the countries who had supported the UN resolution condemning the aggression and the names of those countries who opposed the resolution; and

(c) whether present Government will take any remedial measures to undo this wrong done to East Temor?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI ATAL BIHARI VAJPAYEE): (a) India voted against Resolution No. 31/53 on the "Question of Timor" which was adopted at the 31st Session of the United Nations General Assembly on 1 December, 1976. This Resolution, inter alia, reaffirmed Resolution 3485 (XXX) adopted by the United Nations General Assembly at its 30th Session held in 1975 which had "strongly deplore (d) the military intervention of the armed forces of Indonesia in Portuguese Timor". India had also voted against Resolution 3485 (XXX).

(b) The names of the countries which voted for and against UN General Assembly Resolution 31/53 are given in the statement attached.

(c) Doeg not arise. Government recognises the integration of East Timor with Indonesia.

#### Statement

LIST OF COUNTRIES WHICH VOTED FOR AND AGAINST RESO-LUTION 31/53 ON THE "QUESTION OF TIMOR" ADOPTED BY THE UN GENERAL ASSEMBLY AT ITS 31ST SESSION IN 1976.

#### VOTED FOR

1. Albania, 2. Algeria, 3. Barbados, 4. Benin, 5. Botswana, 6. Brazil, 7. Bulgaria, 8. Burundi, 9. Byelorussian Soviet Socialist Republic, 10. Cape Verde, 11. Central African Republic, 12. Chand, 13. China, 14. Columbia, 15. Conge, 16. Cuba, 17. Cyprus, 18. Czechosłovakia, 19. Democratic Kampuchea, 20. Democratic Yemen, 21. Ecuador, 22. Equatorial Guinea, 23. Ethiopia, 24. Gabon, 25. Gambia, 26. German Democratic Republic, 27.

Ghana, 28. Greece, 29. Grenada, 30. Guinea, 31, Guinea-Bissau, 32, Guyana, 33. Hungary, 34. Iceland, 35. Ivory Coast, 36. Jamaica, 37, Kenya, 38. Lao People's Democratic Republic, 39. Lesotho, 40. Liberia, 41. Madagascar. 42 Malawi, 43. Mali, 44. Mauritius, 45. Mexico, 46. Mongolia, 47. Mozambique, 48. Norway, 49. Panama, 50. Poland, 51. Portugal, 52. Romania, 53, Rwanda, 54, Sao Tome amd Principe, 55 Senegal, 56. Sierra Leone. 57. Somalia, 58. Swaziland, 59. Sweden, 60. Togo, 61. Trinidad and Tobago, 62. Uganda. 63. Ukrainian Soviet Socialist Republic, 64. Socialist Republic, Union of Soviet 65. United Republic of Cameroon, 66. United Republic of Tanzania, 67. Upper Volta, 68. Zambia,

## VOTED AGAINST

1. Bangladesh, 2. Chile, 3. India, 4. Indonesia, 5. Iran, 6. Japan, 7. Jordan, 8. Malaysia, 9. Mauritania, 10. Morocco, 11. Nicaragua, 12. Oman, 13. Philippines, 14. Saudi Arabia, 15. Surinam, 16. Thailand, 17. Tunicia, 18. Turkey, 19. United States of America, 20. Uruguay.

## Export of Steel by Shri Sanjay Gandhi

706. SHRI JYOTIRMOY BOSU: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether Shri Sanjay Gandhi or a concern with which he is connected has exported substantial quantities of steel to different countries; and

(b) if so, the facts thereabout and the quantity and value thereof?

THE MINISTER OF STEEL AND MINES (SHRI BLJU PATNAIK): (a) and (b). The canalising agency for export of iron and steel, namely SAIL International Limited, has not exported any steel through Shri Sanjay Gandhi. In the absence of specific information regarding the identity of the concern with which Shri Sanjay Gandhi is connected, it is not possible to say whether any export of steel has been effected through such a concern.

## Prosecutions against Coca-Cola, Fanta products

708. SHRI JYOTIRMOY BOSU: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) how many prosecutions have so far been launched against Coca-Cola, grape—Fanta and other beverage producers;

(b) the outcome of such prosecutions:

(c) whether National Nutrition Laboratory at Hyderabad at the first instance had found and reported that Coca Cola was harmful for children of growing age;

(d) if so, whether Government propose to take suitable action in this regard; and

(e) if not, the reasons therefor?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RAJ NARAIN): (a) and (b). According to available information, the number of prosecutions so far launched against Coca-Cola, Grape-Ganta and other beverages in the country and the outcome thereof is as indicated below:

- Number of prosecution<sub>s</sub> 386 launched.
- Number of cases convicted. 106
- Number of cases acquitted/ 64 discharged.
- Number of cases pending in 210 courts:
- Cases field by the Court due 2 to vendore being not traceable.

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Cases filed by the Court due to death of the accused. 4

(c) No. The National Institute of Nutrition, Hyderabad, have not conducted any specific studies on children vis-a-vis Coca Cola.

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

## Suspension of City Telephone Advisory Committees

709. SHRI R. K. MHALGI: Will the Minister of COMMUNICATIONS be pleased to state:

(a) how many City Telephone Advisory Committees in the country have been recently suspended, Statewise;

(b) the time by which these Committees will be reconstituted; and

(c) the criteria for the appointment of a member on the Committee?

THE MINISTER OF COMMUNI-CATIONS (SHRI GEORGE FER-NANDES): (a) Ninetyseven telephone Advisory Committees had been set up. The position Statewise is indicated below:—

State				No. of ΓACs.
Andhra Pradesh	•	•	•	4
Assam	•	•	•	2
Bihar · ·	•	•	•	5
Gujarat · ·	•	•	•	7
Jammu & Kashmir				2
Kerala · ·	•	•	•	9
Karnataka .	•	•	•	5
Madhya Pradesh	•	•	<b>:</b> • 0	5
Maharashtra	•	•	•	10
Orissa ·· ·	•	•	•	3
Rejasthan	•	•	•	5
Tamil Nadu .	•	•	•	9
Uttar Pradesh	•	•	•	13
West Bengal .	•	•	<b>*</b>	™ 4

Tripura 🔩 🎝	<b>9</b> °	• ·	alas -	"DRI	i - 1577 <b>) r</b>
Punjab 😁	•	•			4
Meghalaya	•	•	2° •		
Haryana		•	•	•	3
Himachal Pr	adesh			•	I
Delhi .		•	•	•	I
<b>Chandigar</b> h		•	•	•	I
Goa ·	•	•	•	•	I
Pondicherry	•	•	•	•	I
				-	
				_	97

The 2-year term of 64 of the Telephone Advisory Committees had elapsed. The other 33 have since been suspended.

(b) Telephone Advisory Committees will now be constituted in State capitals with exchange capacity over 1500 lines and in larger telephone systems with 10,000 or more telephones (Telephone Districts). These Telephone Advisory Committees are expected to be constituted in the next three to six months time.

(c) The person to serve as Member on a Telephone Advisory Committee should belong to and normally reside at the place at which the Committee functions. Nominations on Telephone Advisory Committees represent State Administration, State Legislature and Corporation/Civic body. Nominations of Members of Parliament are obtained from the Department of Parliamentary Affairs. Regarding other interests, Heads of Telecom. Circles/Telephone Districts concerned call for recommendation from various associations/organisations etc., representing the specified interests. For making the appointment, Government considers these names and other names received directly.

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710. SHRI K. A. RAJAN: Will the Minister of STEEL AND MINES be pleased to state whether Government propose to allow private industrialists to enter into steel industry?

THE MINISTER OF STEEL AND MINES (SHRI BLJU PATNAIK): The Industrial Policy Resolution of 1956 has provided the basic policy frame in regard to the development of iron and steel and the related input industries. According to it, the establishment of large integrated steel plants has been earmarked exclusively for the public sector.

However, private industrialists are being allowed, from time to time, to set up small and medium plants in the steel sector for production of steel ingots, sponge iron, pig iron, ferroalloys and rolled products.

## **Reorganisation of National Apex Body**

711. SHRI K. A. RAJAN: Will the Minister of PARLIAMENTARY AFFAIRS AND LABOUR be pleased to state:

(a) whether Government have asked the National Apex Body to stop all future negotiations;

(b) if so, the facts and reasons therefor;

(c) whether Government propose to reorganise this body giving representation to all the recognised unions; and

(d) if so, the outlines thereof?

THE MINISTER OF PARLIA-MENTARY AFFAIRS AND LAB-OUR (SHRI RAVINDRA VARMA): (a) to (d). As the composition of National Apex Body and its associate organisations, particularly in the matter of representation to Trade Union Organisations, was restrictive in scope, it was not considered appropriate to continue them with their existing composition. Since the discontinuation of the Apex Bodies, the Tripartite Labour Conference has been convened and full representation was given to all Central Trade Union Organisations at the Labour Conference.

## Applications for passports pending with Regional Passport Authority, Cochin

712. SHRI V. M. SUDHEERAN: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) the number of applications for passport pending with the Regional Passport Authority in Cochin:

(b) the action Government propose to take to dispose off those applications; and

(c) any suggestions received from the Government of Kerala in this regard?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI ATAL BIHARI VAJPAYEE): (a) The number of applications pending in the Regional Passport Office, Cochin, as on 31st May, 1977 was 81,000.

(b) Government is taking steps to streamline existing passport procedures and improve systems in the Passport Offices to minimise delays.

(c) The Government of Kerala have suggested increasing the staff strength while they would try to eliminate delay in completing enquiries on passport applications.

## गावों में डाक वितरण

# 713. श्री कर्पुरी ठाकुर : क्या संचार मंत्री यह बताने की कृपा करेंगे कि :

(क) प्रत्येक राज्य एवं केन्द्र झासित प्रदेश में ऐसे गांवों की संख्या कितनी है जहां 31–3–1977 को प्रतिदिन डाक का वितरण होता था; झौर

(ख) उपरोक्त तिथि को ऐसे गौबों की संख्या कितनी थी जहां (1) पाक्षिक

# 177 Written Answers JYAISTHA 26, 1899 (SAKA) Written Answers 178 (2) साप्ताहिक (3) प्रई साप्ताहिक एवं संचार मत्री (श्री जार्ज फर्नानेडिस) :

(4) सप्ताह में तीन बार डाक वितरण की व्यवस्या थी ? स चार भन्ना (आ जाज फनानाडस) : (क) ग्रौर (ख). लोक सभा पटल पर एक विवरण-पन्न रखा जा रहा है । ज

विवरण

`सं∘	राज्य	उन गांव	ों के नाम ब	रहां—(ता	रीख 31-	- 3 7 7 को लि	स्यति)
		दैनिक वितरण होता है	सप्ताह में तीन बार वितरण	सप्ताह में दो बार वितरण	सप्ताह में एक बार वितरण	एक सप्ताह से ग्रधिक समय में वितरण	कुल
			होता है	होता है	होता है	होता है	
I	2	3	4	5	6	7	8
1.	भान्ध	36181		_			36181
2.	ग्रमम	21412	2042	235	36		23725
3.	बिहार	72585	487	320	14		73406
4.	गुजरात	18275					18275
5.	हरयाणा	, 7161					7161
6.	हिमाचल प्रदेश	19545	767 <b>8</b>	614	692		28529
7.	जम्मू व कश्मीर	7864	29	110	7		8010
8.	केरल	1334					1334
<b>9</b> .	कर्नाटक	26826					26826
10.	महाराप्ट्र	35384	107	768	116		36375
11.	मध्य प्रदेश	67306	1185	997	926		70414
12.	मणिपुर	1443	285	160	61		1949
13.	मेघालय	1511	418	1150	1504		4583
14.	नागालैंड	339	107	245	272		963
1 5.	उड़ीसा	46197	1000				47197
16.	पंजाब	12204			—		12204
17.	राजस्थान	34744	660	41			35445
18.	सि <del>विक</del> म	258	25	30	25	24	362
1 <b>9</b> .	तमिलनाडु	21980			—		21980
20.	<b>त्रि</b> पुरा	4333	394			<del></del>	4727
21.	उत्तर प्रदेश	152483		32			152515
2 <b>2</b> .	দছিৰম ৰঁগাল	42585	1085	92			43762

179 Written Answers	JU:	NE 16, 1	977	Writ	ten Ansu	vers 180
1 2	3	4	5	* 6	7	′€ <b>⊨<sup>8</sup></b> -
संघ शासित राज्य					•	
1. म्रंडमान निकोबार द्वीप समूह	311	7		37	46	401 **
2. ग्रहणाचल प्रदेश	275	196	213	2289		2973
3. चडीगढ़	21					21
<b>4</b> . दादर नागर हवेली	72					72
5. दिल्ली	248					248
6. गोवा दमन दीव	429					429
7. लक्ष द्वीप	10					10
8. मिजोरम	48	24	43	36	78	229
9. पांडिचेरी	330					330
10. माही	4					4,
योगः	633698	15729	5050	6115	148	660640

Scheme for Medical Service to Villages

714. SHRI NIHAR LASKAR; SHRI D. D. DESAI: DR. BAPU KALDATE; SHRI S. KUNDU:

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

(a) whether Central Government are considering to take the medical service to villages;

(b) if so, whether any such scheme has been prepared by Government;

(c) if so, whether Government are proposing to open mini hospitals in every village; and

(d) if so, main features of the scheme?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RAJ NARAIN): (a) and (b). Medical and health needs of the rural areas are already being attended to by a large net work of primary health centres and sub-centres in the country. There is, however, a scheme under consideration to improve further the health services in the rural areas.

(c) No, please.

(d) Under the scheme mentioned above, there is a provision of community health workers to be selected by the community. Such community health workers will provide basic preventive promotive and curative services at the community level. This also provides for improvement in the quality of the professional services by way of increasing the number of multi-purpose workers, induction of a large number of doctors in the rural areas and making medical colleges responsible for total health of selected primary health It envisages training of centres. about 5.8 lakh community health

workers in a period of two years and training of equal number of dais to look after the deliveries, ante-natal and post-natal cares in the rural areas. The details of the scheme including financial implications are, under examination.

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Offer of cooperation to India by Arabian and Communist countries

715. SHRI NIHAR LASKAR: Will the Minister of EXTERNAL AF-FAIRS be pleased to state:

(a) whether Arabian and Communist countries have declined to support the present Government:

(b) if so, how many countries have so far offered their support and cooperation to India;

(c) whether the oil supplying nations have stopped or reduced the supply of oil to India; and

(d) if so, the steps being taken to improve our relations with these countries?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI ATAL BIHARI VAJPAYEE): (a) No, Sir.

(b) The question does not arise in view of (a) above.

(c) No, Sir.

(d) The question does not arise in view of (c) above. The further strengthening of cooperation with all Arab Countries is a constant endeavour of the Government of India. Employment to persons becoming overaged for Government Service

716. SHRI NIHAR LASKAR: Will the Minister of PARLIAMENTARY AFFAIRS AND LABOUR be pleased be state:

(a) whether the unemployment problem in the country has reached a situation where the labour unrest have started and youths have become agitated;

(b) whether persons who got themselves registered in the employment exchanges have not got the jobs and have become over-aged for Government employment;

(c) if so, the total number of such persons registered in the employment exchange in the country; and

(d) what steps are being immediately taken to help them in getting jobs?

THE MINISTER OF PARLIAMEN-TARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA); (a) to (d). Available information re- lates to the number of job-seekers registered with the Employment Exchanges as on 31st December, 1976 classified by age groups. A statement is attached. Since the upper age limits for entry into Government services differ from occupation to occupation and even between Centre and the State Governments etc., it would not be possible to indicate precisely the number of job-seekers registered with Employment Exchanges who have become over age for Government employment.

Employment in Government services alone cannot provide jobs to all job-seekers. Government is pledged to the removal of destitution within a time-frame of 10 years and towards this end Government will follow an employment-oriented strategy in which primacy will be given to the development of agriculture, agro-industries, small and cottage industries especially in rural areas. High priority will also be given to the provision of minimum needs in rural areas and to integrated rural development.

#### Statement

Number of job-seekers on the Live Register of Employment Exchanges as on 31st December, 1976 classified by age-groups.

(In thousands)

Age-group				Number on Live Register as on 1-12-1976				
1. Upto 19 years	•	•	•	2900.2				
2. 20-24 years	•	•	•	3055-2				
3. 25-34 years	•	•	•	3225-8				
4. 35-44 years		•		509° I				
5. 45-54 years	•	•	•	80°0				
6. 55 years and a	abov	c	•	14.0				
То	TAL	Total						

- NOTE: -1. All the job-seekers on the Live Register of Employment Exchanges are not necessarily unemployed.
  - 2. Date showing the agewise distribution of jobseekers on the Live Register are being collected annually at the end of December each year.

#### No-War Pact with Pakistan

717. SHRI F. P. GAEKWAD: Will the Minister of EXTERNAL AF-FAIRS be pleased to state:

(a) whether any positive response to India's renewed offer to sign a no-war pact with Pakistan has been received; and

(b) what steps Government propose to take to protect the security and integrity of the country as a result of massive arms supply to Pakistan by U.S. Government?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI ATAL BIHARI VAJPAYEE): (a) and (b). According to press reports, the Pakistan Prime Minister has said there are some pre-conditions before Pakistan agrees to sign a specific no-war pact with India.

Government have been in touch with US Government regarding proposals for the supply of sophisticated military equipment to Pakistan. According to latest information, one such proposal has been called off, following President Carter's new policy of arms restraint.

## Compulsorily retired officers of P&T, Andhra Circle

718. SHRIMATI AHILYA P. PAN-GNEKAR: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether eight Office bearers of Postal Class III Union in Andhra Circle were compulsorily retired in 1967 for having associated with the issue of a circular containing complaints against the SPO. Kurnool;

(b) whether out of eight, three have been taken back on duty; and

(c) if so, whether remaining five will also be taken back on duty; and if not, the reasons therefor?

THE MINISTER OF COMMUNI-CATIONS (SHRI GEORGE FER-NANDES): (a) Yes, Sir, but their compulsory retirement ordered in 1969 was based on their conduct having led to conviction on a criminal charge by a court for publishing a defamatory pamphlet against the

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then Superintendent of Post Offices, Kurnool.

(b) Yes, Sir,

(c) The petitions for taking back on duty received from four of the remaining five are being considered on merits. The fifth was an Extra Departmental official who has not submitted any petition so far.

#### Steel Targets

719. SHRI SOMNATH CHATTERJEE: SHRI S. R. DAMANI: SHRI D. D. DESAI: SHRI VASANT SATHE:

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

(a) whether long-term targets for steel industry are being scaled down as reported in a New Delhi daily dated 24th April, 1977; and

(b) if so, the facts thereof and reasons therefor?

THE MINISTER OF STEEL AND MINES (SHRI BIJU PATNAIK): (a) and (b). No definite long-term targets for steel industry have so far been laid down. Any question of scaling down of the targets therefore does not arise.

2. In the White Paper laid on the table of the House in May 1976, it had been indicated that the total global capacity for steel making was likely to increase by about 300 million tonnes in the next 25 years and therefore for our share of this additional world capacity, a tentative target of about 75 million tonnes could be considered. - For this purpose SAIL had been entrusted with the task of preparing a 25 year plan. This entire question has been reexamined since the formation of the new government and it has been decided that such a long term-term plan cannot be prepared in isolation for the steel sector only and has to be dovetailed into the overall plan for the economic and industrial development of the country and would, therefore, require a fresh look for close integration with the new thinking of the Planning Commission.

## Purchase of Microwave Telephone Lines from Japan

720. SHRI SOMNATH CHATTER-JEE: Will the Minister of COM-MUNICATIONS be pleased to state:

(a) whether in 1975, the erstwhile Ministry of Communications entered into deals with Nippon Electric Company Ltd., Japan for purchase of microwave telephone lines;

(b) if so, the salient features thercof:

(c) whether any allegations of irregularity and malpractice have been received by the Government in this connection;

(d) whether it has been alleged that the present Secretary to the Ministry of Communications was instrumental in giving this contract to NEC, Japan for furthering his own financial interest as well as the interests of some other person or persons outside the Government; and

(e) if so, Government's reaction thereto?

OF COMMUNI-THE MINISTER CATIONS (SHRI GEORGE FER-NANDES): (a) and (b). A global tender enquiry was issued in 1975 for purchasing microwave equipment under IDA credit. Tender offers received from 16 firms were evaluated by a Tender Evaluation Committee. The Committee found the offer of Nippon Electric Company Ltd. (NEC) of Japan to be cheapest as well as technically acceptable. After obtaining the concurrence of the World Bank an order was placed in 1976 on NEC for the microwave equipment and ancillaries for the 1251

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Kms. long Calcutta-Assam route for approximately Rs. 2,8 crores.

(c) No, Sir.

(d) and (e). Does not wrise.

Labour Unrest

## 721. SHRI S. R. DAMANI: SHRI NIHAR LASKAR:

Will the Minister of PARLIAMEN-TARY AFFAIRS AND LABOUR be pleased to state:

(a) how many industrial units have been affected due to labour unrest in the current year and what is the loss of production;

(b) whether the trend is continuing unabated; and

(c) if so, Government's reaction thereto?

THE MINISTER OF PARLIAMEN-TARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA): (a) The number of industrial units affected due to labour unrest from January 1977 to April 1977 was 327 (Provisional).

- (b) No.
- (c) Does not arise.

#### Industrial Unrest

722. SHRI S. R. DAMANI; Will the Minister of PARLIAMENTARY AFFAIRS AND LABOUR be pleased to state the reasons for the widespread industrial unrest "during the last two months and steps taken to remedy the situation?

THE MINISTER OF PARLIAMEN-TARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA): The required information is being collected and will be laid on the Table of the Sabha in due course. Urban and Rural Unemployment

**a**-

723. SHRI S. R. DAMANI: Will the Minister of PARLIAMENTARY AFFAIRS AND LABOUR be pleased to state:

(a) the data available with Government about urban and rural unemployment and under-employment, State-wise;

(b) whether any sector<sub>g</sub> have been identified for investment which will create large-scale employment; and

(c) if so, the main features of schemes drawn under each sector, the investment proposed, and their employment potential estimated?

THE MINISTER OF PARLIAMEN-TARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA); (a) A statement is enclosed.

(b) and (c). Government is pledged to the removal of destitution within a definite time frame of 19 years. To achieve this objective, Government will follow an employment oriented strategy in which primacy will be given to the development of agriculture agro-industries, small and cottage industries especially in rural areas. High priority will also be given to the provision of minimum needs in rural areas and to integrated rural development.

#### Statement

The National Sample Survey Organisation indertook a detailed inquiry with the object of collecting data on employment, un-employment and under-employment during its 27th round—1972-73. The data collected in the inquiry are in an advanced stage of 6 tabulation. Based on the data relating to the 1st half of the survey period; namely October 1972 to March 1973, a preliminary study of the employment 4 and 189 Wruten Answers "JYAISTHA 26, 1899 (SAKA) Written Answers " 190

**un-employment** profile  $i_n$  India has been made. Results of this study relate to persons of age 5 and above. Two statements showing the statewise position in respect of unemployment and under-employment are enclosed.

## STATEMENT I

Estimated number of persons (in thousands) usually seeking and available for employment (Chronically un employed)—October 1972—March 1973.

		Stat	c							Number of p (000)** seekin available for	g and
										Rural	Urbar
I	Andhra Pradesh	•	•	•	•	•	•	•	•	80	220
2	Assam •	•	•	•	•	•	•	•	•	54	19
3	Bihar · ·	•	•	•	•	•	•	•	•	365	98
4	Gujarat ·	•	•	•	•	•	•	•	•	61	72
5	Haryana •	•	•	•	•	•	•	•	•	38	28
6	Himachal Prades	sh	•	•	•	•	•	•	•	8	4
7	Karnataka ·	•	•	•	•	•	•	•	•	75	127
8	Kerala ·	•	•	•	•	•	•	•	•	387	158
9	Madhya Pradesh	••	•	•	•	•	•	•	•	15	93
10	Maharashtra	•	•	•	•	•	•	•	•	86	297
II	Meghalaya 🔸	•	•	•	•	•	•	•	•	o	I
12	Nagaland• •	•	•	•	•	•	•	•	•	•	I
13	Orissa ·	•	•	•	•	•	•	•	•	97	40
14	Punjab •	•	•	•	•	•	•	•	•	30	46
15	Raiasthan ·	•	•	•	•	•	•	•	•	77	34
16	Tamilnadu ·	•	•	•	•	•	•	•	•	153	291
17	Uttar Pradesh	•	•	•	•	•	•	•	•	174	99
18	West Bengal	•	•	•	•	•	•	•	•	262	363
19	Chandigarh*	•	•	•	•	•	•	•	•	•	3
20	Delhi ·			•	•	•	•	•	•	I	63
21	Goa · ·	•	•	•	•	•	•	•	•	9	3
22	Pondicherry ·	•	•	•	•	•	•	•	•	4	7
23	Jammu & Kashm	ur	•	•	•	•	•	•	•	5	7
<b>¥4</b>	Manipur •	•	•	•	•	•	•	•	•	3	2
25	Tripura ·	•	•	•	•	•	•	•	•	7	5
		ALL	INI	DIA	•	•	•	•		1591	208

\*Survey was conducted in urban areas only.

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••Based on a projected population (000) for 1973 as per growth rate for preceding 10 years over 1961 Census population.

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#### STATEMENT II

Casual workers intermittently unemployed and seeking work

							R	lural	U	Urban		
		8	State			P	ercentage of casual labourers to total persons	Percentage of persons seeking or available for wage/ salaried employmen to total casual labourers	Percentage of casual labourers to total persons	Percentage of persons seeking or available for wage/ salaried employmen to total { casual labourers		
	Í		•		_		2	3	4	5		
I	Andhra P	rades	h	•	•	•	23.2	7 47.02	6.3	5 62.02		
2	Assam	•	•	•	•	•	3.1	5 54.23	1.86	5 57•43		
3	Bihar	•	•	•	•	•	10.20	6 52.19	4.28	68 • 53		
4	Gujarat	•	•	•	•	•	13-1	5 63.3;	7 <b>5•9</b> 5	5 39.52		
5	Haryana	•	•	•	•	•	4.4					
6	Himachal	Prad	esh	•	•	•	1.0	2 67.40	2.7	3 56•36		
7	Karnataka		•	•	•	•	18.1	7 72.96	5 5-2	5 70 <b>° 55</b>		
8	Kerala	•	•	•	•	•	16.2	3 56.6	2 8.5	4 58.08		
9	Madhya I		sh	•	•	•	10.0	3 46.0				
10	Maharashi		•	•	•	•	19.00					
11	Meghalay		•	•	•	•	5.6					
12	Nagaland	•	•	•	•	•	•	٠	0.35	8 0.00		
13	Orissa	•	•	•	•	•	14-39	9 77.02	2 5-72	2 72•37		
14	Punjab	•	•	•	•	•	7.0	5 37.67	7 3.4	5 24.55		
15	Rajasthan	•	•	•	•	•	3.0	0 71.4	7 3.2	7 54.36		
16	Tamilnadu	a	•	•	•	•	21.8	2 41.6	6 5.3	7 43*23		
17	Uttar Pra	desh	•	•	•	•	5*9	2 57.0	2 2•7	5 58.39		
18	West Ben	gal	•	•	•	•	11.9	9 66•4	2 2.8	2 71•47		
19	Chandigar	h•	•	•	•	•	1	• •	• •			
20	<b>Del</b> hi	•	•	•	•	•	3*4	1 48.8	4 1.1	4 69.70		
21	Goa	•	•	•	•	•	20•3	4 90 <b>.</b> 0	4 5*9	2 0 <b>.0</b> 0		
22	Pondicher	гу	•	•	•	•	25.8	I 19•7	2 3.3	0 20.97		
23	Jammu &	Kasł	nmir	•	•	•	0.6	7 76.9	7 1.3	o 26.09		
24	Manipur	•	•	•	•	•	1.0	2 18•9	2 1.8	<u>7</u> 36-84		
25	Tripura	•	•	•	•	•	11.0	4 35.5	0 2.7	6 3.70		
		ALL					12.3	7 56.44	4.39	58.40		

\*The survey was restricted to urban areas only. Nore:—Casual workers intermittently inemployed and seeking work can be regarded underemployed.

#### U.S. Naval Task Forces in Indian Ocean

724. SHRI C. K. CHANDRAPPAN: Will the Minister of EXTERNAL AF-FAIRS be pleased to state:

(a) whether the attention of the Government has been drawn to the fact that the US Government continues  $t_0$  send her Naval Task Forces to Indian Ocean;

(b) how many times during the last six months such naval forces of the US visited Indian Ocean;

(c) whether the US military base in Diego Garcia is now having more military men and arms and presents a threat to India and other littoral countries; and

(d) whether Government have taken up this matter with the US Government?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI ATAL BIHARI VAJPAYEE): (a) and (b). Yes, Sir. The Government of India is aware of the visits of U.S. Naval Task Forces from time to time to the Incian Ocean.

(c) The Government of India is aware of the continued expansion of the military facilities at Diego Garcia. The existence of foreign military bases in the Indian Ocean presents a continuing source of tension and is a matter of deep concern to India and other littoral States in the region.

(d) The stand of the Government of India on Diego Garcia is well known to the Government of the USA.

## Five-Point Programme of Shri Sanjay Gandhi

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725. SHRI C. K. CHANDRAPPAN: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) t<sub>o</sub> what extent the Central Government was involved financially or otherwise for the implementation of the Five-Point Programme of Sanjay Gandhi, son of the former Prime Minister, especially in the sphere of Family Planning Campaign;

(b) the relative figures in regard to family planning during emergency and the year before; and

(c) the steps taken by Government to provide relief to the victims of this Family Planning excesses and to punish those who were responsible for these excesses and the results of these steps so far?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RAJ NARAIN): (a) The Government of India have accepted the importance and the need for controlling the rapid rate of increase of population and for this purpose, a programme has been in operation since the First Five Year Plan. In the beginning, this programme was limited to only educational activities but subsequently the Government decided to provide the basic infra-structure and personnel for making available services and nesessary supplies to the people through a network of urban and rural Family Welfare Planning Centres. The Programme offers advice, consultation and services to all who need it. As an integral part of the Programme, Maternity and Child Health Care is extended to pregnant mothers and children in the younger age group. Various immunisation and prophylaxis schemes are implemented for the welfare of mothers and children. The Central Govt. has been meeting the full expenditure incurred in the States and Union Territories, on the implementation of this Programme since the beginning.

Family Planning Programme was a part of the 25-Point Programme which was reviewed as such at the Conference of Chief Ministers on 18-1-1977. However, motivational campaigns organised by Indian Youth Congress for promoting Family Planning were provided help by the Department of Family welfare by way of making available some performance of a ballet show earlier developed on behalf of the Department of Family Welfare and performances were arranged under the auspices of Indian Youth Congress with the help of the Song and Drama Division of the Ministry of Information and Broadcasting. Some printed publicity material concerning the Family Planning Programme was also produced and distributed. An expenditure of Rs. 20,400 was incurred on holding the ten ballet performances at places selected in consultation with Indian Youth Congress.

(b) The estimated expenditure on the implementation of Programme during 1974-75, 1975-76 and 1976-77 was as under:—

			Esti	mated	expenditure
				(F	Rs. in lakhs)
1974 <b>-</b> 75 •		٠	•	•	6204 • 8 <b>0</b>
1975-76	•	٠	٠	٠	7860.08
1976-77	•			•	14828.00

The figures of achievement under different methods of contraception are as follows: —

				•	Sterlisation	I.U.D.	C.C. users (including pills)	Total	
1974-75					1,353,859	432,630	2,250,939	4,307,428	
1975-76*		× .	٠	•	2,669,780	605,124	3,491,266	6,766,170	
1976-77*	•	•	×	٠	8,106,639	562,842	3,512,708	12,182,189	

\*Figures provisional. †including oral pill users.

(c) The Government of India have issued detailed guidelines to the States and other implementing agencies for ensuring prompt and speedy relief in cases where an acceptor has either lost his life or developed complications after sterilisation. The Union Minister for Health and Family Welfare has also asked the State Governments to look into complaints of excesses and use of coercion/compulsion and to take appropriate action against those found responsible.

## Opening of Post Offices, Telephone and Telegraph Office<sub>3</sub> in Himachal Pradesh

726. SHRI DURGA CHAND: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the number of post offices/ Telephone and Telegraph offices in Himachal Pradesh, District-wise;

(b) whether Government have undertaken any survey for opening more Post offices/Telephone/Telegraph offices in Himachal Pradesh, District-wise;

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(c) if so, the outlines thereof; and

(d) the names of the places where Post offices/Telephone and Telegraph offices are proposed to be opened during the remaining year of the current Five Year Plan? THE MINISTER OF COMMUNI-CATIONS (SHRI GEORGE FERNAN-DES): (a) The number of post offices, public call offices and Telegraph offices in Himachal Pradesh, Districtwise, is as under:—

1. No.	Name of	Dis	trict							P.Os.	PCOs	T.Os.
I	Kangra ·	•	•	•	•	•	•	•	•	467	28	64
2	Hamirpur	•	•	٠	٠	٠	٠	•	•	180	13	27
3	Una ·	•	•	•	•	•	•	•	•	135	6	16
4	Chamba	•	•	•	•	•	٠	•	•	93	6	19
5	Bilaspur	•	•	٠	•	٠	•	٠	•	102	4	13
6	Mandi State	•	•	٠	•	•	•	•	•	262	10	26
7	Kulu •	•	•	•	٠	•	•	•	•	96	7	20
8	Lahaul & Sp	piti	٠	٠	·•	•	٠	•	•	31	••	3
9	Simla •	•	•	•	•	•	٠	•	•	248	20	57
10	Solan ·	•	•	•	•	•	•	•	•	125	10	27
11	Sirmaur.	•	•	•	٠	•	•	•	•	125	3	12
12	Kinnaur	•	•	•	•	•	•	•	•	56	••	2

(b) and (c). Yes, Sir. In respect of post offices a survey has been made with the objective of:

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(i) extending daily delivery service;

(ii) covering tribal and very backward areas;

(iii) covering such Gram Panchayat Villages where there is no post office at a distance of 5 Kms.; and

(iv) meeting any special requirements. For telephone and telegraph offices, the Department follows a uniform policy for opening telephone and telegraph offices at certain categories of stations in rural areas and a review is made of all the villages to identify the villages covered by the policy. A copy of the policy now being followed is given in Statement I laid on the Table of the House. [Placed in Library. Shee No. LT-366/77].

(d) A tentative list of Post Offices proposed to be opened at 64 places is given in Statement II laid  $o_n$  the Table of the House. [Placed in Library. See No. LT-366/77]. A tentative list of names of places where telephone and telegraph offices are proposed to be opened during the remaining years of the current Five Year. Plan is given in Statement III laid on the Table of the House. [Placed in Library. See No. LT-366/77]. Discussions between Foreign Ministers of India and U.S.S.R.

727. SHRI M. N. GOVINDAN NAIR: Will the Minister of EXTERNAL AF-FAIRS be pleased to state:

(a) whether the Soviet Foreign Minister, Mr. M. R. Gromyko, had recently visited India to discuss the prospects of Indo-Soviet Treaty of Peace, Friendship and Cooperation with him;

(b) if so, the results of the discussions held and the decisions taken;

(c) how far this meeting would strengthen further Indo-Soviet Treaty. of Friendship and Cooperation; and

(d) whether any new programmes for Cooperation between the two countries in future have been formulated and if so, the main features thereof?

THE MINISTER OF EXTERNAL' AFFAIRS (SHRI ATAL BIHARI VAJPAYEE): (a) to (d). The Foreign Minister of USSR, Mr. A. A. Gronflyko' visited India from April 25 to 27, 1977, at the invitation of the Government of India. During his talks with the Prime Minister and the Minister of Extrenal Affairs, the two sides reiterated their desire not only to preserve the traditional friendship and cooperation between India and USSR, but to strengthen it further in the spirit of the Indo-Soviet Treaty of Peace, Friendship and Co-operation.

During the visit, the following agreements on bilateral cooperation were signed:

(i) Agreement on Economic and Technical Cooperation;

(ii) Agreement on cooperation in the establishment of Troposcatter Communication Link (for the establishment of reliable telegraph and telephone communication between the two countries);

(iii) Agreement on the mutual exchange of goods for the year 1977 Solution of Unemployment Problem

728. SHRI M. N. GOVINDAN NAIR: Will the Minister of PARLIA-MENTARY AFFAIRS AND LABOUR be pleased to state:

(a) whether Janata Party leaders and Ministers are giving assurances to people to solve the unemployment problem in three years; and

(b) if so, the broad cutlines of the scheme?

• THE MINISTER OF PARLIA-MENTARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA): (a) and (b). Government has stated that it would remove destitution within a time frame of 10 years and that it would follow an employment-oriented strategy in which primacy would be given to the development of agriculture, agro-industries, small and cottage industries specially in rural areas. High priority would also be given to the provisions of minimum needs in the rural areas and to integwated rural development.

# F.I.C.C.I. Plan to solve Unemployment Problem

729. SHRI M. N. GOVINDAN NAIR: Will the Minister of PARLIAMEN-TARY AFFAIRS AND LABOUR be pleased to state:

(a) whether Government are aware of the Federation of Indian Chamber of Commerce and Industry's plan of solving the unemployment problem within 10 years; and

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

THE MINISTER OF PARLIAMEN-TARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA): (a) and (b). Presumably the reference is to the Theme Paper entitled Towards a Prosperous Society' prepared by the Federation of Indian Chambers of sion of its Fiftieth Annual Session held Commerce and Industry on the occa201 Written Answers JYAISTHA 26, 1899 (SAKA) Written Answers 202

recently in New Delhi. In pursuance of its declared objective to eradicate destitution within a time frame of 10 years, Government will no doubt take into account all available information and suggestions for the achievement of this objective.

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Rated Capacity of Salem Steel Plant

730. SHRI R. KOLANTHAIVELU: Will the Minister of STEEL AND MINES the pleased to state:

(a) the progress  $i_n$  respect of the Salem Siteel Plant;

(b) the rated capacity of the plant and the expected time of commencement of production;

(c) whether the project is going according to schedule; and

(d) if not, the reasons therefor and the remedial action taken?

THE VINISTER OF STEEL AND MINES (SHRI BIJU PATNAIK): (a) In March, 1977, Government approved the first stage of Salem Steel Project involving an investment of Rs. 126.61 crores.

Necessary preparatory work and infra-structure facilities for the first stage of the project have been almost completed. Expenditure on the project so far amounts to Rs. 13.30 crores.

Offers have been received from international stainless steel makers for supply of production know-how.

(b) The rated capacity of the first stage of the plant is expected to be 3.000 tonnes of cold rolled stainless steel flat products per year. Production is expected to commence towards the end of 1981.

(c) All possible measures are being taken to complete the project according to schedule.

(d) Does not arise in view of (c) above.

#### Techno-Economic Treaties with Foreign Countries for Economic Development

731. SHRI R. KOLANTHAIVELU: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) the precise developments in respect of Indo-Soviet Treaty of Peace, Friendship and Co-operation following recent visit of Mr. Gromyko;

(b) whether arrangements and agreements made are conducive to increased techno-economic support from Soviet Union; and

(c) whether in view of the success of the Treaty, Government propose to have similar treaties with other Powers so as to ensure increased techno-economic support for our economic development?

THE MINISTER OF EXTERNAL ATAL BIHARI AFFAIRS (SHRI (a) and (b). During VAJPAYEE): the visit of Mr. A. A. Gromyko, Foreign Minister of USSR, to India from April 25 to 27, 1977, the two sides reiterated their desire not only to preserve the traditional friendship and cooperation between India and USSR, but to stengthen it further in the spirit of the Indo-Soviet Treaty of Peace, Friendship and Co-operation. The following agreements on bilateral cooperation were concluded during the visit:

(i) Agreement on Economic and Technical Cooperation;

 (ii) Agreement on cooperation in the establishment of Troposcatter
 Communication Link (for the establishment of reliable telegraph and telephone communication between the two countries);

(iii) Agreement on the mutual exchange of goods for the year 1977.

(c) Government of India will continue to develop relations of friendship and co-operation with all countries ٠,

on the basis of the principles of mutually advantageous bilateralism, equality and reciprocity.

#### Malaria in Delhi

732. SHRI F. H. MOHSIN: SHRI HARI VISHNU ~ KAMATH:

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

(a) whether Malaria was widespread in Delhi and other parts of the country;

(b) the reasons therefor; and

(c) the steps taken in this regard?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI\_RAJ NARAIN): (a) Yes, the incidence of malaria has increased in Delhi as well as other parts of the country during the past few years.

(b) and (c). A statement giving the required information is enclosed.

#### Statement

(b) The main reasons for the rise in the incidence of malaria in Delhi and other parts of the country are as follows:—

(1) In Delhi, anti malaria operations are executed by Delhi Municipal Corporation, New Delhi Municipal Committee and six other smaller agencies  $i_n$  the respective areas. Due to multiplicity of agencies the operations have suffered. It has now been decided to have a unified authority for controlling malaria under Delhi Administration.

The urbanisation of Delhi has been expanding very fast during the last few years. The existing cagencies could not however cover the various new colonies adequately with antilarvel measures. (2) Some of the vectors of malaria have developed resistance to DDT in some localities and to BHC in some other areas with the result that other alternative but more expensive insecticides have to be used to control the disease.

(3) In some localities of North Eastern States strain of P. Falciparum resistant to chloroquine is present. However the resistance is only of a moderate level in most of the areas.

(4) Due to oil crises there have been increase in the cost of insecticides.

(5) Due to increase in development project in the country there has been enormous increase in the tropical aggregation of labour.

(6) In some parts of the country plastering immediately after the spray has adversely affected the efficiency of spray operations.

(c) The following steps have been taken to control the disease:

(1) A modified plan of operation has been sanctioned by the Government of India and is under implementation in the country from 1st April, 1977. Under this plan all the areas where the incidence of malaria is more than two per one thousand population will be brought under regular spray with appropriate type of insecticides as far as possible. For this purpose the insecticides wIll be supplied by the Government of India even for the maintenance phase areas which were not getting this assistance earlier.

(2) The cost n of material and equipments is borne by Government of India after making only minor adjustment for maintenance phase areas.

(3) The units in the States have been reorganised according to the district patterns and district medical officer has been made fully responsible for the implementation of the programme.

. ...

(4) The entire cost of the state headquarter staff and the zonal staff according to the approved pattern of Government of India is met by the Government of India.

(5) 72 entomological teams have been provided to 72 zones in the country. These teams inter-alia assess the entomological situation, the susceptibility status of the vector and also suggest the appropriate type of insecticides to be used in the particular areas.

(6) Great emplasis has been laid on the supply of antimalarial drugs. These are made available not only through the malaria workers, hospitals, Primary Health Centres etc., but also through agencies like Panchayats, School teachers, fever treatment depots and malaria clinics. The antimalaria drugs will also be supplied through normal commercial channels.

(7) To reduce the timelag between collection of blood smears and their examination, the laboratory services are being decentralised to Primary Health Centres in attack and consolidation phase areas as well.

(8) The surveillance staff for the difficult areas has been augmented.

(9) Great emphasis is beng laid on people's participation in the programme. For this purpose the Panchayats, School teachers and other voluntary organisations are being involved progressively.

(10) Health Education activities are being intensified by display of of distribution folders posters. and hand bills etc. Cinema slides have been prepared and are being exhibited in different towns. Metallic plates are also being prepared for display at Primary Health Centres. Mass media like radio and television are being utilised for the purpose. Films on malaria are also being exhibited.

(11) The research activities in malaria are being intensified to find answers for the various problems which have come up due to the setbacks  $t_0$  the programme. Both fundamental and operational research are being undertaken.

(12) In the Union territory of Delhi, it has been decided that Director of Health Services, Delhi Administration will monitor and supervise the work by the multiple agencies in the union territory 25 malaria clinic have been established. Fever cases will come for spot examination of their blood and immediate treatment.

## Steps to ensure Smooth Functioning of Delhi Hospitals

733. SHRI M. RAM GOPAL REDDY: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the attention of the Government has been drawn to a news items appearing in the Delhi Press about the righ-handedness and interference in the day to day affairs of a Delhi hospital by the officials of the Ministry;

(b) if so, the facts thereof; and

(c) what remedial steps the Government propose to take to ensure smooth and proper functioning of the hospital?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RAJ NARAIN): (a) The case of Shri Satram Dass, who was admitted with stab injury in surgical ward, in Irwin Hospital on 17th April, 1977 has come to notice of Government but there is no incidence of high-handedness and interference in the administration of the hospital.

(b) and (c). Shri Satram Dass was discharged from Irwin Hospital on the 7th May, 1977, but he continued

to stay in the hospital. On the 20th May, 1977, a group of persons called on the Health Minister on behalf of the patient for explaining the difficulties including alleged indifferent treatment given to him in the hospital. A letter was addressed by Health Minister's Private Secretary to the Medical Superintendent, Irwin Hospital on the 20th May, 1977, requesting him to provide necessary medical facilities till complete recovery of the patient and to personally look into his complaints. The patient was however discharged from the hospital. As he considered himself not fit, he got himself admitted in Willingdon Hospital on the 22nd May, 1977 from where he was discharged on the 3rd June, 1977.

#### Inquiry against S.P.Os., Kalpa

734. SHRI BHAGAT RAM: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether an inquiry was conducted against S.P.Os., Kalpa (Punjab) regarding alleged corrupt practices;

(b) if so, the findings thereof; and

(c) whether the officer was not transferred during the inquiry?

THE MINISTER OF COMMUNI-CATIONS (SHRI GEORGE FERNAN-DES): (a) and (b). Kalpa is not a Postal Division under the charge of a Supdt, of Post Offices. It is, however, a sub-division under the charge of an Inspector of Post Offices. There were complaints of corruption against this Inspector and after a preliminary departmental enquiry, a chargesheet has been issued to him. The departmental enquiry by a Class I Officer is in progress and his Enquiry Report containing the findings is awaited.

(c) The officer was transferred before the commencement of the inquiry. Transfer of Trade Union Functionarles in West Bengal

735 SHRI BHAGAT RAM: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether large scale transfer of trade union functionaries in West Bengal were resorted by the PMG, West Bengal under the so-called Rule 37 of P and T Manual Vol. IV, during the emergency in order to disrupt the trade union activities; and

(b) if so, whether Government are taking any steps to retransfer all the transferred trade union functionaries and other activities in West Bengal?

THE MINISTER OF COMMUNI-CATIONS (SHRI GEORGE FERNAN-DES): (a) and (b). It is true that transfers of officials under Rule 37 of IV had been P & T Manual Vol. ordered in West Bengal Circle during the Emergency period. However, such transfers had been ordered even during the pre-Emergency period. The reasons for such transfers was chiefly misconduct and lack of dicipline on the part of the staff concerned. Some of the officials thus transferred happened to be Union officebearers, though this was not related being transferred under to their Rule 37. The transfers thus carried out, including those of Union functionaries are being reviewed.

## Opening of Telephone Exchanges in Kaira District of Gujarat

736. SHRI D. D. DESAI: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether there is any proposal  $t_0$  extend existing Telephone facilities including opening of new telephone exchanges in the Kaira district of Gujarat; and

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(b) if so, the outlines thereof? ir

THE MINISTER OF COMMUNI-CATIONS (SHRI GEORGE FER-NANDES): (a) Yes, Sir.

(b) (i) 9 new small automatic exchanges and 9 long distance public call offices are proposed to be opened.

(ii) Eleven of the existing telephone exchanges are planned to be expanded.

(iii) The manual exchange at Kaira is planned to be automatised.

Effect of Indo-Soviet Treaty of Peace, Friendship and Cooperation on Nations of South-East Asian Region

737. SHRI D. D. DESAI: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether he had assured the Foreign Minister of the USSR during the Latters recent visit to India that the Government of India continues to value the Indo-Soviet Treaty of Peace, Friendship and Cooperation;

(b) if so, the reasons therefor; and

(c) whether this treaty has created any suspicion about Indian initiatives in the South-East Asian Region among the Nations of this region?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI ATAL BIHARI VAJPAYEE): (a) and (b) During the visit to India of Mr. A. A. Gromyko, of USSR in the Foreign Minister April 1977, the two sides reaffirmed their desire to further strengthen their traditional friendship and cooperation in the spirit of the Indo-Soviet Treaty of Peace, Friendship and Cooperation The Indo-Soviet friendship, which is based on equalitv, reciprocity and beneficial bilateralism, has stood the test of time and served the interests of the people of the two countries. :**f**\*

(c) No, Sir. Government reiterate that the Indo-Soviet Treaty does not come in the way of the development of India's relations with any country in the world.

Payment of Bonus and withdrawal of Compulsory Deposit Scheme

738. DR. BAPU KALDATE: Will the Minister of PARLIAMENTARY AFFAIRS AND LABOUR be pleased to state:

(a) whether Government have received any representation on continuation of bonus and withdrawal of compulsory deposit scheme from organisations of working class and labour unions; and

(b) if so, what action has been taken on these representations?

THE MINISTER OF PARLIAMEN-TARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA): (a) Yes.

(b) Decisions in regard to Compulsory Deposit Scheme have already been announced. The question of bonus is under consideration.

Amendment of Schedule 2 of Indian Medicine Central Council Act, 1970

739. DR. BAPU KALDATE: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether there is any proposal to amend Schedule 2 of the Indian Medicine Central Council Act, 1970; and

(b) if so, the reasons thereof?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RAJ NARAIN): (a) No.

(b) Does not arise.

#### India-China Relations

740. SHRI HARI VISHNU KA-MATH: Will the Minister of EXTER-NAL AFFAIRS be pleased to state:

(a) whether it is a fact that India-China relations are not yet cordial but just correct;

(b) if so, the reasons therefor;

(c) whether any move or overture has been made by either country since 21st March, 1977 for friendlier relations; and

(d) if so, the details thereof?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI ATAL BEHARI VAJPAYEE); (a) to (d) The process of normalisation with China initiated by the exchange of Ambassadors is continuing. There have been visits to each others' countries by official and non-official groups. In April-May 1977 three representatives of Indian trading houses visited the Canton Spring Fair and entered and import contracts. into export Further opportunities for enhancing trade between the two countries on the basis of reciprocity and mutual benefit are being explored. On the whole, over the last three or four months, the earlier trend of the Chinese press and media dealing with India in in critical and hostile terms has diminished. India will be prepared to consider any initiative to add more substance to the process of normalisation or suggestions for improvement of relations on the basis of the Five Principles.

## / Control on indiscriminate use of Antibiotics

741. SHRI<sup>†</sup> HARI VISHNU KA-MATH: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that there is a growing tendency among doctors to prescribe and administer antibiotics, somewhat indiscriminately, for the treatment of diverse diseases;

(b) whether it is a fact that in many countries of Europe and America, antibiotics are to-day regarded, more often than not, as "a remedy worse than the disease" because of the side effects they produce;

(c) if so, whether Government propose to control the use of antibiotics in the interest of public health; and

(d) the modus operandi for achieving that objective?

THE MINISTER OF HEALTH AND (SHRI RAJ FAMILY WELFARE NARAIN): (a) to (d): According to under the reports, a Committee Chairmanship of Senator Edward Kennedy in USA had collected material evidence to show that pharmaceutical manufacturers, particularly those manufacturing and marketing antibiotic formulations, have been employing high pressure sales promotional techniques to influence the prescribing practices of medical practitioners. Such promotional efforts. it is reported, had led to reckless use of antibiotics for treatment of ailments, particularly when equivalent drugs of other categories were available. Indiscriminate use of antibiotics, it is reported has resulted in drug side effects and also to proliferation of strains that are resistant to of drugs. The the present family U.S.A. report has specifically cited Ampicillin which was being freely used for the treatment of minor ailments such as tonsillitis or sore throat. "Ampicillin", it has been stated "has been used with reckless abandon".

The above has been brought to the notice of all State Drugs Controllers, all State Administrative Medical Officers, Medical Associations to ensure that the medical practitioners recommend the use Ampicillin formulations for conditions for which the preparation has been scientifically evaluated and approved. They have also been asked to bring to the notice of Director General of Health Service about exaggerated claims made by any firm marketing Ampicillin.

An expert Group has been constituted to  $evolv_e$  a national policy on the use of antibiotics.

#### Comparative cost of Production of Steel

742. SHRI P. K. DEO: Will the Minister of STEEL AND MINES be pleased to state:

(a) the cost of production of one tonne of steel in Rourkela, Bhilai, Durgapur, Bokaro, IISCO AND TISCO; and

(b) how the cost compares with the cost of production in U.S.A., West Germany and Japan?

THE MINISTER OF STEEL AND MINES (SHRI BIJU PATNAIK):

(a) The following table indicates the average cost of production of one tonne of saleable steel in Rourkela, Bhilai, Durgapur, Bokaro, IISCO and TISCO during 1975-76:

(Rs.	per	tonne)	
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Plant				1975- 76
Rourkela	•	•	•	1858
Bhil <b>ai</b>	•	•	•	1068
Durgapur .	•	•	•	1445
Bokaro	•	•	•	1878
IISCO	•	•	•	1766
TISCO	•	•	•	1 300

(b) Information in respect of cost of production is treated as confidential by steel producer countries and , is, therefore, not available.

#### Second Steel Plant in Orissa

743. SHRI P. K. DEO: SHRI S. KUNDU:

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

(a) whether there is any proposal to put up a second steel plant in Orissa;

(b) whether the Orissa Government suggested the location of the Steel Plant at Nayagarh in Keonjher District on the expert advice of Kuljeans and M|s. M. N. Dastur and Co., and

(c) if so, the steps being taken thereon?

THE MINISTER OF STEEL AND MINES (SHRI BIJU PATNAIK): (a) to (c): Based on the expert advice of Kuljeans and Dastur & Co., Orissa Government has suggested the location of a steel Plant in Nayagarh, Orissa. The matter is now receiving the attention of the Government of India.

## Investment in **BALCO** Complex

744. SHRI P. K. DEO: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether the captive mines at Phutkapahad and Amarkantak do not contain sufficient Bauxite Ore to feed the BALCO factory at Korba;

(b) whether BALCO has applied for Bauxite lease in the Gandhamardan area in Orissa which is the nearest deposit to the factory;

(c) if so, when the mining lease of Gandhamardan" Bauxite Ore will be given to BALCO; and

(d) the amount so far invested in BALCO Complex at Korba?

THE MINISTER OF STEEL AND MINES (SHRI 1 BIJU PATNAIK): (a) and (b): Mineable bauxite ore in these two deposits has been found to be much lower than what was estimated by the Geological Survey of India in the course of investiga-1961-63. As a longtions during term measure, bauxite supply to the Korba alumina plant will have to be supplemented from another source quantitatively. qualitatively and Bauxite deposits of the Gandhamardan plateau being known to be large and amenable to mechanised mining, BALCO have applied for a mining lease over the area.

(c) Mining lease application of BALCO is under consideration by the State Government.

(d) Rs. 215.00 crores (approx.)

### Aluminium Complex based on Bauxite Deposits of East Coast

745. SHRI P. K. DEO: Will the Minister of STEEL AND MINES: be pleased to state:

(a) whether Government are contemplating to put up an aluminium plant with foreign collaboration to utilise the vast bauxite deposits of East Coast; and

(b) if so, the estimated power requirement of this Aluminium Complex and the manner it is proposed to be met?

THE MINISTER OF STEEL AND MINES (SHRI BIJU PATNAIK): (a) and (b). Vast deposits of bauxite have been located in the high hills of the East Coast Range in the Koraput area of Orissa and the adjoining areas of Andhra Pradesh, overlooking the coast near Visakhapatnam Port.

The question of putting up one or more Alumina|Aluminium Plant will be taken up by Government only after detailed exploration of the ore bodies are completed.

The power requirement for such a plant will obviously depend on the size of the plant that will be taken up for construction by the Government. Broadly it can be stated that upto and including the alumina stage, power requirement for a 2 lakhs tonnes Alumina Plant is 20 M.W. whereas for making one lakh tonne of Aluminium metal out of this Alumina, another 200 M.W. of power would be required.

Restrictions on Immigration into U.K.

746. SHRID. B. CHANDRE GOWDA: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether strict immigration laws of the United Kingdom are standing in the way of marriages of about 3,000 to 5,000 fiancees with their counterparts in India;

(b) whether British immigration authorities in their anxiety to check the inflow of bogus fiancees seeking a foot-hold in that country are discriminating against innocent people; and

(c) whether any memorandum has been submitted to the Prime Minister about the difficulties encountered by Indians in respect of race, relations and immigration rules; and if so, the reaction of Indian Government thereon?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI ATAL BUHARI VAJPAYEE); (a) and (b), No. Sir. Under the new Rules which came into force on 22nd March 1977, a husband will no longer be granied the right to settle in Britain if such a marriage was contracted overseas within 12 months of his application for entry clearance. Before his right to settle in Britain is considered, he will be admitted for a period of 12 months to see whether it appears to be a marriage of convenience. A similar rule applie: where the marriage is contracted in the United Kingdom. Immigration Officers will have power to refuse admission or settlement, at the outset or

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after the 12 month period, in any case where the marriage is believed to be one of the convenience.

(c) Yes, Sir. A memorandum was submitted to PM in April, 1977 by Hony. Secretary, All Party Committee on UK Citizenship, London.

On several occasions, we have made it clear to the British Government that we have no interest whatsoever in encouraging emigration to Britain. While the maintenance of law and order in Britain is the responsibility of the British Government, it has been made aware of the Government of India's concern and of the importance to create a climate of racial harmony in Britain. The British Government has reaffirmed its commitment to a policy of racial equality.

## Dismantling of Foreign Military Bases in Indian Ocean

747. SHRI D. B. CHANDRE GOW-DA: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether some foreign countries have supported India's stand on dismantling of foreign military bases in the Indian Ocean; and

(b) whether the King of Nepal and the Foreign Minister of Soviet Union have also extended their co-operation in this regard?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI ATAL BIHARI VAJPAYEE): (a) Yes, Sir. India's stand on elimination of foreign military bases from the Indian Ocean is in line with the stand taken by the overwhelming majority of littoral and hinterland States, and in keeping with recommendations made at the United Nations and at meetings of the Non-aligned Group.

(b) Nepal has also constently voted in favour of UN Resolution on the Zone of Peace in the Indian Ocean and their views are largely indentical with ours on this question. As regards the USSR, its leaders have  $o_n$  various occasions expressed themselves in favour of elimination of all existing foreign military bases from the Indian Ocean.

Appointment of a Committee to investigate causes of Cancer

748. SHRI D. B. CHANDRA GOWDA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government have taken steps to control Cancer;

(b) whether any Committee has been appointed by Government to investigate the causes of Cancer; and

(c) if so, the main features thereof?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RAJ NARAIN) (a) and (c). Research and studies on Cancer are being carried out in a number of Institutions and Cancer Research Centres. Besides, it is proposed to establish Regional Centres for Research and Treatment in Cancer. Financial assistance is also given to States for setting up Cobalt Therapy Units.

The Indian Council of Medical Research has also conducted collaborative studies on some of the common cancers encountered in the country oropharyngeal cancer, i.e. oral and cervical cancer and cancer of breast. The main objectives of the studies on oral and oropharyngeal cancer were to find out its prevalance in different geographic areas in the country and to study the environmental factors related to this type of cancer with special reference to use of tobacco. Studies on breast and cervical cancer are in progress.

(b) No, Sir.

## National Wage Policy

749. SHRI S. KUNDU: Will the Minister of PARLIAMENTARY AF-FAIRS AND LABOUR be pleased to state:

(a) whether Government have taken any decision to evolve a national wage policy and better industrial relations policy; and

(b) if so, the main features thereof?

THE MINISTER OF PARLIAMEN-TARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA): (a) and (b). The question of evolving a National Wage Policy is under consideration of the Government. A tripartite working group to study in depth all aspects of a comprehensive law on industrial relations is being set up.

## Reconstitution of Bipartite and Tripartite Committees

750. SHRI S. KUNDU: Will the Minister of PARLIAMENTARY AF-FAIRS AND LABOUR be pleased to state:

(a) whether Government have taken any steps to reconstitute the various bipartite and tripartite Committees formed by the Labour Department during the period of internal emergency; and

(b) if so, the scheme thereof?

THE MINISTER OF PARLIAMEN-TARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA): (a) and (b). The National Apex Body (Bipartite) and National Industrial Committee (Bipartite) formed during the period of internal emergency have been discontinued. Some Committees/ Boards were constituted or re-constituted during that period after the expiry of their normal life in accordance with the relevant statutory provisions. The question of reconstituting the tripartite bodies, assuring broad based representation to the interests concerned is under examination.

## Absorbing of Casual Masdoors of Hyderabad Telephones

751. DR. SARADISH ROY: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether in Hyderabad Telephones there are several casual mazdoors working since 10 years;

(b) if so, whether the P & T Department is taking steps to absorb them into regular cadre; and

(c) whether the Post & Telegraph Department is contemplating to apply Miyabhoy Committee's recommendations on casual labour on the lines of Railways?

THE MINISTER OF COMMUNI-CATIONS (SHRI GEORGE FER-NANDES): (a) No, Sir.

(b) Does not arise.

(c) The Miyabhoy Committee recommendations do not apply to P&T Department.

Discrimination with certain categories of employees of P&T Department in the matter of Holidays etc

752. DR. SARADISH ROY: Will the Minister of COMMUNICATIONS be pleased to state: /

(a) whether Sweepers, Watchmen. Gardeners and Scavengers in the P & T Department are being discriminated in the matter of holidays, overtime rates and weekly offs when compared to other categories of employees; and

(b) i! not, whether these categories of officials are being treated on par with rest of the categories of officials for all purposes?

THE MINISTER OF COMMUNI-CATIONS (SHRI GEORGE FER-NANDES); (a) and (b). Such matters pertaining to grant of holidays, overtime and weekly off etc. are regulated according to the nature of duties of the various categories of staff and ere

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not consistent in all cases. The P&T Department has to follow in these cases the general policy laid down by the Department of Personnel and Administrative Reforms. The question of removing any disparities or discrimination in such matters will be examined in consultation with the Department of Personnel and Administrative Reforms.

र्भसबंदी झ.प्रेशन के कारग हुई मोते :

753. श्री राघवजी : क्या स्वास्थ्य ग्रौर परिवार कल्याथ मंत्री यह बताने की कृपा करेंगे कि :

(क) 30 मप्रैल, 1977 तक रेश भर में से सरकार के पास ऐसे कितने व्यक्तियों की मृत्यु की सूचना म्राई है, जो नसबंदी म्रापरेंशन के छः महीने के ग्रन्दर मर गए थे;

(ख) उनमें में ग्रब तक कितने मामलों की सरकार ने जांच की है ग्रार कितने मामलों में मृत्यु मुख्यतः नस ांदी ग्रापरेशन के कारण हई यी: ग्रीर

(ग) ग्रब तक मृत व्यक्तियों के परि-वारों को सरकार ने कितनी वित्तीय सहायता दी है ?

स्वास्थ्य भौर परिवार कल्याण मत्री (भ्री राजनारायण): (अ) स (ग) राज्य सरकारों से सूचना मांगी गई है भीर प्राप्त होने पर इसे लोक सभा पटल पर रख दिया जा रेगा।

## Indian Labour Conference

754. SHRIMATI MRINAL GORE: Will the Minister of PARLIAMEN-TARY AFFAIRS AND LABOUR be pleased to state:

(a) whether Government had convened the Indian Labour Conference;

(b) if so, when the proposed meeting was held; and

(c) subjects discussed, the parties/ persons invited to this Conference and the basis of extending invitation? THE MINISTER OF PARLIAMEN-TARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA): (a) to (c). A Tripartite Labour Conference was held on the 6th-7th May, 1977 at New Delhi. The subjects discussed were as follows:

- Certain issues relating to comprehensive law on Industrial Relations;
- (2) Workers' Participation.
- (3) Setting up of a Gratuity Fund.
- (4) Composition of Indian Labour Conference.
- (5) Labour in Unorganised Sector—(Contract Labour, Construction Workers, Rural Workers and Bonded Labour).

The Conference was attended by the representatives of Government (both Centre and States); Employers' Organisations (both Public Sector and Private Sector); and All India Trade Union Organisations.

#### Selection of Labour Representative for I.L.O. Conference

755. SHRIMATI MRINAL GORE: Will the Minister of PARLIAMEN-TARY AFFAIRS AND LABOUR be pleased to state:

(a) whether Government have failed to select labour representatives for the ensuing LL.O. Conference;

(b) whether any new criterion is being laid down to select the labour representatives; and

(c) the names of the labour representatives selected for I.L.O./63rd Conference at Geneva?

THE MINISTER OF PARLIAMEN-TARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA): (a) and (b). No.

(c) Shri Kanti Mehta, Shri P. K. Sharma, Shri D. B. Thengdi, Dr. Shanti Patel. Recruitment in Salem Steel Plant

756. SHRI S. D. SOMASUNDA-RAM: Will the Minister of STEEL AND MINES be pleased to state:

(a) the total number of personnel and workers employed in Salem Steel Plant;

(b) the percentage of persons from Tamil Ni.du so employed; and

(c) plans, if any, of a phased programme of recruitment to various categories?

THE MINISTER OF STEEL AND MINES (SHRI BIJU PATNAIK): (a) The total number is 168.

(b) It is not the normal practice in Government Undertakings to collect such information.

(c) In the process of finalization.

### Success achieved in control of Population Growth

757. SHRI S. D. SOMASUNDARAM: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government  $a_{re}$  aware of the plea of World Bank President  $a_s$  reported in the Press on 29th April, 1977 for a concentrated and comprehensive effor: at global birth control and his statement that 'short of thermo-nuclear war itself' population growth  $i_8$  the gravest issue the world faces over the decades immediately ahead:

(b) the success achieved so far in India in control of population growth;

(c) the nature of the concentrated and comprehensive efforts proposed for furthering control; and

(d) the figure at which the population in India is expected to stabilise?

THE MINISTER OF HEALTH AND FAMILY WELFARE: (SHRI RAJ NARAIN): (a) Yes, Sir.

(b) It is estimated that as a result of the Family Welfare Programme, about 29 million births have been averted upto March, 1977 since the inception of the Programme, and the birth rate is estimated to have come down to about 34.3 per 1000 population in 1976-77 from 41.7 in 1961. The growh rate of population has dropped from about 2.2 per cent per annum during the period 1961-71 to less than 2 per cent per annum. But for the Family Welfare Programme, the growth rate would have been higher than at present.

(c) A copy of the statement of Family Welfare Programme Policy outlining the approach of the Government 's laid on the Table of the House. [Placed in Library. See No. LT-365/77.]

(d) It is not possible to predict the level at which the population of India expected to stabilise, as much will depend on the future progress of the family welfare programme.

# Treaties for Strengthening Po'icy of non-Alignment

758. SHRI S. D. SOMASUN-DARAM: Will the Minister of EX-TERNAL AFFAIRS be pleased to state:

(a) the results of the review of the working of the Indo-Soviet Treaty of Peace. Friendship and Cooperation during the recent talks with Mr. Gromyko;

(b) whether the review has shown strengthening of the policy of nonalignment of this country; and

(c) if so, whether Government propose to consolidate the policy of non-alignment by similar treaties with other Powers?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI ATAL BIHARI VAJPAYEE); (a) to (c). During the visit to India of the Foreign Minister of USSR, Mr. A.A. Gromyko, in April, 1977 the two sides reaffirmed their

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desire to strengthen their traditional friendship and cooperation in the spirit of the Indo-Soviet Treaty of Peace, Friendship and Cooperation. The Soviet Union respects and supports India's policy of non-alignment, which it regards as an important factor in the lessening of tension and promotion of peace, understanding and cooperation in the world. The Indo-Soviet Treaty specifically recognises this fact.

Government have reiterated their resolve to continue to adhere to the policy of non-alignment and it would be Government's endeavour to development and further strengthen relations with all countries on the basis of beneficial bilateralism, equality and reciprocity.

## Regulations requiring Employers to seek Assistance of Employment Exchanges in Recruitment

759. SHRI S. D. SOMASUN-DARAM: Will the Minister of PAR-LIAMENTARY AFFAIRS AND LABOUR be pleased to state:

(a) the present regulations requiring employers to seek the assistance of Employment Exchanges for recruitment of personnel;

(b) the extent to which such regulations have been complied with; and

(c) the action taken in regard to any breach thereof?

THE MINISTER OF PARLIAMEN-TARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA): (a) In accordance with the executive instructions issued by the Government, vacancies arising in Central Government offices/establishments, of whatever nature and duration (except those to be filled through U.P.S.C.), against posts to be filled by direct recruitment, should be filled only through the Employment Service. Other sources of recruitment can be

tapped by the employers only if the Employment Exchange concerned issues a Non-availability' Certificate. Likewise, recruitment of personnel in lower ranks carrying a basic salary of less than Rs. 500 p.m. in Central Public Sector Undertakings should be made only through Employment Exchanges. Private Sector employers are under no obligation to recruit their staff through Employment Exchanges alone.

(b) The executive instructions requiring recruitment of staff through Employment Exchanges are general y being followed.

(c) Cases coming to notice in which recruitment of staff otherwise than through Employment Exchanges is made by employing Organisations, are taken up with the administrative Ministries/Departments concerned for remedial action.

## Regularisation of Casual Employees of P & T

760. SHRI VASANT SATHE: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether a large number of casual employees are engaged by Post and Telegraph Department and these employees continue to hold casual status although they have rendered more than three to ten years of service;

(b) if so, the extent of such casual labour in Post and Telegraph Department; and

(c) the steps taken or proposed to be taken to regularise them?

THE MINISTER OF COMMUNICA-TIONS (SHRI GEORGE FERNAN-DES): (a) and (b). The information is being collected and will be placed on the Table of Lok Sabha.

(c) Casual labour recruited through Employment Exchanges having experience of a minimum of two years of service with at least 240 days in each year are being absorbed in the

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Department as Class IV employees subject to availability of regular vacancies and other conditions like passing literacy test etc.

## Workers Dismissed during Emergency

761. SHRI SHYAMAPRASANNA BHATTACHARYYA: Will the Minister of PARLIAMENTARY AFFAIRS AND LABOUR be pleased to state the total number of industrial workers whose services were terminated during the Emergency?

THE MINISTER OF PARLIAMEN-TARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA): Information is being collected and will be laid on the Table of the Sabha after it is received.

## Abolition of Contract Labour System

762. SHRI SHYAMAPRASANNA BHATTACHARYYA: Will the Minister of PARLIAMENTARY AFFAIRS AND LABOUR be pleased to state:

(a) whether Government are considering to abolish the contract labour system; and

(b) if so, the outlines thereof and if not, the reasons therefor?

THE MINISTER OF PARLIAMEN-TARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA): (a) and (b). The Contract Labour (Regulation and Abolition) Act, 1970 provides for the abolition of contract labour system where feasible, and seeks to regulate the employment of contract labour in establishments/employments where its abolition is not considered feasible for the time being.

पासपोर्टो का जम्त किया जाना

763. श्वीमीठा लाल पटेल : क्या

विवेश मंत्री यह बताने की रूपा करेंगे कि :

(क) क्या सरकार ने हाल ही में 5ुछ विशिष्ट व्यक्तियों के पासपोर्ट जब्त कर लिए हैं; ग्रौर ं (ख) यदि हां,तो उन व्यक्तियों के क्यानॉम हैं ?

विवेज्ञ मंत्री (भी भ्रटल बिहारी बाजपेयी): हाल ही में सरकार ने, भ्राम जनता के हित, पासपोर्ट मधिनियम. 1967 के मन्तर्गत 24 व्यक्तियों के पासपंट जब्त करने म्रथवा पासपोर्ट सुविधाएं म्र बीकार करने के मादेण दिये हैं।

(ख) इन व्यक्तियों का एक विवरण सदन की मेज पर रख दिया गया है।

## विवरण

उन व्यक्तियों की सूची जिनके पामपोर्ट जब्न करने के म्रथवा जिन्हें पासपोर्ट मुविघाए प्रदान न करने के मार्टम दिये गये हैं

(वर्णनुकमानुसार)

1. श्री एच० के० एन	० भगत
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- 2. श्री पी॰ एस॰ भिडर
- 3. श्री विद्या भूषण
- 4. श्री धीरेन्द्र बह्मचारी
- 5. श्री कृष्ण चंद
- 6. श्री नवीन चावला
- 7. श्री मर्जन दास
- 8. श्री मार० के० धवन
- 9 श्री संजय गांधी
- 10. श्री विश्व बंधु गुप्ता
- 11. श्री यज्ञपाल कपूर
- 12. श्री बंसी लाल
- 13. श्री एस॰ ग्रार मेहता
- 14. श्री मार० सी० मंहतानी
- 15. श्री भार० जे० पडिंक्किल
- 16. श्री पी॰ सी॰ सेठी
- 17. श्री मादिल शहरयार
- 18. श्री विद्या चरण शुक्ल
- 19. श्री रौनक सिंह
- 20. श्रीमती रुक्साना सुल्ताना
- 21. श्री मागर सूरी
- 22. श्री बी० मार० टमटा
- 23. श्री एन॰ डी॰ तिबारी
- 24. श्री मुहम्मद यूनूस

#### Life Lost due to Family Planning Drive

764. DR. VASANT KUMAR PAN-DIT: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) number of people who lost their lives State-wise due to Family Planning Drive during the period 1974-75 and 1975-76;

(b) number of persons held responsible for the death and action taken against them; and

(c) the nature of compensation given to the family of the dead persons?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RAJ NARAIN): (a) to (c). Information is being collected from the States and Union Territories and would be lajd on the Table of the Lok Sabha.

## Strike by Workers of Hindustan Lever Ltd., Bombay

765. DR. VASANT KUMAR PAN-DIT): Will the Minister of PARLIA-METARY AFFAIRS AND LABOUR be pleased to state:

(a) whether the workers of the Hindustan Lever Ltd., Bombay have been on strike since March, 1977;

(b) the estimated loss of production and loss of wages to the workers thereby; and

(c) whether Government have made efforts to bring reconciliation to end the strike?

THE MINISTER OF PARLIAMEN-TARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA): (a) to (c). The matter falls essentially in the State sphere and was brought to the notice of the Government of Maharashtra. According to available information the strike resorted to by the workers of this unit in protest against the alleged delay by the management in settling their demands was called off from May 12, 1977 following a settlement signed by the parties at the intervention of the State Labour Minister.

Indian Iron and Steel (Acquisition of Shares) Act, 1976

766. SHRI SHAMBHU NATH CHATURVEDI: Will the Minister of STEEL AND MINES be pleased to state:

(a) Government are aware that a very anomalous situation has been created because under the Indian Iron and Steel (Acquisition of Shares) Act, 1976, compensation for the acquired shares has been made payable to registered holders as on 17th July, 1976. the date of vesting instead of to the actual owners who purchased there in blank transfers while the shares are afloat on the stock exchanges and such transfers though perfectly valid are not required to be registered in the books of the company until the following book closing; and

(b) whether Government propose to take early steps to remedy this situation by suitably amending the law to enable the rightful owners to receive their due compensation and thereby restore confidence among the investors?

THE MINISTER OF STEEL AND MINES (SHRI BIJU PATNAIK): (a) Representations to this effect have been received from two Stock Exchanges;

(b) No amendment of the Act is considered necessary. Under the Company Law, only the registered shareholder is recognised by the Company. On the transfer of a share, where the name of the transferee is not entered in the instrument of an equitable trust arises transfer, between the transferor and the transferee. Such a trust is not recognised under the Company Law. The manner in which the blank transferee can enforce the equitable trust between himself and the registered shareholder is a matter about which the Company is not concerned.

## Foreign Military Bases in Indian Ocean

767. SHRI CHITTA BASU: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) the number of existing foreign military bases in Indian Ocean;

(b) the names of the foreign powers having such bases; and

(c) steps so far taken to make the Indian Ocean a 'peace zone'?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI ATAL BIHARI VAJPAYEE): (a) and (b). While the Government of India is aware of the existence of foreign military bases in the Indian Ocean as Diego Garcia, it has no precise information about the other foreign military bases in the Indian Ocean.

(c) The Government of India's support to the establishment of a Zone of Peace in the Indian Ocean is well known. India has consistently espoused the proposal, along with the overwhelming majority of the littoral and hinterland States, in all international forums, including the United Nations and the Non-aligned Group. India has also lent full support to the proposal in all bilateral exchanges with other States. India has taken an active part in the proceedings of the UN Ad Hoc Committee on the Indian Ocean, of which it is a Member and which has been charged with the implementation of the UN Resolutions on the subject.

# U.S. President's Observations on N.A.T.O,

768. SHRI CHITTA BASU: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the Government's attention has been drawn to the recent observation of the U.S. president, Mr. Carter, regarding further accretion of strength of NATO; and

(b) if so, the reaction of the Indian Government thereto, in particular context of one of the close neighbours of India being a NATO ally?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI ATAL BIHARI VAJPAYEE): (a) Yes.

(b) None of India's neighbours is a "NATO ally". The Indian Government continues to hope for a relaxation of tension, not only between the super powers, and not only in Europe, but in other regions also, through efforts to promote peace, and avoid confrontation.

12.00 hrs.

PAPERS LAID ON THE TABLE

PROFIT AND LOSS ACCOUNT & BALANCE SHEET OF TELE-COMMUNICATION BRANCH OF INDIAN POSTS & TELEGRAPHS DEPTT.

FOR 1974-75 AND INDIAN TELEGRAPH RULES, 1976.

THE MINISTER OF COMMUNICA-TIONS (SHRI GEORGE FERNAN-DES); I beg to lay on the Table:--

- A copy of the Profit and Loss Account and Balance Sheet (on accrual basis) of the Telecommunication Branch of the Indian Posts and Telegraphs Department for the year 1974-75 (Hindi and English versions).
   [Placed in library. See No. LT-351/77].
- (2) A copy of the Indian Telegraph (Ninth Amendment) Rules, 1976 (Hindi and English versions) published in Notification No. G.S.R. 36 in Gazette of India dated the 1st January, 1977, under subsection (5) of section 7 of the Indian Telegraph Act, 1885. [Placed in Library. See No. LT-352/77].

CORRIGENDUM TO AUDIT REPORT ON FACCOUNTS OF THE ALIMS, NEW, DELHI

FOR 1973-74 AND'ANNUAL REPORTS OF POST-GRADUATE INSTITUTE OF MEDICAL EDUCATION AND RESEARCH, CHANDIGARH AND OF HINDUSTAN LATEX LTD., TRIVAN-DRUM FOR 1975-75

स्वास्म्य मौर, परिवार कल्याज मंत्री (श्री राज नारायण) : मै निस्तलिखित पत्र सभा पटल पर्यरख्या हः

- A copy of the Corrigendum (Hindi and English versions) to the Audit Report\* on the accounts of the All India Institute of Medical Sciences, New Delhi, for the year 1973-74. [Placed in library. See No. LT-353/77]
- (2) A copy of the Annual Report (Hindi and English versions) of the Post-Graduate Institute of Medical Education and Research. Chandigarh, for the year 1975-76, under section 19 of the Post-Graduate Institute of Medical Education and Research. Chandigarh, Act, 1966. [Placed in library. See No. LT-354/77]
- (3) A copy of the Annual Report (Hindi and English versions) of the Hindustan Latex Limited. Trivandrum, for the year 1975-76 with the along Audited Accounts and the comments of the Comptroller and Auditor General thereon, under sub-section (1)nf section 619A of the Companies Act. 1956. [Placed in library. See No. LT-355/771

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REVIEW, AND ANNUAL REPORT OF MINE-RAL EXPLORATION 10. CORPORATION . LTD., NAGPUR FOR 1975-76 AND A NOTIFICA-TION ALUNDER , MINES () AND, MINERALS (REGULATION AND DEVELOPMENT, ACT, 1957

Papers laid

THE MINISTER OF STEEL AND MINES (SHRI BLJU PATNAIK): I beg to lay on the Table: --

- A copy each of the following papers (Hindi versions) under sub-section (1) of section 619A of the Companies Act, 1956:
  - Review by the Government on the working of the Mineral Exploration Corporation Limited, Nagpur, for the year 1975-76.
  - (ii) Annual Report of the Mineral Exploration Corporation Limited, Nagpur, for the year 1975-76 along with the Audited Accounts and the comments of the Comptroller and Auditor General thereon. [Placed in library. See No. LT-356/77]
- (2) A copy of Notification No. S.O. 486 (Hindi and English versions) published in Gazette of , India dated the 12th February, 1977, under subsection (1) of section 28 of the Mines and Minerals (Regulation and Development) Act, 1975. [Placed in library. See No. LT-357/77]

COAL MINES DEPOSIT-LINKED INSURANCE (AMDT.) SCHEME, 1977, NOTIFICATIONS UNDER EMPLOYEES PROVIDENT FUNDS AND MISCELLANEOUS PROVISIONS ACT, 1952 AND A STATEMENT

THE MINISTER OF PARLIAMEN-TARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA): I beg to lay on the Table:—

(1) A copy of the Coal Mines Deposit-linked Insurance

on the 25th August, 1976.

\*The Report was laid on the Table

(Amendment) Scheme, 1977 (Hindi and English versions) published in Notification No. G.S.R. 647 in Gazette of India dated the 21st May, 1977, under section 7A of the Coal Mines Provident Fund and Miscellaneous Provision<sub>3</sub> Act, 1948. [Placed in library. See No. LT-358/77]

- (2) A copy each of the following Notifications (Hindi and English versions) under subsection (2) of section 7 of the Employees Provident Funds and Miscellaneous Provisions Act, 1952:—
  - (i) The Employees' Provident Funds (Second Amendment) Scheme, 1977 published in Notification No. G.S.R 473 in Gazette of India dated the 2nd April, 1977.
  - (ii) G.S.R. 534 published in Gazette of India dated the 16th April, 1977 containing corrigendum to Notification No. G.S.R. 488(E) dated the 28th July, 1976.
- (iii) The Employees' Provident Funds (Third Amendment) Scheme, 1977 published in Notification No. G.S.R. 571 in Gazette of India dated the 30th April, 1977.
- (iv) The Employees' Depositlinked Insurance (Amendment) Scheme, 1977 published in Notification No. G.S.R. 648 in Gazette of India dated the 21st May, 1977.
- (v) The Employees' Provident Funds (Fourth Amendment) Scheme, 1977, published in Notification No. G.S.R. 677 in Gazette of India dated the 28th May, 1977.
- (3) A statement (Hindi and English versions) on the action proposed to be taken on the Conventions and Recom-

mendations adopted at the Sixtieth Session of the International Labour Conference held at Geneva in June, 1975. [Placed in the library. See No. LT-359/77]

12.01 hrs.

## CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE

ALLEGED DOSSIERS ON JUDGES

SHRI VAYALAR RAVI (CHIRA-YINKIL): I call the attention of the Minister of Law, Justice and Company Affairs to the following matter of urgent public importance and request that he may make a statement thereon:—

"The reported statement of the Chief Justice of Karnataka about the dossiers of the Judges of High Courts and Supreme Court being prepared by the Central Government on the basis of their attitude towards 20 or 24 point programme."

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN): Sir, the reported statement of the Chief Justice of Karnataka speaks of dossiers having been kept on judges of the Supreme Court and the High Courts indicating their attitudes towards the 20 Point or the 24 Point Programme. I may categorically state that the present Government is committed to preserving the independence of the Judiciary and is neither keeping nor has any intention of keeping dossiers on judges, What this Government values is an impartial Judiciary that decides cases in accordance with the law. Government is not interested in probing into the private political views of Judges. If any dossiers on the political views of judges were kept by any member of the previous Government, they have not been handed over to us.

SHRI VAYALAR RAVI Mr. Speaker, 'Sir, the judiciary is an important organ of democracy. Any erosion of the independence of judiciar will jeopardise the interests of the peo ple of the country. I may submit. Sir, that an impression has been created among the judges that the Congress had tried or was trying to erode the rights and independence of Judges during the Emergency. If anything happened in the Emergency, the people responsible for it can be punished. I want to make it very clear that it is not the intention of the Congress Party either in the past or today or tomorrow to erocie the rights and the free and fair functioning of the judiciary. I must make it very clear. It is a mischievous propaganda successfully carried on for some time that the Congress was trying to do so. It is far from the truth. I can give this assurance that in future also the Congress will definitely try to uphold the rights and independence of the judiciary. While this criticism of interference with the judiciary is being made against the Congress, in fact that criticism has proved right on the other side by Shri K. S. Hegde representing the Janata Party. I do not want to go , into that.

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If we trace the history of the American judiciary, while I will not elaborate it, there was bitter fight between the President and the judiciary. While the President contended that the judiciary is showing disrespect to him, the judiciary said that it is the President who is showing disrespect to them. All the same, this controversy or confrontation led to the strong foundations of American democracy and the <sup>independence</sup> of the American judiciary. Similarly, in India also, if there were occasional confrontations, it has only helped to create a proper atmosphere <sup>for</sup> better understanding between the two institutions of Indian democracy.

The judiciary should be free from political controversies. If any political <sup>cont</sup>roversy is created in the judiciary, it will only help to make the people lose faith in the judiciary and the judges. That is obvious. Even if the ruling party feels that the Congress pressurised the Judges, which is not true, I would appeal to them not to pressurise the judges politically. I am nentioning this because the last senence of the statement of the hon. Minister reads:

"If any dossiers on the political views of judges were kept by any member of the previous Government, they have not been handed over to us."

This is a very funny statement made by the Minister. I never thought that any Minister will make such a statement.

Now let me come to the statement of the Chief Justice of Karnataka, as reported by the Indian Express, the spokesmen of the Janata Party, which says:

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"The Union Government is maintaining dossiers of what the judges of both the High Courts and Supreme Court have said and who among them were for 20 and 24 point programme and who were against them during the emergency. There was fairly good evidence with him that such dossiers were maintained."

This statement was made by the Chief Justice of the High Court of Karnataka, Shri G. K. Govinda Bhat, in the presence of Shri K. S. Hegde, M.P. This is very important. Here the Minister says that no such dossiers have been handed over to them. There are 350 Judges in this country and no 350 Government can carry these files with them. Do you mean to say that all the files were not handed over to the Secretariat? If the Government kept a record and they have been taken away by the previous government, please prosecute them and punish them, or you must say categorically, representing the Government,-because the Government is a permanent feature where the Ministers may come and go,-what those dossiers reveal. You cannot say that the previous Government have not handed them over to you. I want to know very categori-

## [Shri Vayalar Ravi]

cally whether there is any evidence with you that such a dossier was kept and taken away.

Secondly, if the Chief Justice of Karnataka says like that, another Chief Justice, say the Chief Justice of Gujarat can join issue with him, and it will create a very bad impression that such a dossier is being kept and the judges will be intimidated. So, that impression has to be cleared and the hon. Minister should not be a party to such statements. I want a clear assurance from the hon. Minister that the judges would be free from any political controversy and that they would not be dragged into any such controversies so that we can maintain the highest traditions of Indian democracy and judiciary.

SHRI SHANTI BHUSHAN: There is some indication to that effect, certainly, because a paper was discovered in the correspondence file of the Justice Department, which was an unsigned statement, containing the names of several Chief Justices and several Judges of various High Courts and saying about some Chief Justices and some Judges "we have no records against them", mentioning something about their political views.

It has not been possible to relate this unsigned statement to any dossiers or records formally maintained by the department. That is why this answer has been given. Some indication is certainly there that some kind of record, may not be official, was being maintained...

SHRI VAYALAR RAVI: Relating to ne 20-point programme?

SHRI J. RAMESHWARA RAO Mahboobnagar): Why should an ungned statement be taken notice of?

MR. SPEAKER: That is why he said indication".

SHRI SHANTI BHUSHAN: ...which had reference to political views, but there was no formal keeping of dossiers and, therefore, I have made that statement.

SHRI K. LAKKAPPA (Tumkur): I r would like to make it clear that the Congress Party is maintaining the independence of the judiciary. Because <sup>3</sup> certain political distortions were created in the country that we were responsible for distorting the judiciary, I would like to deny that

In India, the judiciary is completely free. compared to other countries. Even in democratic countries like France, Italy and Greece, there are constitutional provisions for even enforcing discipline on the Judges. Even in Japan, the Supreme Court Judge has to seek the approval of the elected representatives, but in India, the judiciary is highly respected. We want to see that the judiciary is kept on the highest pedestal.

But certain controversies have been created. There are recent statements invoking public opinion in a very bad manner. I never make any aspersions against any Judges or their functioning. I have no intention of doing any such thing, but there are certain statements made by the Chief Justice of Karnataka. Besides the one referred to by my hon. friend, Shri Ravi, here is a statement which was reported on 13th January, 1975:

"The Chief Justice of Karnataka. Mr. Govinda Bhat, yesterday narrated how a Karnataka Minister had phoned him two years ago asking him to dismiss a writ petition which he was hearing along with another Judge.

"Mr. Justice Bhat, who was then an ordinary judge, had curtly told the Minister that he was addressing a wrong person."

Here is another statement of his reported on 12th April, 1977:

"Chief Justice G. K. Govinda Bhat of the Karnataka High Court today disclosed that some Ministers of the State Government had approached two High Court Judges for influencing them in a criminal case in which the Ministers were allegedly involved.

"The Chief Justice stated this at a reference function held in the High Court to mourn the death of Mr. Justice D. Noronha. who recently retired."

The Chief Justice wrote a letter to the Chief Minister and later called a press conference. The newsmen were surprised to know the fact that the Chief Justice released to the press a letter he had just then despatched to Mr. Urs. The Chief Minister of Karnataka accepted the challenge and wrote back to the Chief Justice asking him to let him know the names of these two Ministers. That was also discussed not only in the Legislative Assembly but outside also. The Chief Justice then called a press conference and in that he told that he had already furnished the names of those two persons to the Central Government and now he was not going to disclose the names of those persons.

श्वी गौरी शंकर राय (गाजीपुर) : प्राध्यक्ष महोदय, एक व्यवस्था का प्रश्न है। क्या काल ग्रटेंगन पर भाषण होता है, सूचना दी जाती है या मिनिस्टर से ली जाती है, इस पर ग्राप ग्रपनी व्यवस्था दें। माननीय सदस्य का प्रवचन किस संदर्भ में हो 'रहा है? काल ग्रटेंगन में तो ऐसी व्यवस्था है नहीं।

MR SPEAKER: I agree with the hon. Member. They can only ask for clarifications but they go on making speeches and the question of dossier has gone into the background and the question of 24 Point Programme has also gone into the background. May I request the Member at least now to put a question or allow the Minister to reply?

भी कर्ष्र्री ठाकुर (समस्तीपुर): म्राघ्यक्ष महोदय, म्रागर सदस्यों की तरफ से म्राथ्यवस्था फैलायी जाएगी तो सदन का समय नष्ट होगा मौर कैसे काम इस सदन का चलेगा। MR. SPEAKER: I said it is wrong. They cannot make statements. There\_ fore, I am requesting him to put a question. Are you going to put a " question?

SHRI K. LAKKAPPA: The Chief Justice further told the Press Conference that if the Law Minister so desired he would divulge the names of those two persons. I am not casting any aspersion against any judge. Later on the Chief Justice of the Supreme Court said in a judgment:

"Some judges now-a-days tend to express views on subjects ranging from the Vedas to politics and at times their utterances, particularly when they have a political slant, are even misunderstood.

A judge is not a politician and he should not try to become one. He should not hon bob with politicians."

There are certain norms and the code of conduct. We have to respect the judiciary. The judiciary should be independent. No such controversy should be allowed to be created. I want to know whether any norms or the code of conduct is under the consi. deration of the present Government.

SHRI SHANTI BHUSHAN: If I have understood the hon. Member's question correctly, his question is whether the Chief Justice of Karnataka has written to the Law Minister about interference made by two Ministers of the Karnataka Cabinet with the process of law in the High Court there. It is quite true that he has written such a letter to me in which he has offered to disclose the names of those two Ministers. If the hon. Member so desires, I will get the names of those two Ministers and disclose them to the House. (Interruptions).

भ्वो राम नरेज्ञ कुज़वाहा (सलेमपुर) : ग्रध्यक्ष महोदय, मंद्रियों का नाम बताया जाये । 243 Alleged dossiers

SHRI SHANTI BHUSHAN: So far as the hon. Member's apprehension from the Ministers of the present Cabinet here is concerned—he has said that if they try to influence the judiciary, he is willing to take up the matter—I can assure him that he may keep on waiting for three or four centuries but he will not find a single Minister of this Government trying to interfere with the judicial process at any level.

TULSIDAS DASAPPA SHRI The whole purpose of (Mysore): calling the attention of the hon. Minister to this matter has been to inform him that there has been a statement made by the Chief Justice of a major State in public about the dossiers being kept by the Central Government and he has also been vague enough to say that the dossiers "were being kept." That is why we wanted to have a clarification from the Law Minister whether such a thing has been kept in the past or not.

Secondly, I want to know whether it is desirable for the judges to publicly raise such controversies. We all respect the judiciary. In democracy, Judiciary is an important institution. If it is not given its due place of respect and regard, democracy itself will get endangered. Therefore, all of us are equally concerned to maintain the dignity of judiciary. But the question is whether this responsibility is unilateral or bilateral in the sense that all these norms and the code of conduct have to be imposed on public personalities and the political parties alone, and that the judges are free to express their political views publicly.

The Law Minister has very rightly observed in the statement that they are not interested in "probing into the private political views of the judges." It is quite human that every man will have his political views and it cannot be prevented. But the question is whether those political views can be

expressed in public or it could be confined to one's private personal life. Here, in the case of the Chief Justice of Karnataka, he has been continuously and repeatedly doing it. My hon, friend, Shri Lakkappa has already quoted it. The controversies are raised again and again. I would, therefore, like to know from the hon. Minister whether the idea which was already mooted in the past in one of the Chief Justices' Conferences to have a code of conduct for judges could be reconsidered in the light of such controversies being raised in the country.

SHRI SHANTI BHUSHAN: So far as the code of conduct for the judges is concerned, I would like to say that it is not for the Government to lay down any code of conduct for the judges. The judges are respected public people of such a high standard. If they themselves have a self-imposed code of conduct, it is for them, for the Chief Justices' Conference, etc., to evolve a code of conduct for themselves.

It is not for the Government to go into this question and to lay down any code of conduct for them.

SHRI V. M. SUDHEERAN (Alleppey): I welcome this statement made by the hon. Minister that the Government is not interested in probing in the private and political views of the judges. At the same time, I would like to appeal to the minister to create a situation in which our judges should not enter into any political controversy. He should also see that these judges will not create public political controversy because our judiciary tradition is very unique. very high. So, these judges should not enter into any political controversy. If they do it, that will tarnish the image of the judges. That may also spoil the image of the whole judiciary. So, I would again like to appeal to the hon. Minister to see and create a situation in which our judges should not enter into any political controversy.

## 245 Pres. & Vice-Pres. JYA'STHA 26, 1899 (SAKA) Elec. (Amdt.) Bill

SHRI SHANTI BHUSHAN: I have not been able to understand the trend of the question as to what does the 'hon. Member expect and how that sort of climate should be created that judges should not enter into questions of political controversial nature. I suppose and I believe that every judge in the country is quite aware and acts up to that belief that judges do not enter into political controversy and I have not seen any evidence. If there is a matter of public interest on which the judge would be in a position to speak on a matter of grave public interest, then certainly there is no harm in his speaking about that matter of public interest. To enter into political controversy, there is a different position, different question. I don't think that the judges in this country are entering into political controversy.

MR. SPEAKER: This debate itself is good enough. Naturally, every judge will read it. This debate will lead towards that end.

#### 12.28 hrs.

## DEMANDS FOR EXCESS GRANTS (GENERAL), 1974-75

MR. SPEAKER: Now Mr. Patel will have to present a statement.

THE MINISTER OF FINANCE AND REVENUE AND BANKING (SHRI H. M. PATEL): Sir, I beg to present a statement showing Demands for Excess Grants in respect of the Budget (General) for 1974-75.

12.28; hrs.

## PRESIDENTIAL AND VICE-PRESI-DENTIAL ELECTIONS (AMEND-MENT) BILL

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN): Sir, I beg to move for leave to introduce a Bill further to amend the Presidential and Vice-Presidential Elections Act, 1952. MR. SPEAKER: The question is:

"That leave be granted to introduce a Bill further to amend the Presidential and Vice-Presidential Elections Act, 1952."

The motion was adopted.

MR. SPEAKER: Now you can introduce the Bill.

SHRI SHANTI BHUSHAN: I introduce the Bill.

12.30 hrs.

## DEMANDS FOR GRANTS (RAIL-WAYS), 1977-78

MR. SPEAKER: We shall now take up discussion and voting on the Demands for Grants in respect of the Budget (Railways) for 1977-78. Six hours have been allotted Naturally, all those who have not participated in the general discussion will be given a chance by their respective party whips so that those who have already spoken need not speak again.

Members present in the House who desire to move their cut motions may send slips to the Table within 15 minutes indicating the serial numbers of the cut motions that they would like to move .

#### Motion moved:

"That the respective sums not exceeding the amounts shown in the fourth column of the Order Paper be granted to the President out of the Consolidated Fund of India to complete the sums necessary to defray the charges that will come in course of payment during the year ending the 31st day of March, 1978, in respect of the heads of demands entered in the second column thereof against Demands Nos. 1 to 11, 11A and 12 to 22."

No. cf Demand	Name of Demand	Amount of Demand of r a Grant on Account voted by the H use on 29-3-1977	Grant submitted to
1	2 .tr	.1. 3 gri	4
T	Railway Board	Rs.	Rs. 1,67,64,000
2	Miscellancous Expenditure	84,24,000	-
_	Payments to Worked Lines and others	4,05,33,000	8,11,51,000
3		15,56,000	31,12,000
4	Working Expenses—Administration	52,79,80,000	105,89,59,000
5	Working Expenses—Repairs and Maintenance	221,48,94,000	446,09,88,000
6	W rking Expenses—Operating Staff	112,91,45,000	227,4 *,89,000
7	W rking Expenses—Operatin (Fuel).	109,28,16,000	224,99,86,000
8	Working Expenses-Operatin (ther than Staff and Fuel	36,53,76,000	74,57,52,000
9	W rking Expenses—Miscellaneous Expenses .	19,58,56,000	39,17,12,000
10	Working Expenses—Staff Welfare	19, 10, 53,000	38,21,06,000
11	W rking Exp. nses - Appropriati n to Depreciation Reserve Fund	46,66,67,000	93,33,33,000
11A	Working Expenses-Appr priation to Pension Fund		26,66 67,000
12	Dividend to General Revenues and Contribution for Grants to States in lieu of Passenger Fare Tax	6,02,13,000	219,30,21,000
13	Open Life Works (Revenue)	2,99,95,000	5,99,90,000
14	C nstruction of New Lines-Capital and Depreciation Reserve Fund	17,27,44,000	34,54,88,000
15	Open Line Works-Capital, Depreciation Reserve Fund and Development Fund	423,27,15,000	816,60 <b>,5</b> 8,000
16	Pensionary Charges-Pension Fund	12,80.32,000	25,60,64,000
17	Repayment of Loans from General Revenues and interest there n-Development Fund	• د شد ••	8,38,96,000
18	Appropriation to Development Fund		26,65,66,000
19	Appropriati n to Revenue Reserve Fund	••	5,84,02,000
20	Payments towards Am rtisation of Over-capitalisation, Repayment of L/ ans from General Revenues and interest thereon-Revenue Reserve Fund	•	180,55,28,000
21 }-	Appropriation to Accident Compensation, Safety and Passenger Amenities Fund	<b>3,07,61,00</b> 0	6, <b>1 5, 23</b> , 000
22	Accident Compensation, Safety and Passenger Compensation	1,76,33,000	3,90,67,000

## Demands for Grants (Railways) for 1977-78 submitted 'to the Vote' of Lok Sabha.

49

MR. SPEAKER: Is there any hon. Member who wants to speak?

D.G. (Rlys.),

SHRI K. SURYANARAYANA (Eluru); I am grateful to the Railway Minister for his giving an elaborate reply to all the questions on the discussion very interestingly. I want to make only one or two observations regarding Demand No. 1. The amount mentioned against the Additional Members is Rs. 2.22 crore. Rs. 2.22 crore was provided for pay and allowances of officers and staff of the Railway Board. There is scope for economy in this respect. As suggested by the Administrative Reforms Commission, headed by our present Prime Minister, Mr. Morarji Desai, the posts of additional Members should be abolished forthwith.

Similarly, the Assistant Directors' posts may also be abolished. The Railway Minister may also consider abolishing the posts of protocol officers and liaison officers because there is no necessity for all these posts, especially when you are trying to curtail your expenses.

Demand No. 2, Regarding an amount of Rs. 5.26 crores has been pay and allowances, etc., asked for for the Research, Designs and Standdards Organisation at Lucknow. It should be examined whether the work of this organisation is commensurate with the expenditure involved.

The previous Government had sanctioned electrification from Vijayawada to Madras; it was to be completed within two years and the original cost was Rs. 51.23 crores. We have already spent about Rs. 21 crores, I do not know what materials they have purchased and what is the progres of work in this direction. I want the Railway Minister to give us the details of the progress of electrification work from Vijayawada to Gudur and from Gudur to Madras-South-Central Railway, Southern Railway, and so on. I have seen his statement that it will be completed by September,

1979. Originally it was planned to be completed by 1978. The delayed execution of the work will push up the cost. Therefore, it should be completed as early as possible.

In the discussion the Minister has expressed the view that unemployed graduates will be given perference while offering bookstalls. I have got the information yesterday that only small stations are being offered to unemployed graduates where they cannot get even Rs. 100 per month, The banks are not prepared to give advances for small stations unless there is security. I would, therefore, suggest that big stations like Vijavawada, Madras. Delhi, etc., may be offered to the unemployed graduates. If Government is interested in giving them some relief, they should offer them big stations and not small stations.

It has been said that they want to introduce classless Janata trains hereafter. So far as Janata trains are concerned, I have travelled frequently and I have found that the arrangements for supplying food in the Janata trains and even in the super-express train, the Tamil Nadu Express, is very bad. The food trays are collected at the stations and they are placed open. ly, without any cover-even curds are exposed—near the door, sometimes even near the lavatory door. I would request the Railway Minister to give due consideration to this matter and food packets-curd-bhat, introduce sambar-bhat, chips, firied potatoes, etc. Now, when they bring the food, we find that sambar and curry have got mixed, chutney and other things have got mixed, sometimes they give full rice and sometimes they give half-rice. I suggest that food may be served in sealed packets, in polythene bags; that will be nice and hygenic also. I hope that my suggestion will be given due and immediate consideration and the food-supply arrangement will be changed according\_ ly.

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[Shri K. Suryanarayana]

Regarding new lines, three or four years back, they had planned and surveyed the forest area, the backward area, to have a new line from Badrachalam to Kovvur. But nothing is mentioned here  $a_s$  to what has happened to that. They have given a lakh for the survey. The Andhra Pradesh Government also, it seems, has written several times.

So. I want the Government to give consideration to these three matters. One is the immediate electrification of the Vijayawada-Madras line; another is the introduction of food packets instead of loose food in trays and the third is the offering of big stations to the unemployed graduates.

SHRI P. RAJAGOPAL NAIDU (Chittoor): I beg to move:

"That the demand under .he head 'Railway Board' be reduced by Rs. 100."

[Need for restructuring of the Railway Board (3).]

"That the Demand under the head 'Railway Board' be reduced by Rs. 100".

[Need for reducing expenditure on Railway Board (4).]

"That the demand under the head 'Miscellaneous Expenditure' be reduced by Rs. 100."

[Need for conducting surveys to convert metre gauge line from Tirupati to Katpadi into broad gauge line (5).]

"That the demand under the head 'Miscellaneous Expenditure' be reduced by Rs. 100."

[Need for completing Guntakal— Dharmavaram Banagalore City final survey—Engineering survey (6).]

"That the demand under the head 'Ordinary Working Expenses'—'Administration' be reduced by Rs. Rs. 100."

[Need for reducing the expenditure  $o_n$  administration (7).]

"That the demand under the head Ordinary Working Expenses--

i.i. Repairs and Maintenance' be reduced by Rs. 100."

[Need for maintaining the lines properly (8).]

"That the demand under the head 'Ordinary Working Expenses—Miscellaneous expenses' be reduced by Rs. 100."

[Need to pay compensation by settling the claims in time (9).]'

"That the demand under the head 'Construction of New Lines – Capital and Depreciation Reserve Fund' be reduced by Rs 100".

[Need to convert Tirupati—Katapadi metre gauge line into broad gauge line (14).]

"That the demand under the head 'Construction of New Lines—Capital and Deprecriation Reserve Fund' be reduced by Rs. 100."

[Need to start as flag station at Plier, Chittoor District, Andhra Pradesh, Southern Railway (15).]

"That the demand under the head 'Construction of New Lines—Capital and Depreciation Reserve Fund' he reduced by Rs. 100."

[Need for remodel railway station at Chittoor (District Headquarters) in Andhra Pradesh (Southern Railway) (16).]

"That the demand under the head 'Construction of New Lines—Capital and Depreciation Reserve Fund' be reduced by Rs. 100."

[Need to open a railway station at Mangapuram, Chandragiri Taluk. Chittoor District, Southern Railway, Andhra Pradesh (17).]

"That the demand under the head 'Construction of New Lines—Capital and Depreciation Reserve Fund' be reduced by Rs. 100."

[Need to open a railway station at Battenavaripalli between Pakala and Panapakam. Chandragiri Taluk Chittoor District Southern Railway (18).]

"That the demand under the head 'Ordinary Working Expenses-...Operating Staff' be reduced to Re. 1."

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[Failure to declare bonus to Railway Workers (46).]

"That the demand, under the head 'Ordinary Working Expenses —Operating Staff' be reduced to Re. 1."

[Failure to return C.D. (Compulsory deposits) to railway workers (47).]

"That the demand under the head Ordinary Working Expenses— Operating Staff' be reduced by Rs. 100."

[Need to reinstate 1000 railway workmen retrenched one year ago in Guntakal Division (48).]

"That the demand under the head 'Ordinary Working Expenses —Operating Staff' be reduced by Rs. 100."

[Need for reinstatement of the displaced casual labour consequent upon the reinstatement of the railway workmen (C.L.) who were retrenched during strike period. (49).]

"That the demnd under the head 'Ordinary Working Expenses—Operating Staff be reduced up Rs. 100".

[Need to make permanent piece rated workers employed for permanent nature of work in Guntaka] railway transport shed (50), ]

"That the demand, under the head 'Ordimary Working Expenses—Operating Staff' be reduced by Rs. 100".

[Non-payment of arrears of night duty allowance, overtime and increment<sub>s</sub> to the Railway Staff in Guntakal Division from 1973 (51).]

"That the demand, under the head 'Ordinary Working Expenses—Operating Staff' be reduced by Rs. 100".

[Need to check the theft of huge quantities of coal at Raichur station 52).] "That the demand, under the head 'Ordinary Working Expenses—Miscellaneous Expenses' be reduced by Rs. 100".

[Need to have 1st class bogies for most of the pssenger trains running between Katpadi and Tirupati, Pakala and Dharmavaram (53),]

"That the demand under, the head 'Ordinary Working Expenses— Miscellaneous Expenses' be reduced by Rs. 100".

[Need for restoration of train No. 121 between Tirupati and Katpadi (54).]

"That the demand under, the head 'Ordinary Working Expenses —Miscellaneous Expenses' be reduced by Rs. 100".

[Need to employ permanent staff in G. T. and Tamil Nadu Expresses for catering service (55).]

"That the demand under the head 'Construction of New Lines—Capital and Depreciation Reserve Fund' be reduced by Rs. 100".

[Need to include Guntakal railway division in South Central Railway (56)]

"That the demand, under the head 'Construction of New Lines—Capital and Depreciation Reserve Fund' be reduced by Rs. 100".

[Need to have a new railway line from Kolar Gold Field to Chittoor via Mulbagal and Palamauer to Chittoor so as to lessen the distance for going North (66).]

SHRI P. K. KODIYAN (Adoor): I beg to move:

"That the demand under the head 'Railway Board' be reduced to Re. 1".

[Failure to take over .he Arrah— Sasaram light railway line in Bihar (21).]

"That the demand under the head 'Railway Board' be reduced to Re. 1". [Continued employment of casual workers in railway<sub>s</sub> without absorbing them in regular service (22).]

"That the demand under the head 'Railway Board' be reduced to Re. 1."

[Failure to evolve a concrete policy for allotting unused and excess lands on either side of the ratilway tracks to peasants for cultivation on specific terms (23.]

"That the demand under the head 'Railway Board' be reduced to Re. 1".

[Closure of Arrah—Sasaram light railway line by Martin and Burns Company and the resultant unemployment of workers employed on this line (24).]

"That the demand under the head 'Ordinary Working Expenses—Repairs and Maintenance' be reduced by Rs. 100".

[Need to extend and raise the platform at Punalur railway station in Kerala with provision of  $a_n$  island platform (25).]

"That the demand under the head 'Ordinary Workin' Expenses—Repairs and Maintenance' be reduced by Rs. 100".

[Need to remove the existing defects of the platform roof covering at Punalur railway station and extend the covering to the entire platform (26).]

"That the demand under the head 'Ordinary Working Expenses-Repairs and Maintenance' be reduced by Rs. 100".

[Need to put up concrete fences along the railway land to protect it from being misused by miscreants (27).]

"That the demand under the head 'Ordinary Working Expenses-Operation other than Staff and Fuel' be reduced by Rs. 100".

[Need to provide additional freight traffic for Punalur railway station in Kerala particularly in the matter of export of pine-apples (28).] "That the demand under the head 'Ordinary Working Expenses—Miscellaneous Expenses' be reduced by Rs. 100".

[Need to further improve departmental catering on the railways (29).]

"That the demand under the head 'Construction of New Lines—Capital and Depreciation Reserve Fund' be reduced by Rs. 100'.

[Need to take up the construction of Ernakulam—Alleppcy railway line (30).]

"That the demand under the head 'Construction of New Lines—Capital and Depreciation Reserve Fund' be reduced by Rs. 100".

[Need to take up the construction of Guruvayoor—Kuttippuram Railway line in Kerala (31).]

"That the demand under the head 'Construction of New Lines- Capital and Depreciation Reserve Fund' be reduced by Rs. 100".

[Need to electrify the Olavakkot— Trivandrum section of the Southern Railway (32).]

"That the demand under the head 'Construction of New Lines—Capital and Depreciation Fund' be reduced by Rs. 100".

[Need to construct a road along the railway lands near the Punalur railway station for the use of the local people and thus enabling them to avoid walking along the railway track to reach their destination (33).]

"That the demand, under the head 'Railway Board' be reduced by Rs. 100."

[Failure to eliminate the loss suffered by railways due to pilferage and theft of railway goods (34).]

"That the demand under the head 'Railway Board' be reduced by Rs. 100".

[Need to take urgent steps to prcvent the occurrence of railway accidents (35).] "That the demand under the head 'Railway Board' be reduced by Rs. 100".

[Need to take special care of bridges during monsoons & floods (36).]

"That the demond under the head 'Railway Board' be reduced by Rs. 100".

[Need to undertake a survey of the condition of old railway bridges with a view to making improvement wherever necessary (37).]

"That the demand under the head 'Railway Board' be reduced by Rs. 100".

[Failure of the Railway Board to root out corruption in railways (38).]

"That the demand under the head 'Railway Board' be reduced by Rs. 100".

[Need to abolish the air-conditioned first class berths in long distance express trains and instead to provide more air-conditioned sleeper berths in such trains (39).]

"That the demand under the head 'Railway Board' be reduced by Rs. 100".

[Failure to eliminate wastage and effect economy in railway expenditure (40).]

"That the demand under the head 'Railway Board' be reduced by Rs. 100".

[Need to speed up the reorganisation of Railway Board with a view to decentralising powers at zonal level (41).]

"That the demand under the head 'Railway Board' be reduced by Rs. 100".

[Need to eliminate the obnoxious system of utilising Class IV employees for domestic work by certain officers (42).]

,

"That the demand under the head 'Railway Board' be reduced by Rs. 100".

[Need to provide more representation to Scheduled Castes and Scheduled Tribes in Class I and Class II posts in the Rai ways (43).]

"That the demand under the head 'Railway Board' be reduced by Rs. 100".

[Need to allot adequate number of wagons for transport of foodgrains and other commodities to Cochin and other parts of Kerala (44).]

"That the demand under the head 'Railway Board' be reduced by Rs. 100".

[Need to provide adequate accommodation to the staff of the Tamil Nadu Express at New Delhi for their rest and stay (45).]

"That the domand under the head 'Railway Board' be reduced to Re. 1".

[Failure to keep the railway stations in c'ean and hygienic conditions (123).]

"That the demand under the head 'Railway Board' be reduced to Re. 1".

[Failure to come to a negotiated settlement with railway employees' organisations regarding the employees' demand (124).]

"That the demand under the head 'Railway Board' be reduced to Re. 1".

[Failure to put a stop to harassment of peasants cultivating railway 'ands in the Theumala and Areaucan Panchayats in Kerala by railway officials (125).]

"That the demand under the head 'Railway Board' be reduced to Re, 1". [Shri P. K. Kodiyan]

[Continued neglect of the requirements of second class railway passengers such as waiting rooms, platform benches and bathing facilities (126).]

SHRI KANWAR LAL GUPTA (Delhi Sadar): I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100".

[Need to provide an overhead bridge at Shakti Nagar crossing in Delhi (57).]

"That the demand under the head "Railway Board" be reduced by Rs. 100".

[Need for construction of more quarters for Railway employees in Delhi and other citie<sub>s</sub> (58).]

"That the demand under the head 'Railway Board' be reduced by Rs. 100".

[Need for shifting of Ke'a Godown from Qutab Road, Delhi to New Subzi Mandi, Azadpur, Delhi (59).]

"That the demand under the head 'Ordinary Working Expenses—Repairs and Maintenance' be reduced by Rs. 100."

[Need to maintain properly and repair the Railway Quarters in Subzi Mandi, Andha Mughal and other areas of Delhi (62).]

"That the demand under the head 'Ordinary Working Expenses-Repairs and Maintenance' be reduced by Rs. 100."

[Need for maintenance of all Railway Stations in Delhi properly and provide adequate facilities to the passengers (63).]

"That the demand under the head 'Construction of New Lines—Capital and Depreciation Reserve Fund' be reduced by Rs. 100."

[Need to make provision for underground Railways in Delhi at the earliest (67).] SHRIMATI PARVATHI KRISH-NAN (Coimbatore): I beg to move:

"That the demand under the head 'Railway Board' be reduced to Re, 1".

[Failure to declare bonus for railway workers (68).]

"That the demand under the head 'Railway Board' be reduced to Re. 1".

[Fallure to declare rai ways as an industry and revise the wages of railway employees accordingly 69).]

, "That the demand under the head 'Railway Board' be reduced to Re. 1".

[Failure to reinstate office bearers of Integral Coach Factory Workers' Union, victimised for trade union activities (70).]

"That the demand under the head 'Railway Board' be reduced to Re. 1".

[Failure to take up the conversion of metre to broad gauge on Dindigul-Tirunclveli line (71).]

"That the demand under the head 'Railway Board' be reduced to Re. 1".

[Failure to accord recognition to all registured unions and federations (72).]

"That the demand under the head 'Railway Board' be reduced to Re. 1".

[Failure to accord recognition to the Integral Coach Factory Workers' Union in the ICF at Perambur (73).]

"That the demand under the head 'Railway Board' be reduced to Re. 1".

[Failure to abolish social burdens on the railways and transfer the burden to Government as is the practice in other countries (74).]

"That the demand under the head 'Railway Board' be reduced to Re. 1". [Failure to reduce the IInd class fares (75).]

"That the demand under the head 'Railway Board' be reduced to Re. 1."

[Failure  $t_0$  reinstate employees victimised in 1949, 1960 and 1968 (76).]

"That the demand under the head 'Railway Board' be reduced to Re. 1."

[Failure to take measures to prevent accidents on railways (77).]

"That the demand under the head 'Railway Board' be reduced to Re. 1."

[Delay in restoring recognition to the South Eastern Railwaymen's Union in spite of Court judgments and decision of Registrar of Trade Unions (78).]

"That the demand under the head 'Railway Board' be reduced to Re. 1."

[Failure to recognise the N.E. Railway Mazdoor Union (79),]

"That the demand under the head 'Railway Board' be reduced to Re. 1."

[Failure to absorb casua! labour in permanent posts (80).]

"That the demand under the head 'Railway Board' be reduced to Re. 1."

[Failure to absorb canteen and dining car staff in permanent posts (81).]

"That the demand under the head 'Railway Board' be reduced to Re. 1."

[Failure to pay all railway employees the C.D.S. amounts due to them (82).]

"That the demand under the head 'Railway Board' be reduced to Re. 1."

[Failure to evolve an integrated rail-road-water transport policy (83).]

"That the demand under the head 'Railway Board' be reduced to Re. 1."

[Fai.ure to evolve a new industrial relation policy (84).]

"That the demand under the head 'Railway Board' be reduced to Re. 1."

[Failure to resume negotiations on Charter of Demands of May, 1974 general strike with the representatives of the NCCRS (85).]

"That the demand under the head 'Railway Board' be reduced to Re. 1."

[Failure to take over Bihar Martin's Light Railways from Arrah-Sasaram and Futwa-Islampur (86).]

"That the demand under the head 'Railway Board' be reduced to Re. 1."

[Failure to guarantee continued employment of workers of Bihar Martin's Light Railway on closing down of the railway by Martin Burn Co. (87).]

"That the demand under the head 'Reilway Board' be reduced by Rs. 100."

[Failure to complete electrification of Madras-Trivellore portion in Southern Railway (88).]

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to provide coach attendants in every coach in I & II class particularly in long distance and overnight trains (89).]

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Failure to increase number of TXRS in keeping with the increased number of coaches in many trains (90).]

[Smt. Parvathi Krishnan]

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Failure in eradicating the obnoxious practice of using class IV staff as domestic servants (91).]

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Failure to speed up electrification of Vijayawada-Madras line (92).]

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Failure to settle the problems of graduate clerks in Southern Railway (93).]

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Failure to meet the demands of record suppliers in the Integral Coach Factory, Perambur (94).]

"That the demand under the head 'Ordinary Working Expenses Administration' be reduced by Rs. 100."

[Failure to take back in service the retrenched class IV personnel in Jaipur Division (95).]

"That the demand under the head 'Ordinary Working Expenses—Repairs and Maintenance' be reduced by Rs. 100."

[Failure to check the coaches and ensure that all lights, fans and taps are in working order at the very commencement of the journey (96).]

"That the demand under the head 'Ordinary Working Expenses—Repairs and Maintenance' be reduced by Rs. 100."

[Failure to improve the condition of coaches in passenger trains on the south west broad gauge section of Southern Railway which have leaking roofs and unworkable windows causing great hardship and inconvenience to the passengers (97).]

"That the demand under the head 'Ordinary Working Expenses —Repairs and Maintenance' be reduced by Rs. 100."

[Failure to ensure regular maintenance of bridges in Jaipur Division of Western Railway (98).]

"That the demand under the head 'Ordinary Working Expenses—Staff Welfare' be reduced by Rs. 100."

[Failure to provide drinking water facilities to Class IV quarters in Madurai (99).]

"That the demand under the head 'Ordinary Working Expenses—Staff Welfare' be reduced by Rs. 100."

[Failure to pay attention repairs and maintenance of railway quarters in all zonal railways (100).]

"That the demand under the head 'Ordinary Working Expenses—Staff Welfare' be reduced by Rs. 100."

[Failure to pay allowance to catering staff of Tamil Nadu Express and De-luxe, on par with similar categories in Jayanti-Janata from Mangalore to Jammu (101).]

"That the demand under the head 'Construction of New Lines—Capital and Depreciation' Reserve Fund be reduced by Rs. 100."

[Delay in taking up the Konkon line (102).]

"That the demand under the head 'Construction of New Lines—Capital and Depreciation' Reserve Fund be reduced by Rs. 100."

[Need to undertake broad gauge line from Dindigu] to Tirunelveli (103).] "That the demand under the head 'Construction of New Line, —Capital and Depreciation' Reserve Fund' be reduced by Rs. 100."

D.G. (Rlys.),

[Need to construct a new line Alleppey to Ernakulam (104).]

"That the demand under the head 'Construction of New Lines,--Capital and Depreciation Reserve Fund' be reduced by Rs. 100."

[Need to undertake new line from Kuttipuram to Guruvayoor (105).]

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need for absorbing the contract labour working in railway catering department in the regular service of Railways (144).]

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to abolish the contract labour system in the Railways (145).]

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to improve the quality of food served in the Railways and to bring its price down (146).]

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to ensure that the vendors who are permitted in the Railway platforms do not charge exorbitant prices from the passengers (147).]

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to ensure proper cleanliness in the waiting halls where the second class passengers stay (148).]

"That the demand under the head 'Railway Board' be reduced by Rs. 100." [Need for providing adequate drinking water facilities for the II class passengers in the long distance trains (149).]

[Need to construct structures to cover the platforms in Kerala so that the passengers are protected from torrential rains (150).]

"That the demand under the head Ordinary Working Expenses— Staff Welfare' be reduced by Rs. 100."

[Need for providing adequate housing facilities to the railway employees of Tellichery and Cannanore (151).]

"That the demand under the head Ordinary Working Expenses— Staff Welfare' be reduced by Rs. 100."

[Need to provide better hygienic conditions in the railway quarters in small railway stations (152).]

"That the demand under the head 'Construction of New Lines—Capital and Depreciation Reserve Fund' be reduced by Rs. 100."

[Need for taking up immediately the construction of new rail line between Alleppey and Cochin (153).]

"That the demand under the head 'Construction of New Lines—Capital and Depreciation Reserve Fund' be reduced by Rs. 100."

[Need for taking up the construction of a new railway line between Tellichery and Mysore via Coorg (154).]

"That the demand under the head 'Construction of  $N_{ew}$  Lines—Capital and Depreciation Reserve Fund' be reduced by Rs. 100."

[Need for immediately taking up the construction of a new railway line between Kuttippuram and Trichur via Guruvayoor (155).]

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[Smt. Parvathi Krishnan]

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to set up an impartia] inquiry committee to probe into the corrupt practices in the signal and telecommunications workshop, Podanur (156).]

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to decrease the number of top executives in the various zones and at the Railway Board level and increase the number of class III and class IV posts commensurate with the increase in trains and consequent on dieselisation and electrifications (157).]

"That the demand under the head "Railway Board be reduced by Rs. 100."

[Need to stop more passenger trains at Tirupur in Tamil Nadu on the Southern Railway to serve the interests of the student and trade communities (158).]

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Failure to reinstate employees in Gonda (North Eastern Railway) who were wrongly dismissed and victimised during the period of emergency on false and filmsy charges (159).]

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to refix the present yardstick of maintenance works on a realistic and scientific basis in consultation with all trade unions (160).]

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need for upgrading of posts of keyman and mates to class III (161).] "That the demand under the head 'Railway Board' be reduced by Rs 100."

[Fai ure to remove discrimination in wages of casual labour in the Secunderabad Division of the South Central Railway (162).]

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to end the practice of screening juniors for employment as khalssis in the Secunderabad Division of the South Central Railway (163).]

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Continued refusal of employment to women workers at Shoranur in the Olavakkot Division of the Southern Railway (164).]

"That the demand under the head 'Ordinary Working Expenses— Staff Welfare' he reduced by Rs. 100."

[Need for construction of temporary sheds for accommodation of casual labour in the Secunderabad Division of the South Central Railway (165).]

"That the demand under the head 'Ordinary, Working Expenses-Staff Welfare' be reduced by Rs. 100."

[Need for issuing identity cards for medical aid to casual workers on the railways until such time as they are absorbed in permanent posts (166).]

[Failure to set up a public distribution system of fair price shops in all railways as conceded during negotiations in May, 1974 with the NCCRS (167).]

PROF. P. G. MAVALANKAR (Gendhinagar): I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." [Need to start the construction of the new Bhavnagar—Tarapur railway line in Gujarat (106).]

"That the demand under the head Railway Board' be reduced by Rs 100."

[Need to expedite the preliminary surveys and reports with a view to including the Nadiad—Kapadwanj— Modasa line in the category of construction of new railway lines, so as to hip accelerate the process of development of the economically backward region of Sabarkantha in Gujarat (107).]

"That the demand under the head Railway Board' be reduced by Rs. 100."

[Need for improving the Gaudhinagar--Ahmedabad line in terms of better timings, facilities and halting stations for the commuting passengers (108)]

"That the demand under the head Railway Board' be reduced by Rs. 100."

[Need for constructing urgently the railway foot bridge between Ranip and Subarmati near Ahmedubad (109).]

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Urgency of conversion of the Delhi Ahmedabad metre gauge into broad gauge (110).]

"That the demand under the head Railway Board' be reduced by Rs 100."

[Need for converting the narrow gauge lines into broad gauge ones in the Chhota Udaipur and Baroda regions of Gujarat (111).]

"That the demand under the head 'Railway Board' be reduced by Rs 100." [Need for speeding up the express trains now running on the tracks after the completion of electrification of the broad gauge between Ahmedabad and Bombay (112).]

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need for constructing more manned gates at scores of railway crossings, particularly in the urban agglomerations, so as to prevent repeated serious and even fatal accidents involving considerable loss of life and property (113).]

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need for starting a new express train between Ahmedabad and Amritsar (114).]

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need for speeding up the presently run Sabarmati Express between Ahmedabad and Varanasi (115).]

"That the demand under the head 'Railway Board' be reduced by ~ Rs. 100."

[Need of providing greater and better educational and residential facilities for the railway employees and their families living in the various railway colonies (116).]

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need for simplifying the present network of rail lines in Saurashtra region of Gujarat and the urgent need of speeding up some of the express trains in the said region (117).]

"That the demand under the head Railway Board' be reduced by Rs. 100." [Prof. P. G. Mavalankar]

[Need for still better and more efficient arrangements retarding reservation and booking of seats and berths at all major railway stations in the country (118).]

"That the demand under the head Railway Board' be reduced by Rs. 100."

[Need of thoroughly checking all railway bridges, particularly on trunk routes and with busy traffic and strengthening and repairing the damaged and weak bridges expeditiously (119).]

"That the dem.ind under the head 'Railway Board' be reduced by Rs. 100."

[Need for taking effective. solutary and even punitive measures for significantly reducing corruption at various levels in the railways (120).]

"That the demand under the head Railway Board' be reduced by Rs. 100."

[Need for proper and careful planning and allotment of wagons so that industry and commerce throughout the country are promoted better (121).]

"That the demand under the head Railway Board' be reduced by Rs. 100."

[Need for shifting the Western Railway Headquarters from Bombay to a more suitable and serviceable place in Gujarat (122).]

SHRI P. K. DEO (Kalahandi): I beg to move:

"That the demand under the head Rajlway Board be reduced by Rs. 100."

[Urgency of taking up the Amagura to Kesinga or Lanjigarh Road line in South Eastern Railway (127).]

"That the demand under the head 'Railway Board' be reduced by Rs. 100." [Desirability of diverting the Kalinga Express via Raipur, Vizianagram to Puri from New Delhi (128).]

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Necessity of having a road overbridge at Kesinga in South Eastern Railway (129).]

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Necessity of providing a ladies waiting room at Kesinga (130).]

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Necessity of making the Railway Service Commission a statutory body (131).]

"That the demand under the head Rajlway Board be reduced by Rs. 100."

[Desirability of having the headquarter of South Eastern Railway somewhere in Orissa (132).]

"That the demand under the head Railway Board' be reduced by Rs. 100."

[Desirability of patronising small scale industries to manufacture and supply P.C.C. Railway sleepers instead of the monopoly houses (133).]

"That the demand under the head Rajlway Board be reduced by Rs. 100."

[Urgency of having an Express train on the Raipur Vizagapattam section of South Eastern Railway (134).]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Necessity of absorbing the temporary railway staff in permanent cadre (135).] "That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Urgency of early completion of the Jakpura-Banspari railway line in South Eastern Railway (136).]

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Desirability of improving catering in the railways (137).]

SHRI N. SREEKANTAN NAIR (Quilon): I beg to move:

"That the demand under the head 'Construction of New Lines—Capital and Depreciation Reserve Fund' be reduced by Rs. 100."

[Need of starting the construction of Ernakulam—Alleppey railway line in Kerala (140).]

"That the demand under the head 'Construction of New Lines—Capital and Depreciation Reserve Fund' be reduced by Rs. 100."

[Need for taking up the construction of the coastal railway connecting Cochin with Bombay (141).]

"That the demand under the head 'Construction of New Lines—Capital and Depreciation Reserve Fund' be reduced by Rs. 100."

[Need for taking up the construction of the Guruvayoor Kattipuram railway line in Kerala (142).]

"That the demand under the head 'Construction of New Lines—Capital and Depreciation Reserve Fund' be reduced by Rs. 100."

[Need to electrify the Olavakkot Trivandrum section of Southern Railway (143).]

श्री धर्मसिंह भाई पटेल (पोरबन्दर): प्रध्यक्ष महोदय, माननीय रेल मंत्री ने रेलवे बजट के सम्बन्ध में जो झनुदानों की मांगें पेश की हैं उसके सम्बन्ध में मझे कुछ निवेदन करना

है। पृष्ठ 306 पर झाइटम नं० 8 वोरमगाम-ग्रोखा-पोरवन्दर खण्ड—मीटर लाइन का बड़ी लाइन में बदलाव (556.97 कि॰ मी०) के संबंध में है। इसकी कुल प्रत्याशित लागत 42,33,85,000 है । इस पर 1976-77 के ग्रन्त तक सम्भावित खर्चा 16,83,87,000 रु० है। 1977-78 के लिए सम्भावित खर्चा 5,40,00,000 रु० है। इम कार्य को पूरा करने के लिए शेष रकम 20,09,98,000 की म्रावश्यकता होगी । मेरा निवेदन है कि इस योजना का काम बहत धीमा चल रहा है। सौराष्ट्र प्रदेण में ब्राड गेज का कुछ काम नहीं हच्चा है। यह कार्य कितने समय में पूरा हो जायेगा इसको स्पष्ट करना चाहिए ग्रौर इस काम को जल्दी से जल्दी पूरा होना चाहिए ।

इसी प्रकार भ्राइटम नं० 146 में राजकोट जेतलसर खण्ड पर राजकोट और भक्तिनगर के बीच फाटक नं० 3 पर ग्रोवरब्रिज की व्यवस्था होनी चाहिए । इस सम्बन्ध में 12 लाख 8 हजार की लागत का काम बताया गया है । इस पर कोई काम नहीं हुग्रा है । 1976–77 में इस पर 2 लाख का काम होने की बात वताई गई है और चाल वर्ष के लिए 8 लाख का प्राविजन रखा गया है । इस काम को जल्दी से जल्दी पूरा किया जाना चाहिए ।

1977-78 में रेलवे के निर्माण, मशीन ग्रौर चल स्टाक का जो कार्यक्रम भाग 1 है उसमें संक्षेप में रेल पद्धति के नवीनी करण के लिए 65 करोड़ 62 लाख की व्यवस्था की गई है । चाल् निर्माण कार्यों के लिए 45 करोड़ 61 लाख ग्रौर नये निर्माण कार्यों के लिए 20 करोड़ की व्यवस्था की गई है । पुल सम्बन्धी निर्माण कार्यों के लिए 1977-78 में ऊपरी सड़क पुलों के लिए जो व्यवस्था करने का प्रस्ताव है उसमें सौराष्ट्र के लिए एक भी पुल नहीं है । 1976-77 में मोवर-ग्रंडर ब्रिजज का कार्यक्रम रखा गया था ग्रौर 80 पूलों के निर्माण को मंजुरी दी गई ग्रौर

# [त्री अर्मसिंह भाई पटेल]

16 पूलों का काम पूरा किया गैया भौर 51 पूलों पर काम हो रहा था लेकिन सौराष्ट में एक भी पूल नहीं है। 1977-78 में 26 नये पूलों का निर्माण कार्य रखा है जिसमें पण्चिम रेलवे में चार पूल हैं लेकिन सौराष्ट्र में एक पूल भी नहीं है। इस सम्बन्ध में सौराष्ट्र के कई चम्बर झाफ कामर्म ने भी झपनी मांगें रखी हैं । पोरबन्दर, धोराजी, रानावाव, जुनागढ, राजकोट, जेतनसर, जाम-जोधपुर, बांटवा, झापुर (कोयली), बंयली-ये सब बड़े-बड़े शहर सौराद में हैं, वहां पर रोड-ट्रैफिक को लाइनें पार करने में बहत अमुविधा होती है, इम लिये इन स्थानों पर ग्रोवर-बिज या ग्रण्डर-बिज वनाने की गीम व्यवस्था करें।

दिल्ली में मावरमति मीटर गेज लाइन है, इसको बाइ-गेज लाइन में बदलने के लिये पेज 321 पर ब्राइटम 106 में बताया गया है कि इम पर 106 करोड़ रुपया खर्च होगा। इस मद में केवल 10 लाख रुपये का ब्रनुदान मांगा गया है, इम काम को जल्द मे जल्द श्रह्म किया जाना चाहिए।

वेरावल से ग्रहमदावाद ग्रांर पोरबन्दर से मेहसाना के लिये फास्ट ट्रेन्ब दी जानी चाहियें । इस समय वहां केवल दो ट्रेन्ड ही ग्राती-जानी हैं—-1. सौराप्ट्र मेल ग्रीर 2. कीनि मेल ग्रीर सौमनाय मेल । हमारे क्षेव के पोरबन्दर, जूनागढ़, धोराजी वेरावल, राजकोट चैम्बर्ज ग्राफ कामर्स एण्ड इण्डस्ट्री ने भी यह सांग की है कि ज्यादा फास्ट ट्रैन वेरावल से ग्रहमदाबाद ग्रीर पोरवन्दर से मेहसाना के लिये गरू की जानी चाहिये ।

हमारी 30 साल पुरानी मांग है कि सराडिया से कुतियाना व्हाया रानावाव लाइन को वनाया जाय, यह केवल 25 किलो-मीटर की लाइन है जिससे उस क्षेत्र के लोगों को बहुत लाम हो सकता है।

पोरबन्दर, जाम जोधपूर, उपलैटा,

घौराजी, जतलसर, गाँडल से राजकोट तक की मीटर गेज लाइन का बाडगेज में बदला जाय, इसी के साथ साथ वेरावल से जैतलसर तक की मीटर गेज लाइन को ब्राड-गेज में बदला जाय । पश्चिमी रेलवे में मीटर गेज से बाड गेज लाइन में बदलने की ज्यादातर मांगें गुजरात की मोर से है, सौराष्ट्र की म्रोर ऐसी मांग बहुत कम है, इस लिथे इम नरफ विशेष ध्यान दिया जाना चाहिये । म्राप यह भी जानने है कि पोरवन्दर राष्ट्रपिना महात्मा गांधी जी का जन्म स्थान हे म्रीर सोमनाथ का बड़ा मन्दिर वेरावल में है— बहुन बड़ी संख्या में लोग वहां म्रात भाते हैं, इमलिये इनको प्राइगेज मे बदलना बहुत जरूरी है ।

वेरावल से सोमनाथ की दूरी केवल 3 किलोमीटर है, यह एक बहुत पुराना घोर प्रसिद्ध मस्दिर है। वैरावल रेलवे स्टेशन है, यदि इस लाइन को सोमनाथ तक बढ़ा दिया जाय तो इसमें जनता को बहुत मुविधा होगी। वहा के लेम्बर घाफ कामर्स ने भी रस तीन किलोमीटर की छोटी मी लाइन को बढाने के लिये घाप के पाग मांग भेजे है।

हमारे क्षेत्र की गाड़ियों में ग्राम तौर से सैकेण्ड क्लास के दो-टायर धौर तीन-टायर के डिब्बे लगाये जाते हैं, मेरा सुझाव है कि इनमें सैकेण्ड क्लाम के कामन डिब्बे ज्यादा लगाये जाये, इससे यावियों को बहुत सुविधा हो जायगी ।

भोखा-राजकोट-बीरमगांव-महसाना ट्रैन राजकोट से रान को 9 बज कर 50 मिनट पर प्रयाण करती है प्रार मेहसाना सुबह 6 बजे पहुंचती है---- यह गाड़ो नहीं समाप्त हो जाती है। उसके बार्द दिल्ली जाने वालों के लिये महमदावाद-दिल्ली मेल 11 बज कर 23 मिनट पर मिलती है। जामनगर से दिल्ली के लिये फस्ट क्लास के डिक्बे झांर भोखा-दिल्ली के सैकेण्ड क्लास के डिक्बे झहीं 5 घण्टे पडे रहते हैं जिससे लोगों को बहत

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दिंक्कत होती है। मैं पूछना चाहना हूं कि क्या रेलवे धाधिकारियों की इस बारे में कोई जिम्मेदारी नहीं है। इस समय का कम करने का प्रयाम किया जाना चाहिये, इससे यात्रियों को बहुत सुविधा होगी।

छोटे स्टेशनां पर पानी भोर बिजली की व्यवस्था होनी चाहिए । जिस गांव में विजली की व्यवस्था है, वहां पर भी स्टेशन पर विजली नही है भीर ऐसे हमारे यहां 10, 11 स्टेशन हैं । मेरा रेल मंत्री जी से यही निवेदन है कि ऐसे स्टशन पर तो विजली की व्यवस्था होनी चाहिए । इसके मलावा जो मैंने प्रपने क्षेत्न की मांगे रखी है, उन पर सोच-विचार कर मंत्री जी कुछ करेंगे, ऐसी मैं मांशा करता हूं।

SHRI P. K. DEO (Kalahandi): I fully appreciate the statement of the Railway Minister that the role of railway lines as an infra-structure in developing the backward areas of the country cannot be over-emphasized. While mentioning this, the Minister has stated about the survey of the Koraput-Farvatipuram railway line as an alternative route for the ghat section of Kirandul-Kottavalasa line. In this regard, in order to avoid one ghat, he is going to another ghat. The gradient of Lakshmipur Ghat through which the proposed railway has to pass through and also the 30-40 tunnels needed on the line are exactly the same like the Anantagiri gradient on the Kirandul-Kottavalasa line. It will hardly open up any populous tract. In this regard I wrote to the Railway Minister for taking up the Amagura-Lanjigarh-Kesinga railway line which will open up the vast industrial resources of the Dandakaranya area. If you see the railway map there is a gap south of Raipur-Visakhapatnam section on the South-Eastern railway.

The Minister has mentioned about the alumina plant which is going to come up in Koraput. As a matter of fact, not one alumina plant but many

are going to come up in the area because the largest bauxite deposits in the world have been found there. More than 1000 million tonnes of high grade bauxite have been found So. not one but several alumina plants will come up. But an aluminium plant will nequire 250 MW of power and so it can only be located at Jayapatna Power House of the Upper Indravati **Project which has a capacity of 600** MW of hydel power. For producing every tonne of aluminium we need 16500 units of power. So, the Upper Indravati Power House at Jayapatna is the only answer for an aluminium plant.

The tailwater of the power house will irrigate 5 lakhs acres of chronically drought-affected area, 3 lakhs kharif and 2 lakhs rabi and it will be a granary of the country and the density of the population here is 600  $pe_{r}$  sq. mile whereas the area through which the proposed Parvatipuram-Koraput line will pass is sparsely populated. And there are hardly a very few Adivasi hamlets.

In reply to my letter the Railway Minister says that this will be much shorter and will meet all the traffic requirements. I beg to differ. It will not meet all the traffic requirements. In 1964 the Amagura-Lanjigarh-Kesinga railway line was surveyed and it was estimated to cost at that time Rs. 16 crores and for want of resources it was not taken up. In this section there is hardly any ghat. The gradient is quite good and in view of the latest developments and the Indravati project where the Planning Commission is going to sink Rs. 220 crores which has been cleared now after the settlement of the Godavari water dispute and the location of the aluminium plant at Jayapatna and the occurrence of highgrade bauxite ores of nearly 200 million tonnes at Batlimali hills nearby the power house. I beg to submit that in the near future this area will be humming with activities agriculturally and industrially.

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[Shri P. K. Deo]

Several  $\epsilon$ ncillary industries will be coming up in this area. In view of the latest development the previous Railway Minister has already intimated South Eastern Railway staff to reexamine the survey made in 1964 and submit a report. They are on the job now.

I most respectifully submit that before taking any final decision regarding the construction of these two railway lines, the Railway Minister must give proper consideration to the cost and utility of these lines and compare the cost benefit ratio. So far as I understand Amagura Kesinga or Lanjigarh line will give 20 per Priority cent return. should be given to this railway line which will join Raipur-Vizagapatnam Section of South Eastern Railway and terminate at Vizag port.

My second submission is that for the moment there are two express trains which originate from Delhi and terminate at Puri. One is a weekly Kalinga Express and other is tri-weekly Express Utkal Express. Both run on the same route. Both expresses hardly touch-Utkal. Only five districts out of 13 are touched. Utkal Express goes from Bilaspur to Kharagpur upwards and then down to Puri. At least the Kalinga Express may be routed—Bilaspur, Raipur, South Vizianagram and then to Puri Orissa and Sirikakulam is real The Kalinga Patnam port Kalinga. situated on the estuary of the Vansadhara used to export elephants to the Roman Courts in ancient times. Kalinga Express should be routed through Raipur and Vizianagaram

The Railway Minister may say that there is a technical problem. He may say that there is no turn table at Vizianagram. The diesel power has got both phases of operation and there is no necessity of turn table at all. Only after reversing the power the power can pull the train in the opposite direction. It is a matter of 15 minutes only. Taking this aspect into consideration, I beg to submit that Kalinga Express may be routed from Bilaspur to Raipur and Vizianagram and then to Puri and Utkal Express may be routed through the contentional route via Kharagpur.

## Headquarters of S. E. Rly.

So far as South Eastern Railway is concerned, in Orissa lies the longest route of the South Eastern Railway. Only a few bits are in Bengal, Bihar, Madhya Pradesh and Andhra Pradesh. Its main hinter-land is Orissa. At the moment Calcutta has got headquarter of three Railways-Eastern Railway, South Eastern Railway and the Metropolitan Railway. The policy of the Government is to disperse the location of the Railway Headquarters. Rightly, some years back they transferred the Headquarters of the North Eastern Railway to Gorakhpur. There was some hulla gulla, but everything calmed down. I beg to submit that he should consider the location of the Headquarters of the South Eastern Railway at Bhuvaneshwar or at Jharsuguda.

Development of Calcutta is a matter of historical accident. If the saree of the moghul princess had not caught fire and it she had not been treated by the doctor of the East India Company, the East India Company itself would not have got those three villages. Sutanati, Govindpur and Kallghat and Calcutta would not have developed as a springboard for colonial and imperial expansion at the cost of the vast hinterland. I beg to submit that taking into consideration all these factors particularly the backwardness of Orissa there should be strict enforcement of the dispersal policy of the Government to locate h. q. at different places so that employment opportunities are given to local people. With all humility, I beg to submit that he should give due consideration to points which I have all these enumerated.

281 D.Cr. (Rlys.), 12.57 hrs.

JYAISTHA 26, 1899 (SAKA)

1977-78

[MR. DEPUTY-SPEAKER in the Chair]

डा० सुशीला नायर (झांसी): उपाध्यक्ष महोदय, सर्व प्रथम मैं रेल मंत्री जी को बधाई देना चाहती हूं कि स्ट्रा के में जिन लोगों ने भाग लिया था उनको वापिस लेने का उन्होंने जो वादा किया था उनको वापिस ले लिया है और उसके परिणाम स्वरूप उत्पादन में बृद्धि हुई है ग्रीर मजदूरों के साथ एडमिनिस्ट्रेणन के जो ताल्लुकात थे उन में ग्रच्छा खासा मुधार हुग्रा है ।

जहां तक मूरका का मम्बन्ध है उस में कुछ कमी माई है, ऐसा दिखाई देता है 1 मकम्मात घटनाएं बढ़ रही हैं इस प्रकार की। जैसे पहले हम्रा करता था हो सकता है उस में कुछ हयुमन फेल्योर हो, मानव में काम न करने की वनि के कारण ऐसा हमा हो । दूसरा कोई विजेप कारण हो ऐसा नजर नहीं माता है । मिमाल के तौर पर मभी थोडे दिन पहले ग्रांड ट्क एक्सप्रेस की माकस्मिक दुर्घटना हई वर्धा के नजदीक भौर चार बोगीज लाइन से उतर गई। रेलवे के कुछ बड़े भ्रफमर भी उस में जा रहे थे। यह खुशकिस्मती थी कि कोई घातक परिणाम उसका नहीं हुग्रा। उसका कारण केवल इतना था कि एक जो कर्मचारी था जिस को पत्यर की गिड़ियां दबानी चाहियें थीं ट्रेन की लाइन के साथ उसने उस काम को नहीं किया ग्रीर वह बिना इत्तिना दिए, बिना छट्टी लिए चला गया । इसके पहले भी वह दो चार बार ऐसे काम कर चुका था। उसको हटा भी दिया गया था लेकिन पहली कांग्रेस सरकार की कुछ सिफारिश के कारण उसको वापिस लेना पड गया था। फिर उसने ऐसा किया जिस से फिर दूर्घटना हुई। जहां हम चाहने हैं कि जिन को बिना कारण सताया गया है उनको वापिस लिया जाए वहां उसके साथ साथ हम यह भी चाहते हैं कि जो गलत काम करते हैं ऐसे लोगों के विरुद्ध म्रवश्य कारंवाई भी की जानी चाहिए ताकि जनता की सुरक्षा ग्रीर सुविधा में कोई बाधा न ग्राए।

बहुत सी गाड़ि यां झब लेट मा रही हैं अगर एमरजेंसी के बक्त वे समय पर चला सकती थीं तो क्या कारण है कि ग्राज वे दो दो ग्रौर चार चार घंटे लेट चलानी शुरू हो गई हैं। इस भी ध्यान देना ग्रावश्यक है। इस प्रकार की ढिलाई के प्रति ग्रापको सावधान होना चाहिए।

टेनों में सफाई ग्रीर जिसको में टेनेंस कहते हैं उमकी तरफ भी विशेष घ्यान दैने की मावण्यक है। फर्स्ट क्लास के डिब्बों में जो स्टडी लाइट्स लगी होती है उनकी क्या दणा होती है उसको काई देखता ही नहीं है। कहीं कहीं पर तो वे टूटी होती हैं ग्रौर कहीं कहीं होती ही नहीं है । शीसे धुधले होने की वजह से लाइट ग्राधिकतर ऐसी होती है कि जिस में कूछ दिखाई नहीं देता ग्रौर ग्राप ट्रेन में पढ़ नहीं सकते । स्विचेज बहुत बार खराब होते हैं, वाश बेसिन्स ब्लाक्ड होते हैं । इसलिये जो मेन्टेनेंस या सफाई कर्मचारी हैं उनको समय समय पर प्रशिक्षण दिया जाय या परीक्षा हो जिस से यह लोग ग्रपने काम में ढीले न रहे यें। ग्रज्ञानवंश हो कर अपने काम में ढिलाई न करें । रिपेयर, मेन्टेनेंस म्रौर सफाई की तरफ विजेष ध्यान दिया जाय ।

## 13 00 hrs.

मंत्री महोदय, रेलवे मैन के कल्याण कार्यों में बहत दिलचस्पी लेते हैं। मैं जानती हं, हो, चार जगहों पर जो ग्रच्छे स्वभाव के ग्रधिकारी थे ग्रौर न कामों में दिलचस्पी लेते थे उन्होंने रेलवे मैन के बच्चो की टेनिंग के लिये कुछ सुविधायें दी जिस से वह छो टे मोटे काम करने के लिये तैयार हो सकें। शिमला के पास कुछ ग्रधिकारियों के इनी-शियेटिव से काम शुरू हुन्ना था, बाद में मिनिस्ट्री ने उसको की रेगुलर ट्रेनिंग संस्था का रूप दिया तो यह काम ग्रगर एक जगह पर हो सकता है ग्रीर जगहों पर भी हो सकता है । उन के बच्चों को ट्रेनिंग दी जाय ताकि वह छोटे मोटे कामों को ग्रच्छी तरह से कर सकें। ग्रौर जो बच्चे ग्रधिक तेज हैं उनको हायर ट्रेनिंग के लिये भेजा जाय, चाहे वह मेकेनिकल या इलेक्ट्रिकल ट्रेनिंग हो । इसी प्रकार से उन के घरों में जो स्तियां हैं उनके प्रशिक्षण की

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[डा सुज्ञीला नायर] तरफ मगर घ्यान दिया जाय तो रेलवे की यूनीफार्म वह महिलायें म्रच्छी तरह मे सी सकती हैं जिस से उन के घर में चार पैसे मायेंगे मौर उनको बहुत राहत भी मिलेगी।

रेलवे के सामान की बहुत बोरी होती है, बहुत पहले से होती है घोर रेजवेज को ही बुराया हुमा माल बापस बेचा जाता है, यह हम सब जानते हैं। इस की कोई व्यवस्या होनी चाहिय, चाहे सी०बी० घाई० के जरिय या किसी घोर तरह से नाकाबन्दी की जाय जिस से रेलब के सामान की चोरी रुक सके घोर चुराये हुए सामान को चोरी रुक सके घोर चुराये हुए सामान को फिर मे रेलब ज को बेचने की जो प्रया चली घा रही है जिस से रेलब को नुक्सान होता है यह किसी न किसी तरह से बन्द करना ही चाहिये घौर कोई ग्रच्छा तारीका ढूढना चाहिये नाकि मबिप्य में ऐसा न हो ।

नई रेलवे लाइन्स बनाने की भावण्यकता है इस से दो रायें नहीं हो मकतीं। मेरा मंत्री जी को मुझाव है कि बहन से जो प्रेस्टीणस प्रोजेक्ट्स कहलाते हैं, जैसे रेलवे स्टेशन को बड़ा भीर सुन्दर बनाना, इन सब को 5, 10 साल के लिये रोक कर नई रेचवे लाइनें बनानी की तरफ़ घ्यान दिया जाय तो देश के लिये घच्छा होगा। अमरीका में हम ने देखा है कि नाम के स्टेशन होते हैं, लेकिन ट्रेन्स चलता है गौर सीही लगक लोग डिन्वों से उतरते हैं ! हेते -फार्न ऐसे ही होते हैं उहां लोग ग्रामें म.प बिना सीढ़ी के उतर सकें। इत्रलिये प्लेटफार्मर्म्स को सुन्दर या वहा बनाने की तयरफ़ ध्यान न वे कर नई रेलवे लाइनों को बिछाने पर ध्यान (दया जाय मार इस बात का ध्यान रखा जाय कि जहां पर ग्राज कम्यूनिकेशन का विल्कुल मभाव है, जैस ललितपुर में महरोनी का इलाक। है वहां पर ट्रेन्स की बहुत कमी है, ऐसे इलाकों में यातायात की मुविधायें बढ़ायी जायें। सलितपुर जिले में धोरा में खदान का काम बहुत होता है, वहां पर ऐन्ससीडेंटस बहुत होते हैं, मजदूरों के

स्वास्थ्य की कोई सुविधा नहीं है। मैंने उत्तर प्रदेश सरकार को भी लिखा ग्रगर कोई एक्सीडेंट हो जाता है तो एक ट्रेन सुवह को जाती है घौर एक शाम को मातो है, सड़क कोई है नहीं जिस से घायल को लाया जा सके, या कोई जच्चा बच्चा अगर तकलीफ़ में है तो अगर सुधह की ट्रेन निकल गई तो रात तक उस को नही ला सकते। इस के कारण वहां लोगों को बड़ी तकलीफ़ रही है । ताँ ए से इलाके में जहां मानवना के मूल्यों की दृष्टि से यानयात की मुबिधा देने की झावश्यकता है बहां ग्रगर ग्रधिकतर ट्रेन्स को थंड़ा सा रोका जा सके तो वह बहुत उपयोगी होगा, ऐसामुझे लगता है ।

में तो यहां तक कहना बाहती हूं कि जो मीटरगेज ग्रीर बाढगेज का कन्वजंन चल रहा है, यह मैं जानती हूं कि वह बहुत उपयोगी है, लेकिन मैं कहती हूं कि यह कन्वनं भी दूसरे दर्जे पर ग्राता है, उमसे पहली ग्रावश्यकता है कि जहां लाइन्स नहीं है वहां नई लाइनें पहुचाई जायें। जहां मीटर गेज लाइनें हैं बहां कुछ न कुछ तो काम चल ही रहा है मगर ब्राहगेज न भी हो तो कोई फर्क नहीं पहता है। इससे जो पैमा बचा सकते हैं, उसे नई लाइनो पर लगाया जाये ताकि जहां रेल याता की मुबिधा प्राप्त नहीं है, बढ़ां जनता को यह मुबिधा मिल सके। दूसरे काम ग्रागे के लिये रखे जा सकते हैं। ग्रार ऐसा होता है तो बह बहुत उथयोगी होगा।

रेलवे विभाग में और झन्य विभागों में भी भ्राट्याचार तो है । लेकिन रेलवे में हर जगह पर रिवर्वेजन्म में, एप्वाइन्टमैंट्स में, सलैक्णन फार प्रमोशन में लव जगह भ्राय्ट्याचार है । हर जगह पर चौधों श्रेणो के लोगों को प्रफसर लोग प्रपने घरों में काम करने के लिये इस्तेमाल करते हैं। यह भ्राय्ट्याचार बहुन व्यापक है भीर इससे काफी परेजानी होती है । जो थोड़े से स्वाभिमानी लोग हो गए हैं भीर घरों में काम करने से इन्कार कर देते हैं, उनको बीकरी से निकाल दिया जाता है । वे बहत परेजान होते हैं। JYAISTHA 26, 1899 (SAKA)

285 D.G. (Rlys.), मफमर मगर चाहे तो इसके लिये दूसरे कारण बनाही सकता है । इस नरह से अभ्टाचार को रांकने की मोर विशेष ध्यान दें, ऐसी मेरी मंत्री महोदय से प्रार्थना है

जो रेलवे के हस्पताल हैं, वे बहुत मावश्यक है, भ्रच्छी चीज है । हन हस्य-तालों की सुविधाम्रों का स्टैंडडं बढाकर रखने की झावश्यकता है, ताकि जहां पर स्पैशलिस्ट सविस देने की ग्रावश्यकता हो, वहां रेलवें की श्रपनी हों, नेकिन जहां पर दूसरी स्पेर्णालस्ट सविसेज मौजूद हैं, बहां को-ग्राडिनेशन के द्वारा उन सर्विमेज का इस्तेमाल किये आये। यह बड़ी दुखद बात है जहां ये मुविधाएं पहले ही मौजुद है, वहां श्रीर बढ़ाई जायें और दूसरी जगहों की तरफ जहां कोई सुविधा नहीं है, ध्यान न दिया जाये। झामी में लगभग 1 लाख की ग्रावादी है वहां डिफेन्स का मन्पताल है, सिविल हस्पताल है, मैडिकल कालेज मौजद है, उनकी सेवाएं ली जा सकती हैं। मेरा मंत्री महोदय से मुझाव है कि दूसरी जगहों पर भी बह देखें कि किस प्रकार में हस्पताल मादि की सुविधाएं ब्रच्छी की जा सकती है। जो डाक्टर्स हैं, उनको ज्यादा मूर्विवाएं ट्रेनिंग वर्गरह की झौर रिकैणर कोर्सेज की दी जा सकती है। इसके साथ साथ जो प्रीवैंटिव सर्विमेज हैं उनकी तरफ भ्रार स्वास्थ्य सेवाम्रों की तरफ विशेष ध्यान दें, ऐसा मंत्री महोदय में ग्रनुरोध है 1

मिसाल के तौर पर क्षय रोग उस प्रदेश में ज्यादा फैला हमा है, रेलवे वालों को भी है । इयकी रांकथाम भी होनी चाहिये । मगर रेलवे की स्वास्थ्य सेवाएं इसकी सुविधा भी जटा लेती हैं तो काफी बड़ी माता में हमारे यहां के लोगों को संरक्षण मिस सकेगा ।

जिन प्रदेशों में कृष्ट रोग 🕏 वहां उस की तरफ ध्यान दिया जाये ग्रौर बच्चों तथा माताम्नों के स्वास्थ्य की रक्षा के लिए विशेष ्य्यवस्था की जाये।

स्वास्थ्य का प्री-एम्प्लायमेंट चैक-ग्रप तो होना ही चाहिए, लेकिन उस के साथ साथ एम्पनाईज के स्वास्थ्य का समय समय पर

1977-78 चैक ग्रंप भी होना चाहिए। खास तौर से केटरिंग विभाग में काम करने वाले लोगों के स्वास्थ्य की तरफ विशेष घ्यान दिया जाये, ताकि थे दूसरे लोगों वे कोई रोग न फैला सकेंं।

मैं समझती हूं कि रेलवेज का केटरिंग डिपार्टभेंट सचम्च में रेलवं वालों झौर दूसरों के लिए न्यूट्रीशन एजूकेशन का नमूना हो सफनाहै। वहां जो भोजन दिया जाये, यह संतुलित भोजन का नमूना हो । रेनवे मेन के हाउमिंग की तरफ विशेष ध्यान देने की म्रावश्यकना है । कई रेलवे कालोनीज में सैनिटेशन, लाइटिंग, रास्तों और पानी का बहत झमाव है। यदि मंत्री महोदय कभी झांसी ग्रायें, तो मैं उन्हें दिखाऊ कि वहां कितनी बुरी हालन है । यह एक ग्ररजेंट प्राबलम है, जिम को तरफ तुरन्त ध्यान दिया जाना चाहिए ।

कुछ ट्रेन्ज को कई स्टेशनों पर दो चार मिनट के लिए प्रासानी से रोका जा सकता है। इसमे बहन सुविधा हो सकती है। मिसाल के तौर पर वर्धा एक तरह से तीर्थ-स्थान है---वह महात्मा जी का स्थान है । सब मुभरफास्ट टुन्ज ग्रौर जयन्ती जनता गाड़ियां वहां से गुजरती हैं। पानी लेने के लिए वहां जयन्ती जनना का स्टापेज है। .तो फिर वहां तीन चार मिनट का रेगुलर स्टापेज होना चाहिए । इसी तरह वहां तामिलनाड् एक्सप्रैंस ग्रौर सुपरफास्ट ट्रेनों का स्टापेज रखने की तरफ भी ध्यान दिया जाये । बड़े-बड़े स्टेशनों पर उन ट्रेन्ज के स्टापेज को कुछ कम कर के समय वचाया जा सकता है । इस प्रकार जी० टी० ग्रीर हवाड़ा तथा बम्बई की मेल ट्रेनों के सफर के एक दो घंटे वचाये जा सकते हैं।

ललितपूर स्टेश पर दक्षिणन एक्सप्रैस खड़ी होती है, लेकिन लोगों को बैठने की इजाजत नह; है । वह; जी० टो० भी दो मिनट के लिए खड़ी हो सकती है ।

ग्रम्तसर एक्मप्रैस में 18 बोगीज लगती हैं। उसे गाड़ी के साथ डीजल इंजिन लगता

1977

डाः सुशीला नायर

है। मगेर उसे में दो बोगीज तुरन्त बढ़ा दी जायें, तो भीड़ भौर कनेजेशन से कुछ राहत मिल सकती है ।

मैं जानती हूं कि मंत्रों महोदय बहुत दिलचस्पी के साथ इन सब बातों को देख रहे हैं। मुझे झाशा है कि वह मेरे इन सुझावों पर घ्यान देंगे, जिस से रेलवे की प्रगति झौर ज्यादा तेजी से हो सके झौर जनता की तकलीफें जस्दी कम हो सकें। इस थोड़े से कार्य-काल में उन्होंने जो कार्य किया है, उस के लिए मैं उन को फिर से बधाई देती हूं। मैं झाशा करनी हूं कि वह हमारी झाशाझों को पूरा करने में जल्दी सफल हो सकेंगे।

SHRI PURNA SINHA (Tezpur:) I rise to oppose the cut motion moved by the hon. Member opposite. I congratulate the Railway Minister for presenting a socialist and practical budget. Sir, in supporting the budget, I would like to make some observations. Mу State, Assam, has got less than 2200 kilometres of railway route and Nagaland has got only 9 kilometres. The rest of the 7 States in the North-Eastern region of India, have no railways at all. There are 24 Members of Parliament who are representing these States elected to the Lok Sabha. Sir, I come from a backward area in the North bank of Assam State.

If there was no Chinese aggression in 1962 we would not have perhaps got the line from Rangapar to Morkongselek. The maintenace of this line is so bad that on 30th May nearly 100 The train also moves persons died. so slowly that by paying Rs. 8.95 for a second class ticket, one can sleep the whole night in the train. I think this is the cheapest mode of transport and yet during their sleep so many people died. The hon. Minister has emphasised the need for developing backward areas by laying railway the same time, there is lines. At scope for improving the lines laid by the predecessors, the Assam Bengal railway and the Eastern Bengal Railway Companies.

The rail road coordination that was envisaged sometime after the Second World War was given up and railways have been defeated by the road transport. The House will appreciate that tea produced in tea gardens needs to be transported by rail to markets in Gauhati, Siliguri and Calcutta and other places. It now moves directly by road. The Planters in Assam complain that when they offer to send in wagons, they are not tea with sufficient covered provided accommodation at stations so that they can unload tea and Store it in safe place so that it will not be damaged by rains or other climatic factors. There is only armchair effort on the part of the railway officials such as commercial superinten-They and managers. sit dents in their chairs and think how to get tea planters send their tea by railways. They do not meet the concerned people. It is a commercial organisation as also a public utility service. They have to go and meet the people in the industry who are offering freight to be carried by the railways and discuss with them how best to solve their problems so that the revenue earnings of the railways would go up. We have met the General Manager of that railway and he expressed a pious wish that the tea industry would utilise the wogons of the railways in order to give them revenue; but practical approach is nil. In the past there were some efforts on the part of the private railways to secure freight from the tea industry. Timber and other products are also available in plenty for transportation to several points in the country. The price of Assam timber is five-fold in Calcutta. Except carrying some lumber and logs from the forest to the nearest saw mills, there is not much done in this field. At present from forests, the whole thing is not being carried by road because of the cost involved and also lack of rail transport. Railways carry essential foodstuff at low cost, even at a loss. Here there is no question of any loss or concessional rate to the tea industry or timber or other forest products. These could be carried at full commercial rates. I request the hon. Minister of railwavs

D.G. (Rlys.),

to consider this possibility.

1977-78

There are 1200 tea gardens in Assam and they produce most of the tea consumed. During the British days they laid the railways along the tea gardens, mainly to provide them with transport. The railways do not have contact with the people in the towns and villages. Villagers have to go about 16 or 20 miles to reach the nearest railway station. There is no proposal at the moment to lay new lines in Assam. But I would submit that Assam needs your attention and Assam needs also some new lines. There is the North Eastern Council, which is an agency of a nature creatcd by the centre to stand between the centre and the states. I understand, however, that this North Eastern Council has put forproposals for laying ward certain new lines in the North Eastern reof India. But then unfortugions nately I do not find any ment on of any new line in Assam for the present. There was a proposal for extending lines from Gauhati to Barapani in order to reach Shillong as near as rossible. There was a proposal for extending a line from Jhagi Road to the interior of Jaintia hills where there is plenty of demand for transportation of raw materials to the paper mills that have been started. There was the possibility of extending a railway line from Balipara to Bhalokpong in Arunachal, the route by which the Chinese aggressors were reported to have come in to India. Now these proposals are not there. There was also a proposal for constructing a bridge over the Brahma-Silghat to Tezputra river from pur. We want a road-cum-rail bridge at a cost of Rs. 54 crores in order to link the south and the north banks, for the benefit of the people living on the banks of the river for the improvement of the commercial activities, for general economic benefit. At the same time there is also a proposal for <sup>loc</sup>ating the capital of Assam at a central place i.e. at Silighat on the south bank of the river. There was also a proposal by the North Eastern Council for a road bridge at a cost of Rs. 27 crores for which the survey has

been completed. Now at a cost of another Rs. 27 crores we may also have a road-cum-rail bridge. There is the possibility of laying a new line from Jakhlabandha to Baruabanungaon and linking Jorhat. These are popular areas of Assam which do not have any railway service. On the contrary all proposals put forward by the people of Assam demanding railway lines have to develop into agitations, and movements. For accepting necessity of broadening the line from Bongaigaon to Gauhati, the people had to agitate for 11 years. That is a life-time. People should not be forced to resort to such actions. I do not blame the present Government for that. It is the result of 30 years of inaction and neglect. The speakers from that side have expressed their concern at the neglect on the part of the Central Government for the aspirations of the people of Assam.

Now speaking about railways. I find that there are as many as four lines --branch lines which are owned by private companies viz., Chaparmukh-Silghat, Naginimora-Moranhat Katakhal-Lalaghat and Chaparmukh-Moriabari. These four lines were previously run by private companies. Their management had been taken over by the Railway Board. Fifty percent of the profit earnings is to be paid to them. When we are nationalising so many things, even a single Km. of the railway lines should not be in the hands of private owners. Why should not these be taken over by the State?

We should own all the railways in this country and no railway should be left in the hands of the private people. If any money is to be spent in acquiring these lines, it will be worth while in the long run, rather than paying 50 per cent of the profits to the private people all the time.

From this Year Book for 1975-76 I find that movement of trains by steam engines has become slower. Their speed has come down. The speed of diesel engines has remained steady. Electrification is not intro-

# [Shri Purna Sinha]

duced in the railway lines in backward areas. If the railways do not run faster, it is not possible to get more and more goods traffic from the industry in this region. So, the speed of the trains should be increased.

I congratulate the minister for anthat a judicial enquiry nouncing into the Tezpur would be ordered on 30th May in Express accident which according to him 85 people died, but my report is that not less than 91 dead bodies have been collected and the number may even go up. There should have been greater vigilance on the part of the officers. I do not find any justfication for the Additional Commissioner of Railway Safety conducting the enquiry from Rangia. 70 km away, instead of sitting at the spot where the accident occurred and collecting the facts. There is an inspection Eungalow 1 km away from that area and he could have conducted the enquiry from there rather than sitting at headquarters and holding enquiries about such accidents from papers when over a hundred people died and so much of rolling stock was damaged. He should have visited the post alongwith the railway officials and found out the persons on whom the blame rests, rather than dismissing it as an act of God. The House should know that there was a conspiracy in the State Government. Shri Sarat Sinha unasked for appointed a magistrate to conduct a fact-finding enquiry in the case and then canvass cover up from the MLAs and other supporters in the Congress Party to make a Press statement that suddenly there was a huge flush flood which washed away the bridge. He has come out with a possibility like that. Now that a judicial enquiry has been appointed, I am sure it will find out the truth.

Speaking about security, I find that huge amounts of money are spent on the Railway Protection Force, but

thefts have increased. On that fateful day-30th May-when Tezpur Express met with the accident, I was travelling to Delhi in the Tinsukla Mail in first class. There was no light or fan. So. I had raised the window There was a lady also travel. pane. ing in the compartment and she was sleeping. The time-table did not show that the train would stop at any place after Tundla. I was also told by the railway officials at Tundla that there would be no further halts during the night. But when I slept during the dark somebody had removed the vanity bag and a transistor from the compartment. Perhaus a rod. with a hook and not a rope Was thrown inside and the articles Weie stolen away. I have written to the railways that they should pay the lady the cost of the articles she had lost. There was no attendant or conductor. There was no light or fan. The railno business to run the wavs have trains like this. I have writto Compensate me for the ten transistor I lost. That lady had her personal money and some letters in her bag. The letters were addressed to her children studying somewhere in Rajasthan. They were posted by the thief no doubt. He was an imaginative and educated theif, who strolled on platforms after midnight. I did not have an idea about my own loss. When I woke up from the screams of the lady. I found with her vanity bag my transistor also was stolen. So, the security nearer the cities is the least. I hope the Railway Minister will look into this and take firm steps.

Another thing I submit is that there is a demand for the location of Divisional Office of the Northeast Frontier Railway at Rangiya for the north frontiers where there are tea gardens. The Rangiya Divisional Headquarters will be able to look after the railway interests of the area much better. The line on which the accidents took place can be looked after from Rangiya. There is scope for better development of the railways and better earnings if the divisional office is located there. I strongly hold that Rangiya should be immediately made the Divisional headquarters.

There should be some eye on the distribution of contracts. The railway contracts are distributed on percentage basis. They are 200 per cent above the railway schedule in the rates quoted. The railway rate schedule and the tendered rates have no relation to the actual market price The same conof building materials. tractors-I can name them if you want-always get work at 200 per cent above the railway scheduled. don't how T know much of that percentage is for the Distributing officer. In laying new lines, Mr. Deputy Speaker, they estimate more than Rs. 20 lakhs per one kilometre. I think that is also a big drain on railway money going into works. That also the original looked into. With these should be words I conclude. I hope that the Railway Minister will look into all these things.

SHRI JANARDHANA POOJARY (Mangalore): Mr. Deputy Speaker, Sir, at the very outset let me thank you for having given me an opportunity to address this august body as my maiden address. A railway Budget without any increase in fares and freight is welcome, but we have to find out the reasons for it and also we have to find out who are responsible for these things.

The task of the new Railway Minister, Prof. Madhu Dandavate, has been rendered very easy in framing the Budget for the year 1977-78 by the spectacular improvement in the finances of the public undertaking in the previous year by the previous government. He cannot forget that fact. First of all, I submit that the big increase in the freight and passengers traffic as well as the strict control over the working expenses has enabled the Railway Minister to reduce the indebtedness to the general revenues. The high level of efficiency attained

during the past 15 months has been responsible for the present satisfactory position, and that has to be maintained in order to preserve the healthy state of affairs of the railways, as the bitter and disastrous experience, of the years 1974--76 is here for all of us to see.

So far as the demands are concerned, there is planning and an examination of these demands is proposed to be made, after an overall decision has been taken by the Government on all outstanding issues. This may suggest a restrained approach to the problem and an eventual increase in the wage bill, which may have to be reckoned with. In this context, one should hope and the nation hopes that the expert committee proposed to be set up by the Government for a comprehensive examination of the freight and fare structure will not increase the burden on the railway users on the plea that additional resources are required for implementing the modernisation proand expansion gramme schemes. It is true that a considerably high level of outlay is required for raising he carrying capacity of the railways, for the purpose of construction of new lines and augmentation of rolling stock etc. For that you should approach the Planning Commission or raise resources through public borrowing or loans from the World Bank.

The Railway Ministry has been con\_ templating the construction of the Konkan railway. For over 50 years, the people of the backward area of Konkan have been clamouring for this vital link with the rest of India. Even though many promises have been made, no action has been taken by the authorities except doing a final location survey. Now that the location survey work has been completed, you have to start the work. Unfortunately, even in para 9 of the speech of the Railway Minister we do not find any statement to the effect that some steps have been taken. I strongly appeal to the Railway Minister to take up this new railway line so that he can satisfy the aspirations of the poor people of this backward area.

### [Shri Janardhana Poojary]

Our railways grew in a haphazard way before the independences because they were run by private companies But it is a matter of regret that even after independence there has been no systematic plan. If only there had been a plan which gives priorities to the more pressing lines, I am sure railways would have definitely given priority to the Bombay-Mingalore railway line. Even though this line has been included in the lines to be taken up, no action has been taken so far. The present Railway Minister says that he is keen to take up this line. So, I want to know why he has not taken any steps in the matter. If it is a question of lack of resources, he can raise resources either by borrowing from the market or by approaching the World Bank. If this line is completed. Kerala and Mangalore will become neaver to Delhi. There will be more of passenger and goods traffic through Bombay and Bombay will become nearer to the people of not only Kerala but even of Rameswaram. This is a vital link that has to be taken up, and I sincerely hope that the hon. Railway Minister will not deny the legitimate rights of the west coast people, and that they will be given their due share in the railway complex of India.

So far as the Hassan-Mangalore line is concerned, it has been delayed for many years. The reason has not been given, but my enquiries reveal that the funds allotted for this line have been diverted to northern India. If that is so, a fraud has been committed by the railway authorities, and it amounts to cheating, which should not be there The people of Karnataka require this line badly and had been looking forward to its completion by 1972, but it has not been completed though we are in 1977 now. So, this must be expedited and completed early.

The people of Coorg have not been provided with any railway line so far, They produce foreign exchange earners like tea, coffee and forest products, and they want this line to have connection with Mangalore port.

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Mangalore is progressing rapidly. Its harbour has been completed, the Kudremukh iron ore project is coming up and the Hassan-Mangalore railway line is also going to be completed. In view of this, I plead strongly for the expansion of the Mangalore railway station as otherwise the public there would be put to great difficulties.

The present Railway Minister had been fervently pleading for the Konkan railway. Now that he is in a position to undertake it, I hope he will take it up and complete it early.

श्री राम कंवार बेरवा (टोंक) : मैं रेल मंत्री जी को इस बार बजट में किराया भाड़ा न बढ़ाने के लिए घ यवाद देता हूं। इस वर्ष के बजट की ग्रीर भी विशेष ग्रीर सराहनीय बान यह होती ग्रगर उन्होंने सौ किलामीटर से ज्यादा की दूरी पर किराया एक रुपया कम कर दिया होता । तथ इस बजट का विशेष रूप से स्वागत होता । फिर भी इस वर्ष उन्होंने किराया भाड़ा न बढ़ा कर एक सराहनीय कार्य किया है । इसक भारन की जनना ने ग्राम तौर से स्वागत किया है ।

जनता पार्टी की सरकार बन जाने के बाद श्री दंडवते ने रेलों की पढति में जो सुधार लाने की बात कही है घोर लाए हैं घोर रेलों के संचालन में घौर वर्भचारी वर्ग को साथ लकर चलने में घोर रेलों की घच्छी तरह से देख रेख करने घौर उनको सुचाह रूप से चलाने में उन्होंने जो प्रयास किए हैं घीर इस दिशा में जो कोशिशें वह कर रहे हैं उससे जनता में यह प्राणा बंधी है कि रेलों के संचालन में सुधार होगा घौर जन साधारण को घाराम मिलेगा, उसको सुविधायें मिलेंगी। मती महोदय ने इसरे दर्जे के यात्रियों को विशेष सुविधायें देने की बात कही है। इससे लोग खुश हुए हैं। उन्होंने यात्री बिख्वों में जो भीड़भाड़ रहती है उसको भी कम करने की बात कही है ग्रौर इस हेतु डिब्बे बढ़ाने की बात कही है। इसका सर्वत स्वागत हुप्रा है।

मैं कहना चाहता हूं कि स्टेशनों पर जो कैंटोनें वगैरह एलाट ग्रापने कर रखी हैं, ठेले वगैरह एलाट कर रखे हैं इनमें काफी लम्बे ग्ररसे से पक्षपात बढ़ता गया है ग्रीर यह पक्षपात बहुत लम्बे ग्रर्से से चला था रहा है।

मैं रेलवे केटरिंग सुपरवाइजरी कमेटी का सदस्य रहा हं भौर मैंने देखा है कि एक एक मेम्बर के नाम कई कई कैन्टीन ग्रलाटेड हैं। जिनके नाम से कई ठेले हैं वह किसी दूसरे ग्रदमी को बेच देते हैं ग्रौर घर बैठे उसका लाभ उठाते हैं । इस प्रणाली में तुरन्त सधार किया जाय मौर जिस व्यक्ति के पास एक से भ्रधिक या जिसकी म्रायिक स्थिति ग्रच्छी है उसका लाइसेंस रह करके किसी गरीब को भ्रलाट कर दें जिससे लोगों को रोजगार मिलेगा । हमारी जनता सरकार ने घोषणा की है कि 10 साल में बेरोजगारी को मिटाना चाहते हैं भौर गांवों को शहरों से भी ज्यादा सुन्दर बनाना चाहते हैं। हमने भी ग्रपने क्षेत्र में इसी भाघार पर लोगों को बताया हैं। हमारे क्षेत्र में पानी की समस्या है। राजस्थान के किसी प्रकार के विका की झोरन तो रजवाड़ों ने झौर न कांग्रेस ने 30 साल में कोई ध्यान दिया। चाहेरेलों का विकास हो या भौद्योगिक विकास हो या झौर कोई क्षेत्र हो किसी तरह के उन्नति के काम पर कोई ध्यान नहीं दिया गया है । माजाद होने के बाद कोई भी नई रेल लाइन राज थान में नहीं पड़ी है। मुझे झफसोस है कि कांग्रेस शासन काल में जितने रेल मंत्री द्र नरे प्रान्तों के झाए उन में ते किसी ने भी राजस्थान का सर्बेक्षण नहीं कराया, झौर जो रेल लाइन बननी थी वह भी नहीं बन पाई। इस बार जनता पार्टी की सरकार बनने पर

हमें ग्राणा बंधी कि टोंक झेत की तरफ़ कुछ ध्यान दिया जन्मा जो एक बहत ही पिछडा हम्रा इलाका है मौर जहां पर हरिजन मौर मसलमान ग्राधिक रहते हैं। लेकिन उंक्षेत की माज भी उपेक्षा की गई है। टोंक को पिछडा इलाका घोषित करने के लिये यें काफ़ी समय में मांग करता रहा हं, वहां के एम०एन०एज० भी मांग करते रहे हैं लेकिन उस दिणा में काई प्रगति नहों हई है। हमारे टोंक क्षेत्र के लाग इतने गरीब हैं कि झपना पेट भरने के लिए उनको दूरे प्रान्तों में जाना पडता है। मैंने रेल मंत्री जी को चिटठी लिखी थी जिसका उन्'ोंने जवाब दिया 27 ग्रप्रैल को जिसमें उन्होंने कहा कि ग्रापकी चिटठी मझे मिली ग्रीर में इलकी जांच करवा रड़ा ह। मैंने तीन पत्र उनको लिखे थे म्रन्तिम पत्र रेल नती का मुझे 25 मई को मिला जिसमें उन्होंने लिखा है :

- "टोंक तक रेल लाइन बिछाने के सम्बन्ध में क्रुपया ग्रपना दिनांक 11–4–77 का पत्न देखें।
- मैंने मामले की जांच करायी है। टोंक को रेल लाइन से जोड़े जाने के लिए 45 किलोमीटर की बड़ी रेल लाइन बिछानी पडेगी, जिस पर लगभग 7 करोड रुपये की लागत ग्रायगी। इस समय संसाधनों की अयधिक कमी है और पहले से चल रही योजना पों तथा श्रर्थव्यवस्था के महत्व-पूर्ण को वों के लिये ग्रापेक्षित योजनाम्रों को पूरा करने के लिये री । नराशि उ लब्ध नहीं है। तः उसाताव पर विचार करने को ित रे संसाधनों की स्थिति सुधरने तक प्रतीक्षा करनी पडेगी ।

शूभकामनाओं सहित, "

[श्री राम कंवार बेरवा

इस प्रका. की चिट्ठी मिलने के बाद मुझे भौर वहां के लोगों को झाकांक्षाओं का बहुत निराशा हुई है । मैं मंत्री महोदय से निवेदन करना चाहता हूं कि इससे वहां के लोगों की झाकांक्षाओं को बडा भारी झाघात लगा है। मंत्री महोदय फिर से इस टोंक जिला हैडक्वाटंर को रेल लाइन से जोड़ने पर विचार करें, इससे वहां के हरिजन झनुसूचित जनजाति के लोगों झौर मुलिम भाइयों को लाभ मिलेगा और इस लाइन के बनने से वहां उद्योग भी खुलेंगे जिसमे रोजगार मिलेगा।

दूसरी कोटा ग्रौर ग्रजमेर की लाइन की बहुत दिनों से मांग हो रही है। टोंक जिला हैडक्वार्टर है जहां से करीव ढाई हजार ट्रक बम्बर्ट जाने वाले निकलते हैं। वहां पर यातायान की कोई कमी नही होगी। ग्रगर रेलवे लाइन होगी तो उद्योग भी खुलेग ग्रौर वहां किसी प्रकार के घाटे की कोई उम्मी नहीं है। यहां प: देवली, केकड़ी ग्रौर मरवाड़ बड़ी बड़ी मंडियां हैं।

जयपूर से टोडा रायसिंह एक रेलवे लाइन चलती है। यह 50 मील की दूरी पर है। वहां पर काफी स्टेशनों से ग्टाफ को हटा लिया गया है । स्टेशनों की बिल्डिंगें वहां पर टूट रही हैं। सरकार का कोई ध्यान इधर नहीं है । मेरा निवेदन है कि इन स्टेशनों को चालू किया जाये । टोडा रायसिंह को चित्तौड़ से मिला दिया जाये । क्योंकि यहां पर ऐसा होता है कि जब यात्री झाते हैं तो उनको टिकट न बांट कर बाबु पैसे भपनी जेब में रख लते हैं ग्रीर इससे विभाग को नुकसान होता है। पिछले साल दोनों गाहियां यहां बन्द 📫 दी थीं, लेकिन हमने फिर निवेदन करके इन गाड़ियों को चलवाया है। ग्रगर इसी प्रकार घाटा होता गया तो कैसे काग, चलेगा ? टिकटों के पैसे बाबू की जेब में चले जाते रहेंगे भौर इस तरह िर से वहां पर गाड़ी रोक दी गई तो वहां की पब्लिक को भारी

माघात होगा। मेरा निवेदन है कि इस लाइन के हरेक स्टेशन को फिर से चालू किया आये भौर रायसिंह रेलवे लाइन्रूको चित्तौड़ तक मिला दिया आये।

जयपुर से सवाई माघोपुर जाने वाली जो मीटरगेज लाइन है, उसको बड़ी लाइन में बदलने जा रहे हैं। हम इसकी पिछले दिनों से मांग कर रहे हैं। प्रगर टोंक मुख्यालय की तरफ से यह बड़ी लाइन जाती हो तो मेरा घनुरांघ है कि टोंक को इस बड़ी रेलवे लाइन से जोड़ दिया जा? । इससे वहां के जन-साघारण की मांग की पूर्ति होगी घोर मैं पिछले 6 बरम से जिमकी मांग करना आ रहा हू, उसकी भी पूर्ति हो जायेगी ।

जयपुर-सवाई माधोपुर बड़ी लाइन को बरूर बदलना चाहिए, क्योंकि इस समय यहां से बम्बई वगैरह जाने वाले यात्रियों को बहुन कठिनाई होती है। उनको सवाई माधोपुर मे गाड़ी बदलने पर ट्रेन में जगह नहीं मिलती है। इसलिए गीध से गीध इस टुकड़े को पूरा किया जाये।

जयपुर से सवाई माधोपुर होते हुण बम्बई के लिए एक गाड़ी रोज चलनी चाहिए ।

सरकार ने दिल्ली से ग्रहमदाबाद की मीटरगेज लाइन को बदलने के सम्बन्ध में ग्राश्वासन दिया है। मुझे ग्राशा है। इस वर्ष इस काम को जार पूरा कर दिया जायेगा।

रेलवे में उपर के प्रफसरों द्वारा चतुर्थ श्रेणी के कर्मचारियों का बड़ा भारी शोषण हो रहा है। उन लोगों की शिकायतों पर कोई ध्यान नहीं दिया जाता है। कांग्रेस शासन के समय संसद-सदस्य के पत्न पर भी कोई ध्यान नहीं दिया जाता था। मेरा निवेदन है कि इस शोषण दी खत्म किया जाये।

-74-30<sup>0</sup> रेलवे मे नौकरियों के लिथ सिलेक्शन के तरीके मं सुधार किया जाना चाहिए । इस समय श्रफमर श्रपने मनपसन्द लोगों को भर्ती कर लेते हैं, जब कि पहुंच न होने पर श्रच्छे शिक्षित लोगों की भी भर्ती नहीं हो सकती है । जनना पार्टी का शासन होने से लोगों में बड़ी श्राजायें बढ़ी हैं । लेकिन श्रगर सरकार ने दो, चार, छ: महीने तक काम नहीं किया, तो बड़ी मुश्किल हो जायगी ।

भगर टोंक बिला हैडक्वार्टर को रेल से न जोड़ा गया, तो हम लोगों के लिए ग्रपने क्षेत्र में जाना भी कठिन हो जायेगा । इस समय जनता में वड़ा रोप है । उस क्षेत्र में हमेणा प्रगेकींगन का संसद-मदस्य जुन कर माता रहा है । कांग्रेस सरकार ने भी इस तरफ़ कोई ध्यान नहो दिया । जनना पार्टी का शासन होने से बहां के लोगों में एक भाशा का उदय हुमा था । लेकिन रेलवे मंत्री के भाषण से उस माणा पर पानी फिरने की नौबत मा गई है । वहां पर हरिजनों मौर मुसलमानों की ज्यादा माबादी है । ऐसे क्षेत्न का प्राथमिकता देनी चाहिए, ताकि उसका मौद्योगिक विकास हो । टोंक जिले का पिछड़ा क्षेत्न भोषित किया जाये ।

डा० लक्ष्मी नारायण पांडेय (मंदसौर): उपाध्यक्ष महोदय, रेल मंत्री ढारा एक समन्वित वत्रट प्रस्तृत करने की बात कही गई है। लगता भी है कि इस बजट में समन्वय है। लेकिन हम सभी इस बात की ग्रपेक्षा करते हैं कि रेलों में भी समन्वय हो ग्रौर क्षेत्रीय प्रसन्तुलन ढूर हो। इस दृष्टि से ग्रनेक माननीय सदस्यों ने ग्रपने ग्रपने सुझाव रखे हैं। किसी ने उत्तर भारत की बात कही है और किसी ने दक्षिण भारत की । कई माननीय सदस्यों ने ग्रपने ग्रपने क्षेत्रों के सम्ब ध में भी सुझाव रखे हैं। किसी ने कहा कि रेलों का विस्तार केवल उत्तर भारत में हुमा है, तो किसी ने शिकायत की है कि पहले दक्षिण भारत के रेल मंत्री होने के कारण दक्षिण भारत में रेलों का ग्रधिक विस्तार हुग्रा है ।

लेकिन यह तथ्य है कि मध्य प्रदेश में रेलों का विस्तार नहीं हो पाया है। रेलों का विस्तार सभी क्षेत्रों में होना चाहिए ग्रौर उन सुदूरवर्ती ग्रादिवासी क्षेत्रों में भी रेलें पहुंचें, जैसे मध्य प्रदेश के बस्तर इलाके में,— ग्रन्य प्रदेशों में भी ऐसे इलाके हैं—-जहां के निवासियों ने ग्रभी तक रेल के दर्शन भी नहीं किय हैं। तभी हम कह सकते हैं कि हमारी सार्वजनिक सुविधा का लाभ उन क्षेत्रों में पहुंचा है। इस दृष्टि से यदि हम काम कर पाए तो जो लोगों की हम से ग्रपेक्षाएं हैं उन को हम पूरा कर सकते हैं।

जहां तक ग्रन्थ बातों का सम्बन्ध है, रेलवे बोर्ड के सम्बन्ध में या रेलवे सर्विस कमी शन के सम्ब ध में या रेलवे की वकिंग ग्रौर कार्य के सम्बन्ध में माननीय मंत्री जी द्वारा यह बात कही गई कि रेलवे बोर्ड की जो मदस्य संख्या है वह घटायी जायेगी । लेकिन केवल घटाने से काम नहीं चलेगा । पूनर्गठन की जो प्रक्रिया ग्रारमा हई है केवल वहीं पर उसका ग्रन्त न हो । ग्रगर इस पूनगैठन के द्वारा हम इसको एक ग्रच्छा स्वरूप नहीं दे सहें ग्रीर यह बात सिद्ध न कर सहें कि रेलवे बोर्ड नहीं बल्कि रेल मंत्री सर्वोपरि हैं तो इससे जो लाभ होना चाहिए वह नहीं हो सकेगा। यदि यह बात जनता के सामने रेल मंत्री सर्वोपरि हैं इस रूप में झाती है तभी हम समझ पाएंगे कि रेलवे बोर्ड के पूनगंठन से ग्रौर उसकी सदस्य संख्या कम करने से कोई बात हो पायी है । अन्यथा अगर रेल मंत्री रेलवे बोर्ड के नीचे काम करें ग्रौर रेल मंत्रालय की रेलवे बोर्ड के ऊपर वरीयता न हो तो इस पुनर्गठन से कोई काम नहीं हो सकेशा । इस दुष्टि से माननीय मंत्री जी कदम उ 5ाने का प्रयक्ष्त करेंगे।

# \_303 D.G. (Rlys.),

# ्रा० लक्ष्मी नारायण पांडेय**्र**

जहां तक चन्याय मुख्यालयों के संबंध में प्रभन है, यों तो भनेक मुख्यालयों से संबंधित बहत सी बातें हैं लेकिन नें विशेष तौर पर पश्चिम रेलवे के मुख्यालय की तरफ मापका भ्यान माइष्ट करना चाहता हं। पश्चिम रेलवे का मुख्यालय बम्बई में है । लेकिन उसका सारा कार्य क्षेत्र बम्बई से दूर हट कर ग्रजमेर तक, इधर नागदा से ग्रागे तक, वडौदा भौर महमदाबाद तक बहुत विस्तार में फैला हमा है । बम्बई एकान्त स्थान में पडता है। झच्छा हो यदि उसका मुख्यालय रतलाम में केन्द्रित किया जाय या बढ़ीदा में स्यापित किया जाये । यह मावश्यक है कि बम्बई से उसको बदला जाये । जब तक उसको बदलने की बात नहीं होती तब तक इस मुख्यालय से सम्बन्धित जहां पर हमारे मंडल ग्रधीक्षक हैं उनको ग्रधिक ग्रधिकार दिए जाने चाहिए जिससे वे निर्णय शीघ्रता से ले सकों। कई बार वे निर्णय लैने के लिए मच्यालय के ग्रधिकारियों पर निर्भर करते हैं जिससे निर्णय लेने में देर होती है घौर काम ठीक नहीं हो पाता है। इसलिए जो मंडल ग्रधीशक हैं उनको ग्रधिक ग्रधिका: दिए जायें ।

मैंने सारा बजट भौर उस की मांगों का विवरण देखा। मुझे बढ़ा माश्चर्य होता है कि मनेक भागों के मन्दर रेलवे की नई लाइनें खोलने के बारे में चर्चा की गई है मौर उस के लिए प्रस्ताव रखे गए हैं। लेकिन पश्चिम रेलवे का क्षेत्र ही एक ऐसा छेत्र है जहां पर कोई नई रेलवे लाइन प्रस्तावित नहीं की गई है। पश्चिम रेलवे उस से सर्वचा मछूता है जब कि पश्चिम रेलवे में उसकी बहुत बड़ी म्राव-श्यकता हैं। कई माननीय सदस्यों ने म्रोनेक बार उस के लिए मांग की है मौर मनेक स्थानों का सर्वे भी हो चुका है। उदाहरण के तौर पर मै बताना चाहता हूं कि इन्दौर

से दोहद रेलवे लाइन का सर्वे हुआ हैं उस के बारे में पिछल दिनों जब चर्चा उठाई गई यी तो यह कहा गया कि यह रेलवे लाइन वित्तीय दुष्टि से उपयोगी नहीं होगी। लेकिन मैं रेल मंत्री महोदय का ध्यान उन के बम्बई सें दिए गए मपने वक्तव्य की मोर तथा सभा भवन में दिए गए वक्तव्य की मोर माइन्ट करता चाहता हं जिस में उन्होंने कहा है कि चाहे घादिवासी सेतों में कोई रेलवे लाइन बितीय दुष्टि मे ठीक व उपयोगी न रहती हो या बहा पर विनीय कठिनाई भी हो, लेकिन ग्रगर उस मे मादिवासी क्षेत्रों का विकास होना है तो हम उस बात को देखेंगे मौर उस क्षेत्र के मन्दर रेलवे लाइन ले जाने के लिए काम करेंगे। इस संदर्भ में मैं उन से निबेदन करूंगा कि इन्दौर से दोहद लाइन झौर नीमच से कोटा की लाइन जिनके बारे में सर्वे हमा था, इनके बारे में वे विचार करेंगे ।

इसी तरह से रतलाम बांसवाड़ा लाइन मादिवासी क्षेत्र से हो कर गुजरती है। उस का सर्वे भी हुम्रा था। लेकिन वर्त-मान में उस की स्थिति क्या है कुछ पता नहीं, क्योंकि जो नई लाइनें प्रस्ताबित की गई हैं उनमें उसका कहीं उल्लेख नहीं है। मैं मंत्री महोदय का घ्यान इस की तरफ माकृष्ट करूंगा।

नैरो गेज की 34 लाइनें हमारे यहां घाटे को बताई गई हैं। उनमें बाकी तो सारी चल रहीं हैं लेकिन मध्य प्रदेश की केवल दो लाइनें उज्जैन सें झागरा झौर शिवपुरी से गुना तक बन्द कर दी गई हैं। बाकी सारी चल रहीं हैं । उनके लिए कोई वैकल्पिक व्यवस्था हुई हो ऐसी बात भी नहीं है। यह भी नहीं हुझा है कि बहां बाडगेज लाइन डाल दी जाये जिस से बहां के यात्रियों को सुविधा पहुंच सके। नई सुविधा कोई नहीं पहुंचाई गई, म्रोर यह जो एक सुविधा थी वह भी हटा दी गई जब कि 32 लाइनें इस प्रकार की चल रहीं हैं। तो यह मेरी ममझ में नहीं म्राता कि इन्हीं को हटाने की क्या ग्रावश्यकता पड़ी थी।

जहां तक यात्री सुविधा का प्रश्न है, में म्रापका ध्यान मीटर गेज की यात्री मुविधाम्रों की तरफ दिलाना चाहता हूं क्योंकि ब्राडगेज के मन्दर तो कुछ यात्री नुविधाएं प्रस्तावित की जा रही हैं ग्रौर बढ़ाई भी जा रही हैं, कुछ भी है, लेकिन मीटर गेज में यात्री मूविधाग्रों का ग्राज भी मनाव है। ब्राडगेज लाइनों पर काफी ऐमी ट्रेन्स हें चाहे वह राजधानी एक्सप्रैस हो या जयन्ती जनता या ऐसी दूसरी गाड़ियां हों लेकिन मीटर गेज पर ऐसी कोई व्यवस्था नहीं है जिससे लम्बी दूरी कम समय में पार की जा सके। इसके ग्रभाव में मीटर गेज के यात्रियों को काफी ग्रमुविधा का सामना करना पड़ता है। इस लाइन पर काछीगुड़ा से दिल्ली को सीधा जोड़ने का सवाल है। इसके सम्बन्ध में कई माननीय सदस्यों ने रेल मंत्री के सामने प्रस्ताव रखा कि इस पर मेल ट्रेन चलाई जाए ग्रौर मुविधाएं बढ़ाई जायें। यह काफी उपयोगी होगी। जो ग्रजमेर से रतलाम, खण्डवा होकर काछीगुड़ा पहंचेगी। इससे उत्तर भारत मौर दक्षिण भारत के बीच में सीधी मीटर गेज जी लाइन बड़ी उपयोगी होसकती है। मतः इस हेतु तूरन्त निर्णय लिया जाए। तथा म्रजमेर खण्डवा लाइन को बाडगेज में वदला जाए।

जहां तक मीटर गेज में दूसरी मुविधाम्रों का प्रग्न हैं, मुझे कई बार याता करनी पड़ी है मौर मैं देखता हूं कि जितना श्यान उसके डिब्बों, प्लेटफार्म मौर दूसरी सुविधाम्रों की तरफ देना चाहिए वह नहीं दिया जा रहा है। मभी मी उसमें पुरानी स्लीपर कोवेज चल रही हैं जिसमें कोई स्वा पांच फीट का ब्यक्ति म्रपने पैर मी सीधे करना चाहे तो नहीं कर सकता है। यदि उन पुराने स्लीपर्स को बदल दिया जाए तो यात्रियों को बड़ी सुविधा होगी। इसी प्रकार से वहां सेकेन्ड क्लास में पंखे नहीं होते हैं भौर पानी की सुविधा नहीं होती है। मीटर गेज लाइन की तरफ रेलवे के प्रधिकारियों का घ्यान जाता भी है या नहीं, मैं नहीं कह सकता। मैं तो पग्ना हूं कि रेल श्रधिकारियों का घ्यान उस तरफ जाता ही नहीं है। मीटर गेज के फर्स्ट क्लास में भी पंख श्रौर पानी की सुविधा नहीं होती है। इसे ठीक किया जाना ग्रावक्ष्यक है।

इसके साथ ही मैं एक बात की मौर मंत्री जी का ध्यान दिलाना चाहता हूं। जहां तक मीटर गेज की माल-गाड़ियों का सम्बन्ध है, व्यापारिक कठिनाइयां भी काफी बड़ी हैं। व्राडगेेज में भी कूछ कठिनाइयां हैं। मीटर गेज ग्रौर ब्राडगेज में कई बार माल गाड़ी के डिब्बे उपलब्ध नहीं होते भौर कई बारस्टेशनों पर माल की इतनी भीड़ भाड़ हो जाती है कि एक समय पर माल रवाना नहीं हो पाता ग्रौर माल को एक स्थान से दूसरे गतव्य स्थान तक पहुंचने में डेढ़ दो महीनेका समय लग जाता है। हाल ही का उदाहरण है। कमोर से एक सीमेंन्ट बैगन लोड सा**बर-**मती होकर झाया, मंदसौर-नीमच की झोर माया क्योंकि टांशिपमेन्ट के लिए रतलाम में कोई स्थान नहीं था इसलिए रतलास से ग्रागे गया और इस प्रकार सैंकड़ों किलोमीटर की ग्रधिक दूरी पार करनी पड़ी। कई स्टेशन्स पर 15-20 दिनों तक माल गाड़ी के डिब्बे नरे पड़े रहते हैं क्योंकि ग्रागे जाने के लिए स्थान नहीं होता है, सूविधा नहीं होती है। बड़े स्टेशनों पर टांशिपमेंट की व्यवस्था नहीं है। इसके . कारण भ्राज लोगों में यह भावना पैदा हो रही है कि रेल के जरिए माल भैजने के बजाय दूसरे साधनों से उस हो भेजा जाय।

30**б** 

[डा० लक्ष्मी नारायण पांडेय]

इस तरह से रेल को होने वाली झाय में कमी हो सकती है। इसलिए आवश्यक है कि रेल से माल ठीक समय पर पहुंचे मौर ठीक ढंग से पहुंचे तथा सुविधा से पहुंचे। यदि माल एक स्थान से गंतव्य स्थान तक दो महीने में पहुंचेगा तो रेलों को बड़ा नुकसान होगा। इस से माल के डिब्बे भी एंगेज्ड रहते हैं झौर व्यापारियों को भी कठिनाइ होती हैं। काफी लम्बे समय से यह बात कहीं जा रही है। कई स्टेशन्म पर मैंने देखा है कि पूरे के पूरे वैगन लोड खडे रहते हैं, आगे जाने के लिए क्योंकि जकणन पर टांणिपमैंट नहीं हो पाता। रतलाम में, खण्डवा में झौर झजमेर में म्राज टाजिपमेंट की ग्रच्छी कोई व्यवस्था नही है जिसके कारण काफी कठिनाई हो रही है। व्यापारियों को मौर उपभोक्तामां को भी कटिनाई होती है। इसे शीघ्र ठीक किया जाना म्रावण्यक है।

एक बात की छोर मैं मंत्री जी का ध्यान ग्रीर ग्राकपित करना चाहता ह कि कुछ स्थानों पर व्यापारिक मुविधा की दुष्टि में रेलवे की झाउट एजेन्सीज दी जाती है उनमें काफी भ्रष्टाचार के नमूने पाए गए हैं। इस सम्बन्ध में नाफी सर्तनता बरतने की ग्रावण्यकता है। कुछ स्थानों पर रेलवे ग्राउट एजेन्सीज खंलने की भी ग्रावझ्यकता है। मीटर गेज में ग्रजमेर खण्डवा मेक्णन पर मंदसीर सीतामऊ फालावाड़ रोड मानपुरा, नीमच-मनामा---इन स्थानो पर ग्राउट एजेन्सीज की माव-श्यकता है। मैंने पहले भी निवेदन किया है कि इन स्थानों पर ग्राउट एजेन्सीज की व्यवस्था की जाए। जहां तक उसमें होने वाले भ्रष्टाचार का सम्बन्ध है उसको दूर करने के लिए प्रभावी कदम उठाये जायें ताफि वहां पर भ्रष्टाचार न हो सके ग्रौर लोगों को लाभ पहुंच सके । रेलवे को भी इससे लाभ पहंचेगा।

जहां तक कैजुम्रल लेबर का सम्बन्ध है, कई बार यह प्रग्न उठाया जा चुका है कि जो मस्थायी लेबर है उनको स्थायी किया जाये । कैजुमल लेबर को लम्बे समय से परमानेन्ट करने की चर्चा चल रही है । किन्तु माज भी कोई निर्णय नहीं है । जव हम विपक्ष में थे तब भी इसको उठाने थे । माज इस वान की तुरन्त मावश्यकना है कि उनको स्थायी करने के लिए कार्यवाही की जाये ।

रेलवे कर्मचारियों की जो ग्रन्य डिमाण्ड हैं, उन्होंने ग्रपना चार्टर ग्राफ डिमाण्ड्स ग्रापको दिया है, उसके बारे में जर्ल्दा फैसला किया जाना चाहिये । मैं मंत्री महोदय का ध्यान बोनस की ग्रोर भी दिलाना चाहता हूं----कर्मचारियों में इसके किये बहुत उत्कंटा ग्रीर उन्मुकता बनी हूई है, इसके बारे में ग्राप कोई निश्चित बान कहिए ।

ग्रव मैं ग्रयने क्षेत्र की दो-तीन समस्या-ग्रों की ग्रोर ग्रापका ध्यान ग्राकपित करना चाहता हूं । रतलाम में डीजल ग्रेड के विस्तार का प्रग्न था, वह काम बहुत बीला चल रहा हैं, उसके विस्तार का कार्य गीघ पूरा किया जाना चाहिए तथा वहां की कटिनाइयों को ग्री हल किया जाना चाहिए ।

इसी तरह में नीमच में भी लोको गेड के विस्तार का प्रश्न है । उसका विस्तार भी शोघ्रता से किया जाये ताकि बहां के लोगों को ज्यादा लाभ मिल सके ।

दो गाड़ियों के सम्बन्ध में मैंने मान-नोय मंत्री जी का ध्यान झाकपित किया था, शामगढ़ में 25 डाउन झौर 26 अप गाड़ियों को रोका जाय । वहां के लोगों ने भी इस सम्बन्ध में झापको लिखकर दिया है, भी र भी माननीय मंत्रियों से निवेदन कर चके हैं पहले इन गाड़ियों को रोका जाता था, 309

बाद में बन्द कर दिया गया, इसलिए इन गाड़ियों को वहां रोकने की व्यवस्था करें।

जनता गाड़ी पश्चिम रेलवे के सुवा-सरा (जि॰ मंदसौर) स्टेशन पर रोकी जानी चाहिये ताकि वहां के क्षेत्र के लोगों को उसका लाभ मिल सके ।

रेल हड़ताल के दौरान ग्रीर पिछले ग्रापातकालीन समय में जो रेल कर्मचारी निकाले गये थे उनमें से बहुतों को ग्रामी भी नही रखा गया है । ग्राज भी ऐसे बहुत से लोग हैं जिनकी ग्रोर मैं ग्रापका ध्यान ग्राकर्षित कर चुका हूं । मैं चाहता हूं कि उनको तुरन्त नौकरी में रखा जाय । यदि हम इस बान की ग्रोर ध्यान देंगे तो इमसे रेलबे कर्मचारी सन्तुप्ट होंगे ग्रीर उनकी कठिनाइयां भी दूर होंगी । रेल कर्मचारी का सन्तोप रेलों की प्रगति में सहायक होगा ।

रेलवे में हाउस-पीयुन्स बहुत से रखे हुए हैं जो ग्रधिकारियों के घरों पर काम करते हैं । प्रगर उनको स्टेशनों पर लगा दिया जाए या प्रन्यत काम पर लगा दिया जाये । तो उन पर खर्च होने वाला लगभग 4 करोड़ रुपया बच सकता है ग्रीर रेलवे को उनकी सेवाग्रों का लाभ ग्रन्यत हो सकता है ।

इन्त में मैं इस बजट का समर्थन करते हुए मंत्रो जी का ध्यान अपनी मांगों की झोर पुन: दिलाना चाहता हूं और उम्मीद करता हूं कि वे एक नए दृष्टि-कोण से काम करेंगे जिससे रेलों का अधिक से अधिक विस्तार हो । आपने रतलाम और बड़ौदा के बीच में इलैक्ट्रिफिकेशन प्रस्ताबित किया है, यदि इसको कोटा तक बढ़ा दिया जाय तो इससे काफी लाभ होगा ।

SHRI VAYALAR RAVI (Chirayinkil): Mr. Deputy-Speaker, Sir, the hon. Railway Minister, while replying to the debate on the budget yesterday made a claim that the surplus is Rs. 32.50 crores after providing for the dividend. He tried to create an impression that it was for the first time that the Railways are paying the dividend. I am afraid this statement is not substantiated by facts. When you look at the documents supplied to us. it is vary clear that till last year, the dividend had been paid to the tune of Rs. 200 crores. After paying the dividend, we could make a surplus budget of Rs. 65 crores last year.

Rome was not built in a day. I am not saying that whatever has been done in the past thirty years was right or wrong. The present budget or the present railway functioning as also good and bad things in the railways are the contributions of the previous Government. Unfortunately, the hon. Railway Minister, in his budget speech as well as his reply to the budget debate made some insinuations. Nobody was claiming that the whole performance in the past was good, but at the same time, I am not prepared to accept that the performance was bed also. It was improving, that is a fact. The budget that has been presented by the hon. Railway Minister is only a projection of the past. He could not make his own. It is the same people and the same officers and it is done in the same way as it was done in the previous years. So whatever good and bad he has inherited, he has inherited it from the previous government and the previous administration. In this connection, here in this book of 1975-76 supplied to us it is clearly stated that the dividend paid is Rs. 180 crores in 1975-76. So, it is not a new thing. Of course, it might have been a deficit budget at that time. I hope the Minister will clarify this point.

The other point he made is about increase in the passenger and goods traffic. Even with the increase in the passenger and goods traffic, he can

#### [Shri Vayalar Ravi]

make only a surplus of Rs. 32.5 crores. I hope he will explain this.

Here in the budget speech he made the certain important points about Railway Board. I was also one who criticised the Railway Board on many an occasion. Once I thought that the Board should be abolished but I am not of that view at present. I think the railways have to function and at the same time, I believe the functions of the Railway Board must be more decentralised. Unfortunately, there is a trend in the Railway Board to take away more and more powers from the General Managers and concentrate them in the Railway Board. Even for introducing a diesel engine in a particular section, they have to come to the Railway Board. It was criticised in this House. Then, if my memory is correct, I received a letter from the then Railway Minister that no such power was taken. But many a time I heard from General Managers that they have to get the permission of the Board. I would ask the Minister that decentralisation of power should not only be at the Zonal level but it should penetrate deep down even to the Divisional Superintendents. The more the decentralisation the more the powers they will get. This is one of the basic things he should keep in mind while he takes up restructuring the Railway Board.

He mentioned about some of the problems. Take the simplification of the procedure for settlement of claims. Here in this report for 1975-76 they say that they received more than 64 lakhs claims in 1975-76 and they were settled on an average in 60 days. Now the Minister has promised to settle them in 6 weeks that is, in 42 days. It does not make much of a difference. We know in practice and I personally know the claims drag on for years together and people who have borrowed money from banks have to pay interest to the banks because of delay in settlement of claims. They are put

to a heavy loss. So this proposal will not be of much help. The officers who are responsible for settlement of claims can always get away and I wish more concrete proposals should be there and it should be made a point that they settle it within the time.

Then, about new railway lines I do not want to repeat what my hon. friends have said. They have demanded Alleppey-Ernakulam railway line. I do not want to explain the need fer it but I would only emphasize and argue with the Minister that when he is going to key down norms for more railway lines, he should also lay down for new lines. What should be the criteria for new lines and whether they are economical or not. In that regard I may assure the hon. Minister that the construction of that railway line from Alleppey to Ernakulam via Kayankulam will be the most economical line in the country.

The Railway Minister may be a little shy because in so many of his speeches he has made on the floor of this House as a member he has pleaded for the Konkan railway and now he may be accused that because he comes from the Konkan area, he is introducing that line. No, Sir. We fully support him in regard to Konkan line. Konkon Railway is the need of the people.

If you go from Salem to Bangalore, there is an un-used Railway line. It is a metre-gauge line. If it is converted into a broad-gauge line the Railway will save a large amount.

Trains are running from Jalarpet to Bangalore. These could be routed to Guntakal and then Guntakal to Hyderabad and to Delhi. This route will be through Deccan Plateau. I hope the hon. Minister will consider it.

I will make an appeal for dieselisation of Trivandrum Mangalore Train. While coming to Cochin people are standing. There is a terrible rush. People have to stand for the whole night in the train. Earlier, when I was travelling in Second Class, I had also to stand. Now, of course, I travel in First Class. The relief can be given by adding more bogies and by dieselising it.

Some stations have been constructed between Quilon and Trivandrum in my Constituency. There is a station named Peruguzhi. Southern Railway has not yet opened this Station.

Shri Suryanarayana was speaking about catering. On page 15 of the Annual Report & Account<sub>s</sub> 1975-76, it has been said:

"A major achievement in the field of improvement to catering service was the introduction of 'ready-toserve' meals from base kitchens set up on important routes under this system. Food is prepared under hygicnic conditions in these base kitchens, picked up in insulated trolleys and delivered to the pantry car on the train where it is stored in hot cases and served to the passengers on the run."

The Railways people may be punished and prosecuted for spreading contegious diseases. I had said so in the House when Congress was in power. I repeat it again. In Tamilnadu Express too I found that the food was bad. The food is callected from different stations. The quality of food is worst.

MR. DEPUTY-SPEAKER: I also felt like that.

SHRI VAYALAR RAVI: After reaching Delhi, all the members of my family got stomach disease. The Railway Board claimed that a big thing had been done, but it is not so. I wish that the Government should look into all this.

I repeat my charge which I had made earlier <u>r</u>oo. Shri Raj Narain <sup>should</sup> prosecute the demagogy for spreading this kind of disease and bad food being served.

1977-78

The statement given in the Annual Reports and Accounts 1975-76 is wrong.

I want to know the criteria for introducing special trains. In Kerala, recently, two  $_{sp}$ -cial trains have been run within 48 hours. I am not alleging that there has been any intervention from the Minister. But there was political pressure. According to the statement of the organisers of the Conference, they took tickets from different stations and the trains have been run.

I don't know whether it is the system of the railways to run these special trains and sell ticke... at different stations. R.S.S. is a predominant force of the Janta party and they get all the privileges. The R.S.S. leader came to Cochin. The Olavakot division had to run a special train. I want to know what are the rules or the matter. You should look into the matter and you should see whether something was done without the rules.

Then I wish to make certain suggestions regarding job-oriented projects in Kerala. There is no depot, there is no marshalling yard in Kerala. This has been represented several times and Government has not done anything. This should be immediately attended to.

Regarding inventories, Rs. 50 crores. of stocks are lying in stores.

This is given in their report. I would request the Minister to look into it. He should look into the inventories of stocks lying at the various depots and stores. Nothing should be purchased if it is already in the stock. There is no point in purchasing the same thing once again and piling up the stocks. There must be some modern technique which should be introduced in the management in res[Shri Vayalar Ravi]

pect of utilisation of materials and machinery. Better utilisation of materials and machinery should be ensured.

About labour relations, I am happy that the Minister has introduced good labour relations through cooperation of the workers. I think Mr. George Fernandes, the forme labour leader, may think that the previous government had confrontation with labour. It is not so.

THE MINISTER OF COMMUNICA-TIONS (SHRI GEORGE FERNAN. DES): Confrontation through conspiracy.

SHRI VAYALAR RAVI: No. We always sought the cooperation of the workers and not controntation. Now you are a Minister and you may kindly go through the files in the Railways and you will be convinced about what I am saying. I certainly congratulate the Minister in that he has brought about good labour relations through the cooperation of the workers. I can assure him that he will get all our support in this regard. We will be one with you. Personally I feel that labour relations cannot be improved through forced discipline. I wish to say that if not all the demands, the genuine demands of the workers should be acceded to. To that extent, our cooperation will always be with you. In this connection, I appeal to you that in dealing with trade unions you should not make any political discrimination against trade unions and you should give equal protection to everybody.

With these words I conclude my speech.

श्वी लक्ष्मी नारायण नायक (खजुराहो): उपा यक्ष महोदय, रेल मंत्री महो य ने जो अनुदान सम्बन्धी मांगें इस रेल बजट के सम्बन्ध में प्रस्तुत की हैं उनका मैं स्वागत करता हूं।

रेल मंत्री जी ने भ्रापने भाषण में गाधीवादी मौर समाजवादी दुष्टिकोण रखने का जो संकल्प किया है उसका भी मैं स्वागन करता हूं झौर इसके लिए उन्हें धन्यवाद देता हूं । हम लोग बराबर यह मांग करते रहे हैं कि देश में जो भी बड़े उद्योग हैं उनका राष्ट्रीयकरण होना चार्ट्रिए। रेलों का भी एक तरह मे हमने राष्ट्रीय रण फर रख है। लेकिन मैचाहता हं ि रेलों का रा दीयकरण इस तरह में हो ताकि मजदूरों काहित हो। ग्रभी तक जो हमने मधिका-रियों का व्यवहार देखा है वह जनता का हिन झौर सेवा भाव का नहीं रहा है। मैं चाहना हं कि जहां रेलवे से फायदा हो वहां जनना का भी ज्यादा से ज्यादा हिन हो, जनना की मेवा का भाव हो । केवल ग्राधिक मुनाफा कमाना ही दुष्टिकोण न हो, बल्कि मेवा भाव ग्राधिक हो ।

जो वड़े वहे प्रधिकारी हैं प्रौर जो छोटे कर्मचारी हैं उनके वेतन प्रौर मुविधा प्रों में जो प्रस्तर है उनको मिटाना चाहिये तभी हम दूसरे उद्योगों के लिए एक मिसाल कायम कर सकेंग । देश के प्रन्य उद्योगों में जो प्रजीपति मजदूरों का जोषण कर रहे हैं उनके लिपे रेलवे एः ग्रादर्श पेश कर सकता हैं यदि हम रेलवेज में कर्म-चारियों तथा जनता की भलाई के ४प्टि-कोण से काम करें ।

माननीय सदस्यों ढारा रेलवे दुर्घट-नाम्रों की तरफ ध्यान प्राकषित किया गया जब दुर्घटना हो जाती ? तो उसकी जांच हो जाती है, लेकिन मैं चाहता हूं कि दुर्घटनायें न हों इसके लिए शासन क्या उपाय करेगा इस म्रोर भी ध्यान देना चाहिए। मंत्री जी जब गांधीजी का नाम लेते हैं ग्रौर उनके ग्रादशों पर चलते हैं तो कर्मचारियों को ऐसे ग्रादेश होने चाहियें कि वे जितने भी रेलवे कर्मचारी इ्यूटी पर है, चाहे गार्ड हो, ड्राइवर हो, स्टेम्नन मास्टर या पथ निरीक्षक हो, कोई भी इप्टी पर शराव का इस्तेमाल न करे। और इमकी कभी कभी जाच भी होनी चाहिए। ंयोंकि प्रधिकांश देखा जाता है कि नग्ने में ग्राकर कर्मचारी मही तौर पर भगनी इ्युटी ग्रंजाम नहीं देते हैं जिसकी वजह से दुर्घटनायें हो जाती हैं। कोई भी काम करने वाला इ्यूटी पर नणा न करे।

प्रबन्ध व्यवस्था में जो मजदूरों के सहयांग लेने की बात कही गई है वह केवल कार्य संचालन ग्रांर व्यवस्था में ही न हो, बल्कि रेलवे में जो मुनाफा होता है ग्रीर जो उनके हिन की बातें हैं, उनमें मे भी उनका सम्बन्ध रहना चाहिए तभी कर्म-चारियों में उत्साह रहेगा। ग्रभी तो वेतन लेने की दुष्टि से ही काम किया जाना है लेकिन जब लोगों को मालुम होगा कि मुनाफे में भी वह हिस्मेदार हैं तो वह ग्रधिक मेहनन ग्रीर ईमानदारी मे काम करेंगे।

प्रथम श्रेणी के यात्रियों को भ्रतेक मुविधायें मिलती हैं, लेकिन दूमरी श्रेणीके यात्रियों को बर्डु कठिनाई हीती है (तनी भीड़ ट्रोती ट्रं कि लोग डिब्बे में चढ नहीं सकते । महिलाभ्रों भीर बच्चों को बड़ी मुसोबत हो जानी है ।

पहला यह है कि जो प्रथम श्रेणी के यात्री हैं, उनको बैठाने के लिए कंडक्टर ग्रोर दूसरे ग्राधकारी तैयार रहते हैं, मुविधायें देते हैं लेकिन जो दितीय श्रेणी के यात्री हैं, उनके लिये किसी कर्मचारी को ड्यूटी नहीं होती है । कई डिब्बों में जगह होती है, कई लोग नीचे ग्रौर ऊपर वर्य पर ग्रपना बिस्तर बिछाए रहते हैं, लेकिन खिड़की को नहीं खोलते हैं । किसी कर्मचारी की ड्यूटी नहीं होती है कि ऐसी जगहों ५र दरवाजा खुलवाकर यात्रियों को सबार कराये । इसकी जांच होनी चाहिए । मैंने कई बार देखा है कि दरवाजा बन्द रहता है, ग्रन्दर जगह होती है । इसलिए मैं चाहता हूं कि हर स्टेशन पर एक कर्मचारी की ड्यूटी इस तरह के काम के लिए होनी चाहिए जो यह देखे कि जब गाड़ी ग्राती है, ग्रौर मुसाफिर की ग्रगर कोई दिक्कत है तो वह उसे दूर करे । ऐसे कर्मचारी की ड्यूटी होनी चाहिए जो मणक्त हो, जो दरवाजा खुलवाकर सवा-रियों को ग्रन्दर बिटवा सके ।

मैं देखता हूं कि ंई लोग जो ग्रपनी शक्ति रखते हैं, नीचे ग्रीर ऊपर डिब्बे में बिस्तर बिछा लेते हैं, गरीब ग्रादमी श्रन्दर नहीं जा सकता है, बैठ नहीं सकता है, उसे खडे-खडे ही सफर करना पड़ता है।

कई जगह स्टेशन मास्टरों को पहले मे ही जात हो जाता है कि जो गाड़ी ग्रा रही है उसमें बड़ी भीड़ है । मैं चाहता हूं ि उनको यह प्रधिकार रहना चाहिए कि ग्रगर गाड़ी में ज्यादा भीड़ पिछले स्टेशन से ग्रा रही है ग्रीर उसके स्टेशन पर ज्यादा मुसाफिर चढ़ने वाले हैं तो वह उस गाड़ी में एक बोगी भी लगा सके, ताकि लोगों की कठिनाई दूर हो सके । बड़े-बड़े स्टेशनों पर बोगी रहती हैं, इस-लिए वहां एक सक्षम ग्रधिकारी होना चाहिए जो जरूरत समझे तो बोगी लगा दे, जिससे यात्रियों को सुविधा हो । ऐसा न होने से कई यात्री चढ़ने से रह जाते हैं ग्रीर समय पर नहीं पहुंच पाते हैं ।

रेलवे का काम केवल मुनाफे के लिये ही नहीं है, देश की जनता के हित के लिए झौर सुविधाओं के लिए है ।

नई रेलवे लाइन निकालने के लिए तमाम माननीय सदस्यों ने ग्रपनी बातें कहीं, लेकिन मैं कहना चाहता हूं कि जब ग्रग्रेजी राज्य था, उस समय देशी रियासर्ते थीं । उनमें कोई भी काम नहीं

# [श्री रुक्ष्मोः । र २ ण नायक ]

हुमा, चाहे उद्योग का हो या रेलवे लाइन का हो । पीछे जो कांग्रेसी सरकार रही, उसने भी इस म्रोर घ्यान नहो दिया । कई बार उस क्षेत्र के माननीय सदस्यों ने मांग की कि यहां पर रेलवे लाइन निकालनी चाहिये क्योंकि रेलवे लाइन निकालने से जो ग्रविकसित क्षेत्र है, उनका विकास किया जा सकता है ।

मध्य प्रदेश में हु हेल इंड पं : वि ध : : शि में ग्राप देखेंगे कि झांसी से मिर्जापुर, जबलपुर के बीच के लम्बे क्षेत्र तक पूरे क्षेत्र में कोई रेलवे लाइन नहीं है। इस क्षेत्र में रेलवे लाइन के लिए बड़ी मांग की गई ।

सतना मे रींवा होते हुए मिंगरौली म्रौर मिर्जापुर के लिए रेलवे लाइन का सर्वे हो चुका है, लेकिन इस लाइन को डालने के लिए कोई कार्यवाही नहीं की गई । जबलपुर से ललितपुर वाया पाटन, दमांह, टीकमगढ, एक नई रेलवे लाइन डालने की मांग होती रही है, घंग्रेजी राज्य के समय इसका सर्वे भी हो चुका है, लेकिन ग्रव तक कोई ध्यान नहीं दिया गया है । मध्य प्रदेश शासन द्वारा भी रेलवे लाडन के लिए केन्द्रीय सरकार को प्रस्ताव भेजा गया है, लेकिन कोई सुनवाई नहीं हुई । जो क्षेत्र ऐसे हैं, जहां ज्वा माल है मौर वह माल दूसरे क्षेत्रों में इसलिए चला जाता है क्योंकि वहां कोई उद्योग नहीं खुल सकते हैं, रेलवे वाले कहते हैं कि हमको कोई मुनाफा नहीं है, तो मुनाफा तो तभी होगा जब रेलवे लाइन वहां डालेंगे । ऐसा ह.ने से उद्योग भी खुलेंगे, माल का भाना जाना भी होगा ग्रीर उससे रेलवे को भी फायदा होगा ।

मैं चाहता हूं कि केवल ऐसे क्षेत्र जहां पर रेतवे लाइन का जाल विछा हुआ है वहां का काम रोककर, जहां बिल्कुल रेलवे लाइन नहीं है, दिक्कत पड़ती है, वहां रेलवे लाइन खोलनी चाहियें ।

जबलपुर से ललितपुर, पाटन, दमोह, टीकमगढ़ होकर रेलबे लाइन होनी चाहिए, इसका प्रस्ताव भी केन्द्रीय सरकार को भेजा गया था ।

खजुराहो स्थान पर दुनियां के दर्शक लोग म्राते हैं, बहुत ही दर्शनीय स्थान है, उसको भी जोड़ना चाहिए ।

इसी प्रकार हरपालपुर में खजुराहो, खजुराहों से सतना, सतना से रीवा और गेवां से मिर्जापुर को जोड़ा जा सकता है। जो पर्यटक हवाई जहाज के ढारा दिल्ली से खजुराहो जाने हैं, इम से उनको भी मुविधा होगी । मंत्री महोदय को ढम श्रोर ध्यान देना चाहिए । इस काम को तत्काल करने की मावश्यकता है ।

झांगी-मानकपुर लाइन पर हरपालपुर स्टेशन ग्रौर धसान नदी के गुल के बीच में एक चपरन गांव है । बहां के लोग ग्रीर मवेशी हमेशा दूसरी तरफ जाते हैं, लेकिन कोई रेलव फाटक न होने के कारण उन्हें बड़ी कठिनाई का सागना क<sup>ाला</sup> पड़ता है । बहा रेलवे फाटक के लिए बरा-बर निवेदन किया जाता रहा है, लेकिन शासन ने उधर ध्यान नहीं दिया है । उस गांव के पास रेलवे फाटक का होना बहुन जरूरी है, ताकि उन लोगों की दि.कन दूर हो ।

पिछड़े हुए इलाकों मैं रेलवे लाइन बिछाने को प्राथमिकता देनी चाहिय, ताकि हम कह सकें कि हम केवल एक ही क्षेत्र को विकसित नहीं कर रहे हैं, बल्कि सारे देश पर हमारी निगाह है।

इन झब्दों के साथ मैं इन मांगों का समर्थन करता हूं।

SHRI P. K. KODIYAN (Adoor): Mr. Deputy Speaker, Sir, I want to speak only on a few cut motions which I have moved. I am very glad that Hon'ble Minister for Railthe ways is showing keen interest on providing more amenities for the Second Class passengers, especially in the long distance trains. He has proposed to introduce, in future, some classless trains also. But here I want to point out certain things which are necessary for the passengers travelling in the Sir, you are concen-Second Class. trating on the facilities to be provided for the Second Class passengers in the long distance trains. But you are neglecting the requirements of the second class passengers at the railway station itself. If you visit the Railway stations, barring a few major stations. in the country, you will find that the arrangements for the second class passengers with regard to waiting-room lavatory facilities. facilities. even sitting arrangements in the trains, etc. are totally unsatisfactory. The lavatories and the bath-rooms are kept in such a way that no human being will be able to go near them. It is kept in such unclean and unhygienic conditions. Therefore, while paying attention to the requirements of the second class passengers in the trains, ιhe Hon'ble Minister should also ray his attention to the requirements of passengers at the various railway stations in regard to the provision of comforts. etc.

### 14.43 hrs.

### [MISS ABHA MAITI in the Chair]

Now, in this connection, I would also point out another anomaly. You say that you are trying to reduce the distinction between the various Classes in the trains and introduce only one single Class. Here I would like to make my observations in regard to First Class air-conditioned compartments. Whenever I have travelled in the long-distance trains. I have found most of these air-conditioned First Class compartments almost empty and only the attendant is sitting in these empty compartments to look after them. That is the position.

Take for instance the Tamilnadu Express. I am told that the fare for first class air conditioned berth from Madras to Delhi is almost equal to the air fare, Rs. 600 or so. It is a sheer waste. Instead of that it would be better to provide more air conditioned sleeper berths so that people can travel comfortably. Those who are not, physically, in a position to travel in the ordinary compartments or those who get bronchial or asthmatic trouble if they do so, can avail of that facility, especially during the summer time. In the northern parts the provision of air conditioned sleeper is very essential.

Many of my friends from Kerala have spoken. The hon. Minister may wonder why every Member who has spoken from Kerala is repeating the Alleppey-Ernakulam line. Not that we want to mention it for the sake of mentioning it. For us it is a very vital line; for the railways too it is economical and gives a reasonable re-The Ernakulam-Travandrum turn. section which was metre-gauge was converted into broadgauge. After the conversion, within six months, according to my information it yielded an additional revenue of Rs. 50 lakhs. Similarly the Ernakulam-Alleppey line will serve the industrial belt and also connect the industrial be't of Cochin-Alwaye to the Alleppey industrial belt. The whole industrial belt of Kerala will be served by this facility. I am glad that the Railway Minister has approved the proposal and forwarded it to fhe Planning Commission. Merely waiting for the Planning Commission's approval may not help. Since this is going to be an economic line, a very vital line for Kerala I earnestly appeal to him, in the context of the largescale industrialisation scheme which the state government has taken up with the help and cooperation of the central government, to exert his influence with the Planning Commission and get it sanctioned as early as posible.

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#### [Shri P. K. Kodiyan]

There are one or two minor points. On the metregauge section from Quilon upto to the border of Kerala, there is a station near Shenkottah In that Quilon to Shenkottah line there is a problem. There is a very important railway station viz., Punalur and there is a problem. It has been there in existence for the last 15 to 20 years. That is why though it appears to be a small problem. I am trying to bring it to the notice of the House and also That is, the to the hon. Minister. topography of this area where this Punalur is situated is such that the people on the other side of the railway station have no access except walking across the railway Tine to reach their destination. So they have been demanding that the railways should construct a small road on their own land. It may not go even to half-a-mile. Then people can go to the other side quite easily. But due to lack of such a road, what happens is people are forced to walk across the railway track. Many times people are fined. Naturally it is a wrong practice. It is dangerous for their own safety. But since they have no other way they have been walking across the tracks and many of them are fined. Some people in this area always carry a sum of Rs. 10/- with them as a measure of safety. Sometimes they are fined 20, 30, even upto Rs. 1007-. Even the small kids going to the schools are also using the same track for the purpose. Therefore I would request the hon. Minister to give a direction to the Southern Railway to examine this problem and construct a small road along the railway track so that the problem of the Punalur people, which had been there in existence for the last 15 to 20 years, can be solved.

Then there is another problem. On the same railway line from Punalur to Shenkotta there is considerable railway land on either side of the railway track, which have been under cultivation by the peasants. The Rail-

ways had given these lands to the peasants to cultivate on lease basis. It was originally given for a few years. Now the peasants have been cultivating these lands for the last 15 years or more. But since these lands have not been regularised, there is a lot of harassment by the railway officials. Sometimes even the standing crops are destroyed. So there is no security so far as these peasants are concerned. These are lines which are not used by the railways, which are not very essential for the railways. The Railways have marked these lands as category 'B' and 'C' according to the importance and nature of the land. What I want to impress upon the hon. Minister is to examine this problem of peasants who are cultivating the railway land. I think this problem is there not only in Kerala but in several other parts of the country also. If there is railway land which is not essential for the railways, such lands can be given to the tenant on specific terms and once such lands are surveyed and given to the pesasants and regularised and terms are specified, then there is no question of the frequent harassment by the railway officials.

Therefore, this problem has been agitating the peasants in this area on the Quilon-Shencottai line in two panchayats-Tenmala and Areancau. When we, the people's representatives go there, we have to face these poor peasants. For the last 15 years we have been pleading with the ministers and railway officials. Still the harassment continues. When I went there last time, several peasants complained that their standing crops have been destroyed and they have nothing to fall back upon. I request the minister to pay attention to these problems.

SHRI KRISHNA CHANDRA HAL-DER (Durgapur): Madam Chairman, I rise to support the Railway Demands for 1977-78. The hon, minister has announced that he will take special interest in the construction of new lines in backward areas. You are aware that both Bankura and Purulia are backward districts in West Bengal. In Bankura district, large deposits of coal have been discovered at Mejia Thana. Government has already announced that Haldia port will be developed as the main coal-handling port. So, I request the minister to construct a new line from Raniganj to Mejia and also construct one road-cum rail bridge over Damodar river. I also request him to construct a new line from Raniganj to Haldia via Bankura so that coal from Dhanbad, Raniganj and Mejia areas may be carried to Haldia in the shortest possible time and at lesser cost. If this line is constructed, new small and medium scale industries will come up in both Bankura and Purulia districts and thousands of people will get employment.

Durgapur and Asansol are important industrial belts. For want of sufficient accommodation at Durgapur, thousands of workers have to come from both sides-Burdwan and Asansol-to Durgapur every day to attend to their shift duties. So, the number of trains from Burdwan to Asansol and vice versa should be increased so that the workers may reach Durgapur in time. Both the employees and the different chambers of commerce and the management of industries in Durgapur are pressing that the Burdwan-Assansol section should be declared as a suburban section of the Eastern Railway. This demand should be conceded at the earliest.

## 15.00 hrs.

Madam, another point I want to mention is that Howrah station is one of the busiest stations of our country and terminal facilities should be improved so that connection to the Howrah city from different parts of our country will be improved. So, the termial facilities at Howrah station should be improved and remodelling of Howrah station is urgently necessary.

I also want to mention that though the Minister announced that the maintenance of the trains will be improved, the maintenance, specially of suburban coaches and other local trains is very poor and the facilities are not up to the mark. So attention should be paid to the improvement of amenities specially to the local and suburban trains.

With these words, I support the Demands for grants for railways.

श्वी इाम्भूनाथ चतुर्वेदी (ग्रागरा) : सभ नेवी महोदया, रेलवे हमारी सव से वड़ी पब्लिक ग्रन्डरटेकिंग है ग्रौर इस का सुचारु रूप से संचालन ग्रौर व्यवस्था में सुघार हमारी ग्रन्य पब्लिक ग्रन्डरटे-किंग्स पर भी प्रभाव डालेंगे । माननीय रेलवे मंत्री जी ने जो नए विचार ग्रपने बजट में रखे हैं, जो नई योजनायें बनाई हैं ग्रौर जिस प्रकार से उन्होंने रेलवे कर्मचारियों का सहयोग प्राप्त करने की चेप्टा की है, उस के परिणाम ग्रभी दो, तीन महीनों में ही ग्राने गुरू हो गए हैं ग्रीर उन से एक नया ग्रघ्याय संघर्ष की बजाय सहयोग का खुलेगा ।

इसी प्रकार से दूसरे दर्जे के यात्रियों को सुविधायें देने के लिए जिस तरह से वे प्रयत्नशील हैं, उस से भी लोगों को काफी राहत मिलेगी । सब से बड़ी समस्या रेलों में भाड़े की है । जब तक इस को सूलझाने का पर्याप्त प्रयास नहीं होता, चाहे वह दुमंजिले रेलवे डिब्बों के जरिए से हो या रेलों में ग्रौर म्रधिक डिब्बे जोड़ कर हो, जब तक इस समस्या का समाधान नहीं होता तब तक मैं समझता हं श्रौर जितने प्रयास हैं, वे लोगों को राहत देने में म्रसमर्थ रहेंगे। भीड़ की समस्या सबसे जबर्दस्त समस्या है। उसी के कारण सफाई भी ठीक से नहीं होती । लोग मवेशियों की तरह से डिब्बों में भर कर. जाते हैं ग्रौर जैसांकि ग्रीर भी माननीय सदस्यों ने कहा कि स्त्रियों, बच्चों ग्रीर वद्ध

[श्री शम्मूनाथ चतुर्वेंदी]

पुरुषों के लिए रेलों में सफर करना एक मार्डियल हो जाता हैं। किस तरह से वे उस में दल पाते हैं मौर कैसे उन का प्रवेश होता है, ये सब समस्या माज हमारे सामने हैं।

मुधारों की दृष्टि से जो भौर बातें रेलवे बजट में कही गई हैं, उनसे कुछ न कुछ म्रच्छे परिणाम निकलेंगे लेकिन जब तक यह भीड की समस्या हल नहीं होती, तब तक मैं समझता हं कि भीर जो मुधार हैं वे भ्रपर्याप्त साबित होंगे। मक्सर लोग रेलवे में दुरायरण या विभागीय णिकायतों के बारे में जन-प्रतिनिधियों के पास गाने रहते हैं। मुझे बड़ी प्रमन्नना है कि माननोय मंत्री जी ने एक ग्रियांसिज सेल की स्थापना को है । यह बहुत मच्छा काम किया गया है । लेकिन मुझे मालूम नहीं कि रेलवे के उत्पीडिन कर्मचारी क्या ग्रपनी शिकायतों को विभागीय झध्यक्ष को बाई पास करके सीघे इम ग्रिवांसिज सेल को भेज सकते हैं ? ग्रगर वे ग्रपनी शिकायनें सीघे इस सेल को नहीं भेज सकते हैं तो मेरी समझ में उनके लिए इस सेल का होना या न होना बराबर है।

इस प्रिवांमिज सेल के बारे में हमें यह भी देखना पड़ेगा कि यह किनना कारगर हो रहा है या किस तरह से काम कर रहा है । ग्रगर किसी शिकायत पर पन्द्रह दिन में, महीने में या दो महीनें में भी जांच हो कर परिणाम सामने नहीं ग्राता ह तो शिकायत करने वाला निराश हो जाता है । इसलिए मैं चाह़ंगा कि मंत्री महोदय इस सेल को सनक करें ग्रीर इसे ग्रीर ग्राधिक कारगर बनाएं ताकि जो लोग ग्रपनी शिकायतों के लिए उधर-उधर भागते-फिरते हैं या जन-प्रतिनिधियों के पास धाते हैं, वह उन्हें न करना पड़े । जहां तक रेलवे कर्मचारियों का सवाल है, वे धगर धपनी णिकायतें प्रिवांसिज सेल को सीधे भेजते हैं तो उनके खिलाफ डिस्पिलिनरी एक्शन नहीं होना चाहिए धौर उनकी णिकायतों पर कार्यवाही होनी चाहिए । तभी रेलवे कर्मचारियों को संतोप होगा ।

कुछ ऐसो बातें भी हैं जिनके बारे में कर्मचारी भनेक मुझाव दे सकने हैं। जैमे भीड़ कम करने के लिए रेलवे के एक सज्जन ने बताया कि यह जो थी टायर कम्पार्टमेंटेंस होते हैं उनमें नीचे की मीटों पर चार भादमी दिन में भासानी मे बैठ सकते हैं भीर इस तरह मे एक गाड़ी में दो-डाई मी भादमियों के लिए भधिक स्थान निकल भाता है। लेकिन इम पर कोई ध्यान नहीं दिया गया । ये जगहें भामानी से यावियों को मुहेया की जा सकती हैं। इसलिए कमंचारियों के पाम जो भी मुझाव है उनका हमें स्वागत करना चाहिए भीर उन पर भ्रमल करना चाहिए ।

जहां तक गाड़ियों का सवाल है, हमारे यहां में ग्रागरा में दिल्ली तक लोग पहले जी० टी० में मफर करते थे लेकिन उसमें सरवार्ज लगता था । मब उमकी जगह ग्रवध एक्मप्रैम निकाली गई है लेकिन दूर्घाग्य से वह हजरत निजामुद्दीन पर ही खत्म हो जाती है । उसका ननीजा यह होता है कि जितना पैसा हम मफर के लिए झागरा में दिल्ली का खर्च करने हैं उनना ही पैमा हमें हजरत निजाम्हीन मे नई दिल्ली या झोल्ड दिल्ली जाने के लिए खर्च करना पड़ता है । इमलिए यह ट्रेन उननी उपयोगी मिद नहीं हो रही है जितना कि उसको होना चाहिए । इसके बारे में मैंने माननीय मंत्री जी से कहा भी था झौर

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सुझाव भी दिया था । मैं चाहता हूं कि इस ट्रेन की उपयोगिता कायम करने के लिए इसे नई दिल्ली स्टेशन पर खत्म किया जाए । जिस तरह पूना से बम्बई ग्राने-जाने का लोगों का ) सिलसिला रहता है उसी तरह से हजारों की संख्या में लोग मथुरा ग्रीर ग्रागरा से दिल्ली म्राने-जाते रहते हें । इसलिए मैं समझता हूं कि इस ट्रेन का नई दिल्ली रेलवे स्टेशन तक म्राना लाजमी है । इस ट्रेन को नई दिल्ली स्टेशन से चलना चाहिए ग्रौर नई दिल्ली पर ही खत्म होना चाहिए । तभी इसकी उपयांगिता कायम हो सकेंगी । जिस तरह की व्यवस्था ट्रेनों के बारे में पूना ग्रीर वम्बई के बीच है उसी तरह की व्यवस्था ग्रागरा ग्रीर नई दिल्ली के बीच भी होनी चाहिए ।

एक दूमरी रेलवे लाइन के वारे में मैं कहना चाहता हूं। एक दफा यह भागरा से बाह तक चालू की गई थी लेकिन इसको बाद में उटा लिया गया। वह एक बहुत ही बैकवर्ड एरिया है भागरे से इटावा तक का, चम्बल-यमुना के बीच का । उस वक्त यह ग्रागरा से बाह तक के लिए थी। इस वजह से भी ग्रौर कई ग्रन्य कारणों से, मिसमैनेजमेंट उस में सब से ज्यादा था, टिकटें गाड़ी में बेची जाती थीं, इतना गर्दा उसमें ग्राता था कि ग्रादमी का दम घुटने लगता था, 40-50 मील तय करने के लिए वह चार-जार घंटे लिया करती थी, सिगनै-्लिंग का मुद्रे जेमेंट नहीं था इसलिये यह कह कर उसको उठा लिया गया कि वह मलाभकर है, उसके लिए वहां पर गुंबाइश नहीं है । लेकिन म्राप देखें कि बदइंतजामी की वजह से ही ऐसा हुन्ना। टिकट का पैसा जितना माता था वह भधिकांश कर्मचारियों की जेवों में जाताया। उस लाइन की बड़ी मावश्यकता है । लेकिन इसे म्रागरा से भौरैया या इटावा तक बढ़ाना होगा। यह

क्षेत्र काफी पिछड़ा हुन्ना है । उस में दम्यू समस्या है, किडनैपिंग ग्रीर रैंसम बहुत होता है । इस लाइन के बन जाने से न केवल शांन्ति श्रौर व्यवस्था की समस्या हल होगी, वहां पर रोजगार के साधन भी उपलब्ध होंगे, वहां का जो व्यापार है उस में भी वृद्धि होगी नए,उद्योग घंघे भी खुलेंगे स्रौर इसके साथ साथ ग्रागरे से कलकत्ता का जो डिसटेंस है उस में कम, से कम सौ मील का मन्तर पड़ जाएगा। इस वास्ते इस रेल लाइन का वनना बहुत जरूरी है। मैं यह का इसलि र् कह रहा हूं कि पुरानी फाइदे बात इसलिए न समझ लिया जाए कि इस क्षेत्र में यह लाइन ग्रलाभकार रहेगी । इस वास्ते उसको दुबारा चालून किया जाए । बल्कि वह ऐसा क्षेत्र है जिस में इसकी बड़ी जरूरन हैं। कुग्रबन्ध ग्रीर जो कमियां मैंने बताई हैं, जैसे गिट्टियां नहीं डाली गई थीं इस वजह से घूल भर जाती थी, यह लाइन सफल नहीं हो सकी । इसका नतीजा यह हुन्ना कि सन् 1938 में इसको उठा लिया गया। मैं चाहता हूं कि इन कमियों को भी दूर किया जाए ग्रौर इस लाइन को ग्रागरा से इटावा या ग्रौरैया तक चाल् किया जाए तब यह ग्रवश्य लाभकर सिद्ध होगी ।

ग्रागरे में रुई की मंडी पर जो कांसिग है उस पर बहुत भीड़ होती है । वहां पर एक ग्रोवर क्रिज जरूर होना चाहिये। ताकि फाटक को बार-बार बन्द न करना पड़े ग्रौर लोगों को ग्रमुविधा न हो। इसके बारे में सुझाव दिया जा चुका है लेकिन ग्रभी तक वह नहीं बन पाया है ।

ग्रन्त में मैं यही कहना चाहता हूं कि ग्रागरा बाह लाइन की ग्रोर ध्यान दिया जाए ग्रौर ग्रोवर क्रिज बनाया जाए ।

# [श्री शम्म, नाय चतुर्वेदं]

साथ ही कुतुब एक्सप्रैस समय से चले भौर नई दिल्ली तक जाय भौर दस बजे पहुंच जाय। इससे बड़ी सुविधा होगी भौर मागरा मयुरा के ट्रैफिक को काफी राहत मिलेगी। मैं समझता हूं कि इस में कोई विशेष खर्च की बात नहीं है भौर न ही कोई कठिनाई की बात है। इस वास्ते मैं इस पर काफी जोर द्ंगा। मैं भाशा करता हूं कि मंती महोदय मेरे इस मनरोध को स्वीकार करेंगे।

इन झब्दों के साथ मैं इन झनुदान की मांगों का समर्थन करता हूं।

SHRI T. BALAKRISHNIAH (Tirupathi): The task of the new Railway Minister in framing the budget estimates for 1977-78 this national undertaking, the railways, has been rendered very easy because the revenue from passenger traffic is bound to increase and is increasing, since there are more passengers travelling nowadays. Even the additional trains that were introduced are not proving to be sufficient.

The railways, however, are getting their revenue mostly from the second class passengers. But the amenities provided to the second class passengers are far from satisfactory. Many of my friends in this House have stressed the need for providing more amenities such as lavatory facilities, waiting rooms, water tap facilities and water to the second class passengers.

Another important and essential thing in the Railway is the high level of efficiency that was attained in the past 15 months. In order to preserve this healthy tradition it is necessary that the Railways must take all the precautions to save the Railways from disaster. The efficiency that had been attained in the past 15 months is now deteriorating. There is now anxiety in the minds of the travelling public whether they will reach the destination safely or not, due to the following accidents:

- 1. West Coast Express at Katpadi when nearly 10 person died.
- 2. Trivandrum Mail accident killing three persons.
- 3. Tezpur Express fell into river and 22 persons were dead.
- GT Express derailed near Wardha in which 2 persons were killed and 15 were injured.
- 5. Ganga-Kaveri accident at Allur Road where four bogies derailed.
- 6. Howrah suburban Section derailed.

The Railway Minister made a sweet speech but he has not uttered a word of regret for all these colossal accidents that have taken place, during these two months. I want to know from him whether it is due to some mechanical fault or due to negligence of the staff. This should be enquired into because many important people travel by the Railways after the introduction of express trains and their lives are precious. Will the Minister give a guarantee that the trains will reach safely? The Minister must see that these accidents are prevented in future.

Coming to my constituency, I represent Tirupati constituency in Andhra Pradesh. Most of the Members and also the Railway staff know about Tirupati and its importance. Tirupati is an important all India pilgrim centre. A number of pilgrims from all over the country visit this holy place but they are not provided with proper railway amenities. When Mr. Hanumanthaiya was the Railway Minister, I had pressed for construction of a platform for all broadguage trains. The work was taken up but it was not completed. The whole South India was ignored in regard to the provision for proper express trains. I say that the people of South India feel that they are neglected because it takes 48 hours to

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reach the capital city of Delhi from Madras. The previous Railway Minister had introduced Tamil Nadu Express. I congratulate the former Minister, Shri Tripathi for introducing a number of express trains from South India to North India. During his regime, there was also no accident. It shows that his 'rasi' is good for Railway Portfolio.

Tirupathi is an important town. All cilgrims go there and they want to catch the plane or the train at Renigunta. There is a railway crossing which is always closed. There is always a traffic jam. How to overcome There should be an over-bridge it? over the road connecting Tirupathi town to the rest of the place. The Railway Department sanctioned Rs. 21 lakhs for the construction of an over bridge. But so far it has not not been implemented. I want to know the reason why this is still pending. Is it due to the delay on the part of the State Government in giving their share or is it due to the delay on the part of the Railway Department. The Railway Department is spending money on the construction of over-bridges and underbridges in places where these are not necessary. But where it is absolutely necessary, they are not taking up the project. I want that the Railway Department should examine this matter and take up the construction of the over-bridge over the road connecting Tirupathi town to Renigunta and Tiruchanur.

Another thing that I want to submit is that during the recent floods, a number of rivers over-flowed and breached the railway track near Sullurpet and Naidupet and all these places. Not only they damaged the railway track but that has caused damage to the crop and the vast area of cultivable land. The people complained that it was because there were no proper bridges. Because the bridges are not thereon the railway track, the bunds were formed which stored water causing damage

to the cultivable lands. I do not know whether the Southern Railway has taken note of it and given proper relief to the people of that area.

In the Budget speech, there are so many proposals for converting metregauge line into broad-gauge line. They are also introducing new lines in certain places. I do not know what are the criteria to be taken into account for introducing new lines. 1 have not seen any such proposal with regard to the backward areas of the country. Rayalaseema is a very backward area in Andhra Pradesh. There are some important lines from Renigunta to Guntakal, from Guntakul to Secunderabad and from Secunderabad to Bangalore. But this line has not been taken up for conversion from metre-gauge into broadgauge. Since Tirupathi is an important pilgrimage centre which is visited by a large number of pilgrims all over the country, it should be connected by an electric train from Madras to Tirupathi and from Gudur to Tirupathi. Already, there is a proposal to extend the electric Train from Madras to Vijyawada and from Madras to Arkonam. If it is extended further up by a few kilometres connecting Tirupathi to Gudur, it will go a long way to serve the people of Tirupathi and also the pilgrims who visit Tirupathi which is a holy place.

Another submission is that there is one Balaji Express from Madras to Tirupathi. This is a local train. The distance is about 90 km. from Madras to Tirupathi. But this train stops only in Arkonam and then Tirupathi. It does not stop at other place which is the taluk headquarters and a commercial centre. And then it stops at Tirupathi. What is the purpose that it is going to serve? There is no justification to stop it at Tiruttani. It is going to serve a large number of students who go to Tirupathi for a study. I want that this aspect should also be examined and necessary instructions should be given to the Ge-

### [Shri T. Balakrishniah]

neral Manager, Southern Railway to examine this matter. It is a very convenient train. It leaves Tirupathi at 8-30 A.M. and reaches Puttur at 6 O'clock. The student community is particularly agitated about it. They want that this facility should be given to them and that they should go by train in the morning and also return by train in the evening.

I represented this matter several times to the General Manager. I also personally met and told him about this thing. But, in spite of all that, no action has been taken. It is very regretable to note that so far nothing has been done about it.

Then there is a proposal for introduction of class-less trains. It is a good feature. But I want to suggest that there should be only two classes: one is second-class AC in long running trains and the second one is the second-class. It will help the staff who is issuing the tickets and it will save a lot of time. Now in one train, there are different classes: (1) First-Class, (2) First-Class AC, (3) Second-Class AC, (4) Second-Class sleeper (5) ordinary sleeper and (6) an ordinary class. Whenever we go and purchase fickets, they take a lot of time to verify time table and then issue the tickets. Instead of all these classes, it is better if you introduce only two classes-Second-Class AC sleeper and Second-Class Ordinary sleeper. It will be very convenient for the travelling public. Then it should not be very congested as it is now.

As far as the personal luggage is concerned, it should also be restricted. Now I find that so many passengers are carrying lorry-load luggage with them, particularly those who are travelling by First-Class and the Second-Class AC and it goes unchecked. It chuses a lot of inconvenience to the follow-passengers. Another submission is that the bureaucracy is there to act provided they are given certain framework. Even the policy and the pattern should not be changed frequently, because some committees meet now and then and they say that if you want that this thing should be followed, then the order should be issued accordingly. The policy should be fixed once for all and it should not be changed frequently. It should be given to the bureaucrats and they must be asked to act within the framework of that policy.

Last time, when I was travelling by Tamil Nadu Express, the running staff was complaining about the retiring rooms. They were coming to Delhi in this Express Train. As far as the running staff in the Kerala Express, Andhra Express and Tamil Nadu Express is concerned, they do not have retiring rooms in Delhi. Other running staff is provided with retiring rooms in Delhi. But, unfortunately, the running staff in the Southern Railway do not have retiring rooms. They are supposed to sleep in the First-Class Compartment or in the Second Class compartment. Why can't you take note of this thing and see that they are also provided these retiring rooms. After all, they have to travel about 1-1/2 days and then they come here. After coming here, they must have some rest. You must see that they should be provided retiring rooms to take rest.

डा॰ रामजी सिंह (भागलपुर) : प्रव्यक्ष महोदया, रेल मंत्री ने प्रपने बजट के संबंध में जो विचार व्यक्त किए हैं उस के संबंध में कई प्रकार की टीका-टिप्पणी हुई है । उन्होंने जो प्रच्छे काम भी प्रदणित किए हैं उन के संबंध में भी टीकाएं हुई है । उदाहरण के रूप में, उन्होंने जब रेलवे के भाड़े में वृद्धि न करने की, पिछले कई वर्षों के बाद एक स्वागतमय घोषणा की तो उस की भी मालोचना हुई । जब उन्होंने प्लेट- फार्म टिकट की दर पचास पैसे से 30 पैसे कर दी तो इसकी भी मालोचना की गई कि इस से तो केवल मनुद्ध वर्गों के लोगों को लाभ होगा। जब उन्होंने डी जल लाइन के विस्तार की चर्चा की तो उत की भी मालोचना हुई कि उत से कोई लाभ नहीं हुमा। लगता है कि सरकार पक्ष के लोगों के म्रज्छे कामों के रिए भी प्रतिरक्षी मित्रों के हृदय में मादर का नाव नहीं है। इम प्रकार से संसदीय जनतंव का कोई लाभ हो नहों सकता। मैं इतना ही क रंगा कि जो म्रज्छी वातें हैं उन का मादर होना चाहिए। यह वात ठीक है कि मनुष्य पूर्ण नहों हो मकता है मौर रेलवे के सामने बहत सारी समस्याएं हैं।

रेल मंत्री ने कहा है कि गांधीवाद और समाजवाद के प्रति गहरी निष्ठा रखते हैं। ग्रमी रेल मंत्री जी तो हैं नहीं, लेकिन मैं ग्राप के माध्यन से उन से विनम्र निवेदन करना चाहंगा कि केवल कुछ ग्राँर जनता गाड़ियों का विस्तार कर देने से न तो गांधोवाद श्रुरू होता है भौर भन्त होने का तो प्रश्न ही नहीं है । अगर वे मचमुच में इस मामले में गम्भीरतापूर्वक विचार करते हैं तो गांधी जी जिस श्रेणी में यात्रा करते थे ग्रंपनी महातता के बावजद भी, सारी गाडियों को वे उसी श्रेणी में परिणित कर दें ग्रौर उस के लिए वे उतना ही समय नें जितने समय के लिए हिन्दूस्तान की जनता ने उन को चुना है मेरे कहने का ग्रय है कि पांच वर्षों की ग्रवधि में वे एक योजनाबद्ध ढंग से यह काम करें कि कम से कम भारतवर्ष में रेलवे में तो श्रेणियों का उन्मलन हो जाय। इस से कई लाभ हो सकते हैं। एक तो जो झाज देश का विभाजन वर्गों में है, शिक्षा में भी भाज वर्गों का विभाजन है. समदि में भी वर्गों का विभाजन है तो रेलों में तो कम से कम यह चीज शरू हो ग्रीर यहां कम से कम गांधीवाद भीर समाजवाद का दर्मन तो हो । मुझे पूरा विश्वास है कि ग्रगर वे श्रेणियों का विभाजन रेलवे में समाप्त कर देंगे तो दितीय श्रेणी

जिस को ग्राप कहते हैं, उस दितीय श्रेणी में भी काफी सुधार होंगे क्यों कि उसमें झच्छे ग्रच्छे लोग चलेंगे, घुमेंगे। महात्मा गांधी जी ने कहा था कि जो बड़े लोग हैं उन को भी तृतीय श्रेणी में याता करनी चाहिए ग्रीर उन की णिकायतों को रेलवे ग्रधिकारिय के पास लाना चाहिए । ग्राज जो फर्स्ट क्लास ग्रौर एयर कंडीशंड में चलते हैं वे ततीय श्रेणी की तकलीकों को समझ नहीं पाते । इसलिए मैं रेल मंत्री जी से यह प्रार्थना करता हूं कि अगर वे सचमुच गांधीवाद ग्रौर समाजवाद का हृदय से नाम लेते हैं तो यह घोषणा करें ग्रापने झन्तिम भाषण में कि पांच वर्षों के दरम्यान रेलों में श्रेणियों को वे समाप्त कर देंगे । तब कुछ वात गांधीवाद की ग्रौर समाजवाद की समझ में ग्रा सकती है ।

दूसरी बात रेलवे के संबंध में यह है कि अभी मैं याता करता हुग्रा ग्रा रहा था तो एक गरीव रेलवे कमंचारी जो ड्राइवर है उसने कहा था कि ग्रगर रेलवे को सुधारना चाहते हैं तो उस में जो भ्रष्टाचार है ग्रीर जो ग्रनुणासनहीनता ग्रा रही है इन दोनों को दूर करना होगा।

ऐसा लगता है कि भ्रष्टाचार रेलवे का शिष्टाचार बन गया हैं । कौन सी ऐसी जगह है जहां पर रेलवे में भ्रष्टाचार नहीं है ? यदि रेलवे से भ्रष्टाचार का उन्मूलन कर दिया जाये तो रेलवे की प्राय में भी वृद्धि हो सकती है । हम देखते हैं कि रेलवे में जो क्लेम्स होते हैं उसके भी दलाल होते हैं। रेल मंत्री ने बड़ी भ्रच्छी बात कही है कि भव क्लेम्स सटिल करने के लिए 6 सप्ताह का समय दिया जायेगा । भ्रभी तक तीन चार वर्ष तक रेलवे के क्लेम्स सेटिल नहीं हो पाते थे। रेलवे की तरफ से ददाल धूम<sub>ते</sub> रहते हैं कि 50 परसेन्ट में हम सेटिल कर देंगे । [डाः रामजी सिंह]

इस प्रकार हम देखते हैं रेलवे में कोई ऐसा स्वान नहीं है जहां पर भ्रष्टाचार न हो । जहां पर भी हम भ्रपनी उंगली रखेंगे वहां पर हमें भ्रष्टाचार की बदबू मिलेगी । इसमें कोयले की चोरी भाती है, रेलवे के सामान की चोरी भाती है भीर बिना टिकट रेलवे स्लीपर में यात्रियों को ले जाने की बात भी माती है । यह सब ऐसी बातें हैं जो खुली सत्य हैं । जब तक इनके सम्बन्ध में कारगर कदम नहीं उटाये जायेंगे तब तक कुछ नहीं हो सकता है । मैं केवल भालोचना ही नहीं करना चाहता, मैं कुछ रचनात्मक मुझाव भी देना चाहता हूं ।

रेल मंत्री ने श्रमिकों की साझीदारी की बात कही है । रेल मंत्री का रेलवे के मजदूर संघों से निकट का ग्रौर ग्रात्मीय सम्बन्ध है। मैं चाहूंगा रेलवे से भ्रष्टाचार के उन्मुलन की दिशा में रेलवे की यूनियनों का भी सहयोग लिया जाना चाहिए । बडे बडे ग्रधिकारी कितना योगदान कर सकेंगे यह तो वे ही समझ सकते हैं, मैं उ के सम्बन्ध में कुछ नहीं कहना चाहता । लेकिन मैं रेल मंत्री को ग्रापके माध्यम से एक सुझाव देना चाहना हूं कि जिस तरह से कई जगह गुप्तचर विभाग हैं उसी तरह से रेलवे में भी इंटेलिजेंन डिपार्ट-मेन्ट होना चाहिए ताकि बड़े से बड़े मधिकारी ग्रौर छोटे से छोटे कर्मचारी, जहां पर भी भ्रष्टाचार की गुंजायश हो वहां पर वे जांच पडताल कर सकें।

तीसरी बात भ्रष्टाचार उन्मूलन के सम्बन्ध में मैं यह कहना चाहूंगा कि भ्रष्टाचार की गंगोत्री उपर से चलती है। बड़े बड़े लोग किस तरह से भ्रष्टाचार करते हैं उसके सम्बन्ध में हमें जांच करनी चाहिए। रेलवे को ग्रपनी बपौती की सम्पत्ति समझकर वे जो चाहें कर सकते हैं—--डम प्रकार की भावना बनी हुई है । इसलिए चाहे वे संस: सदस्य हों, रेल मंत्री हों या रेल के प्रधि- कारी हों उन पर निगाह होनी चाहिए झौर तभी नीचे का भ्रष्टाचार समाप्त हो सकता है ।

इसके म्रतिरिक्त एक बात मौर कहना चाहंगा । रेलवे बोर्ड की पुनर्रचना, पुन-गंठन के सम्बन्ध में चर्चा चल रही है झौर एडमिनिस्ट्रेटिव रिफार्म्स कमीज्ञन की संस्तुतियों की दुहाई दी जा रही है। मैं समझता हूं इस संबंध में रेल मंत्री कुछ धधिक साहम से काम करें। जब भारत सरकार के हर विभाग के लिए झपना मंद्रालय है तो फिर रेलवे बोर्ड के नाम से एक व्हाइट एलिफैट, रिडंडेंट संगठन की झावश्यकता नहीं है । मैं रेलवे बोर्ड के मधिकारियों की कूजलता के बारे में कोई सन्देह नही करना चाहता लेकिन जब कम्युनिकेज्ञन डिपार्टमेंट मौर दूसरे डिपार्टमेंट मलग मलग मंत्रालयों द्वारा संचालित हो सकते हैं तो फिर रेलवे भी रेल मंद्रालय द्वारा क्यों न संचालित किया जाये। इसलिए मेरी रायमें रेल मंत्री जरा साहस करके रेलवे बोर्ड को जड मूल से उन्मूलन कर दें झौर उसकी जगह पर झपने मंत्रालय को सुगठित करें । इससे में समझता हुं ज्यादा लाभ होगा । इससे जो रेलवे बोर्ड पर खर्चा होता है झीर रेलवे मिनिस्ट्री झोर रेलवे बोर्ड में डायकी है वह भी समाप्त होगी झौर खर्चा भी कम होगा । 15.39 hrs.

[MR. SPEAKER in the Chair]

मैं इस सम्बन्ध में एक चीज कहना चाहूंगा—-रेलवे मंत्री महोदय सचमुच में उस वर्ग से माते हैं, जिन्होंने रेलवे अमिकों के तितचिनतन का बराबर काम किया है मौर वर्तमान सरकार को भी रेलवे कर्मचारियों के सम्बन्ध में सोचना है। लेकिन मुझे रेलवे मंत्री महोदय के भाषण से थोड़ी निराशा हुई। कम से कम इसमें जार्ज फरनान्डीज साहब के समय में दिवंगत रेल मंत्री श्री : लित नारायण मिश्र के साथ जो समझौता हमा

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था ग्रीर उस के बाद उस समझौते के साथ जो गदारी की गई उस का उल्लेख झवश्य होना चाहिये था । जितने फैसले उस समय श्री जार्ज फरनान्डी ब साहब के साथ हुए थे, कम से कम उतनी सुविधायें रेल कर्मचारियों को न देना, मैं समझता हूं कि यह जनता सरकार के प्रति, जनता पार्टी के प्रति द्यात्मघात होगा। इसीलिये मैंने निवेदन किया है कि थोड़ा साहस कर के, चाहे जितनी भी कठि-नाइयां हो उन्हें, वे सुविधायें देनी चाहियें, ताकि हम रेलवे कर्मचारियों के हृदय को जीत सकें, ग्रपने दिये हुए वचन का पालन कर सकें ग्रौर उन की ग्राकांक्ष ग्रों को पूरा कर सकें। कल के कान्तिकारियों को म्राज प्रतिकाति-कारी न कहा जाय----इस के प्रति हमें साव-धान रहना होगा ।

मब मैं मपने क्षेत्र की कुछ छोटी-छोटी समस्याम्रो के सम्बन्ध में ग्राप का ध्यान मार्काषत करना चाहता हूं। मैं भागलपुर क्षेत्र से माया हूं, जहां से पहले श्री भगवत झा माजाद संसद सदस्य थे। हमारे क्षेत्र में गंगा पर पुल बनाने के सम्बन्ध में पिछले दस वर्धों से चर्चायें चल रही हैं। बिहार में मुकामा पर रेलवे पुल बना हुमा है, दूसरी तरफ़ फरख्खा में रेलवे पुल बना हथ्रा है---लेकिन बीच में कोई पुल नहीं है। हमारे मुंघेर के पिछले हारे हुए मंत्री श्री डी0 पी0 यादव ने इस रेलवे पूल की बात को वहुत विवादग्रम्त बना दिया था--कि यह पूल भागलपुर में हो या मुंघेर में हो । इसी विवाद के कारण मब तक कोई निर्णय नहीं हुम्रा है। यहां रेलवे विभाग के जो विज्ञजन बैठे हुए हैं, उन्हें यह मालूम होना चाहिये कि भागलपुर से बीहपुर जाने के लिये, ग्रगर स्टीमर से पार न किया जायेे तो बगैनी हो कर 175 मील जाना होगा ग्रौर फरख्खा हो कर 200 मील जाना होगा। माप थोड़ा सोचिये---वहां पर पुल बना देने से केवल 20 मील जाना पड़ेगा—यह कितनी बड़ी बात है। प्रतिरक्षा के दुष्टिकोण 🖹 भी यदि भ्राप इस को देखें तो जब चीन

ने भारत पर ग्राकमण किया था, तब से हम ने नेशनल हाई-वेज बनाने शुरू किये ग्रीर गंगा के पूल की ग्रावश्यकता को महसूस किया । लेकिन जब वह म्राकमण समाप्त हो गया, हम सब कुछ भूल गये ग्रौर इस वाद-विवाद में पड़ गये किं यह पुल मुंघेर में हो या भागलपुर में हो । मैं यह नहीं कहता हूं कि म्राप इस को भागलपूर में ही बनायें, मैं क्षेत्नीयता का णिकार नहीं होना चाहताहूं, लेकिन<sub>े</sub> जहां भी म्राप के विज्ञजन कहें वहां बनायें। जहां तक मुझे मालूम है भागलपुर ग्रीर फरख्खा के बीच में एक स्थान है---कहलगांव, जिस के लिये ग्राप के विज्ञजनों ने कहा<sup>ः</sup> है कि वहां पर गंगा ज्यादा ग्रच्छी है, बौधने की दुष्टि से ज्यादा सरल है-म्राप वहां पर ही बनाइये, लेकिन इस में भीघ्र निर्णय लीजिये। म्राप जरा ग्रपने रेलवे मंत्रालय की कठोरता ग्रौर निर्ममता का एक नमुना देखिये---पुल बनाना तो दूर रहा, वहां पर जो रेलवे स्टीमर झौर रेलवे लाइन भागलपुर झौर बीहपूर को जोड़ताथा, न मालूम कैसे इन लोगों ने उस को बन्द कर देने का दुष्कर्म किया है। मुझे बड़ा दुख है, मैं ग्रपनी सरकार के विषय में इन शब्दों का इस्तेमाल कर रहा हूं। भागलपुर भ्रौर बीहपुर के बीच में 20 मील की दूरी<sup>.</sup> का रेलवे स्टीमर ग्रौर रेलवे में माप लाइन चलती थी, लेकिन वहां की सारी गाड़ियों को हटा दिया गया है । मैं ग्रभी हाल में वहां से जा रहा था तो वहां के लोगों ने मुझे बताया वहां की रेलबे लाइन को কি गंगा की बाढ़ से बचाने के लिये सिर्फ एक लाख रुपये की जरूरत थी, लेकिन ग्राप के बोर्ड ने ग्रौर वहां के जैनरल मैनेजर ने उस ही स्वीकृति नहीं दी। इ.स. प्रकार उत्तर **ग्रौर** दक्षिण का सम्बन्ध बिल्कुल विच्छेद कर के बहां के यात्नियों को भौने दो सौ मील झौर चलने की तकलीफ दी जाएगी। इसमें भी बहुत बड़ा रहस्य है । वहां पर एक प्राइवेट

[डा॰ राम नी सिंह]

स्टीमर चलता है। हो न हो यह शायद उस प्राइबेट स्टीमर को प्रधिकार देने के लिए प्रयास किया जा रहा है। इसलिए मध्यक्ष महोदय, मैं म्राप के माध्यम से रेलवे मंतालय से विनम्न प्रार्थना करूंगा कि 15 दिन के झन्दर उस की मिट्टी भर दी जाए, नहीं तो यहां पर बाढ़ से पानी ग्राजाएगा ग्रीर उस से उत्तर ग्रीर दक्षिण का सम्बन्ध टुट जाएगा।

मैं एक बात झौर यहां पर कहना चाहता हूं। दिवंगत रेलवे मंत्री श्री ललित नारायण मिश्र ने जब मधु लिमये जी चुनाव लड़ रहे थे, तो वांका में एक चुनाव सभा में भाषण दिया था कि मंदार हिल रेलबे लाइन को देव-भार तक कर देंबे । लेकिन चुनावों के बाद वह ग्राम्वासन स्वप्न बन कर ही रह गया । मैं चाहता हूं कि उन्होंने चाहे जिस समय वह वायदा किया हो लेकिन एक रेलवे मंत्री के माश्वासन को पूरा होना चाडिए। वर्तमान रेलवे मंत्री महोदय ने यह कहा है कि मंदार हिल रेलबे स्टेनन को वैद्यनाथ धाम तक ले जाएंगे। हम यह चाहेंगे कि वे वह भी कहें कि कितने दिनों में वे इसे पूरा करेंगे। इस सम्ब ध में मैं एक सुझाव दूंगा कि मंदार हिल से दुमका होकर जामतारा तक रेलवे लाइन को मिला दिया जाए । इससे यह होगा कि संधाल परगना का जो पिछड़ा हुन्ना इलाका है, वह भी रेल लाइन से जुड़ जाएगा भीर जा दूरी है वह भी कम होगी। इमलिए जब सर्वेक्षण हो तो मैं रेलवे मंत्री जी से निवेदन करूंगा कि बे इस बात को भी घ्यान में रखें।

एक झौर बात मैं झपने क्षेत्र के बारे में कहना चाहता हूं। हमारे क्षेत्र की एक बहुत वड़ी समस्या यह है कि क्यूल से बरहड़वा तक सिंगिल लाइन है झौर बीच में जमालपुर रेलवे वर्कणाप है झौर उसका सारा सामान चलता हैं। उसकी गाड़ियां भी वहां पर सामान को लाती झौर ले जाती हैं। नतीजा यह होता है कि रास्ता ब्लाक हो जाता है झौर गाड़ियां काफी लेट हो जाती हैं। बरौनी हावड़ा एक्प्रेंसस जो गाड़ी चलती है वह इमर्जेंसी के बाद एक दिन भी नियत समय पर नहीं झाई। ऐसा नहीं है कि मैं इस के लिए इमर्जेंसी की ताईद करता हूं। संगीन के साये में भनुशासन कोई झनुशासन नहीं होता, वह तो झातंक होता है लेकिन मैं यह चाहूंगा कि जब ऐसी बात है तो उस सिगिल लाइन को डबल लाइन में कन्वर्ट कर दिया जा रे क्योंकि जब तक उसको डबल लाइन में नहीं बदला जाता, तब तक गाड़ियों की क्षमता नहीं बढ़ेगी भौर इसी प्रकार विलम्ब से गाड़ियां झाती रहेंगी।

एक बात और, फ्रज्यक्ष महोदय, मैं झापके माध्यम तरेलवे में लब के सम्बन्ध में कहना चाहंगा । वहा पर एक नई रेलगाड़ी विकमशिला चलाई गई है। विकमशिला भागलपुर का एक पवित्र स्थान रहा है । वहां पर विक्रमांगला विश्वविद्यालय भी था। विक्रमशिला एक्सप्रैम जो भागलपुर से दिल्ली को ग्राती है, मैं रेलवे के दृष्टिकोण से कह रहा हूं, वह गाड़ी खाली चल रही है। मभी उसको चले हुए कुछ ही दिन हुए हैं। हम देखते हैं कि वह हानि में चल रही है मौर हो सकता है कि कुछ दिनों दाद म्राप को उस को बन्द करना पड़ें। इसलिए मेरा सुझाव यह है कि भागलपुर से दिल्ली की भवेक्षा भगर उसको दिल्ली से हावड़ा भागलपुर होते हुए कर दिया जाए, तो मुझे पूरा विश्वास है कि सारी क्षति पूर्ण हो जाएगी झौर वह गाड़ी लाभ-प्रद होगी । ऐसा करने से एक तरफ हम हावड़ा से जुड़ जायेंगे मौर दूसरी तरफ दिल्ली राजधानी से जुईंगे। इसके मलावा भ्रभी जो सप्ताह में तीन दिन चसनी है उसको सप्ताह में सातों दिन कर दिया जाए, तो बहुत लाभप्रद होगा ।

मैं भ्रथने कुछ मुझावों भौर भालोचना मों के बावजूद यह कहना चाहता हूं कि रेलवे मंत्री जी ने जो बजट पेश किया है भौर जो भाषण दिया है, उस में उन्होंने बहुत कुछ सुधार किये हैं भौर वे सचमुच में बढ़ते हुये साहस के कदम हैं भौर भले ही लोग उसे बिशेष व कहें, भले ही उसमें उन

समाजवाद श्रीर गांधीवाद की झलक न मिले, फिर भी उसमें श्रमिकों के प्रति संवेदना है ग्रीर जनता की कठिनाईयों के प्रति भी संवेदना है। इसलिए मुझे पूरा विश्वास है कि ग्रगर इसी तरह से हम मपने कदम बढाते जायेंगे तो मगले साल जो हमारा रेलवे बजट होगा, वह पूर्ण जनता का रेलवे बजट होगा ग्रौर उस समय तक हमारे रेलवे मंत्री जी यह जरूर घोषणा करेंगे कि रेलों में को भी श्रेणी नहीं रहेगी । ग्रभी तो एयर-कंडिशन है, फर्स्ट क्लास है ग्रौर सैकन्ड क्लाम है भले ही सैलुन भ्रब खत्म हो गये हैं, लेकिन ग्रागे चल कर ये सब श्रेणियां समाप्त हो जायेंगी । भारत की मिट्टी में सब समान पैदा हुए हैं । इसलिए मवको समान रूप से सूर्विधायें मिलनी काहिों। यह ठीक है कि सैकेन्ड क्लाम की सुविधात्रों को बढ़ाया जाएगा लेकिन श्रेणियां समाप्त होनी चाहिएं ताकि हम सब ग्रच्छी तरह से एक साथ रह मके, एक साथ जी सकें ग्रीर एक साथ मर सकें।

संगच्छ ध्वं संवदध्वं संमनासि जानताम ।

SHRI P. A. SANGMA (Tura): Mr. Speaker, Sir, the hon. Railway Minister has rightly observed the role of the railway lines as infra-structure in developing backward areas of the country. He has further expressed his keenness to take up construction new lines. of But it is our misfortune that most of the backof the country—the ward areas State like Meghalaya or for that matter the entire North Easern Regioncould not find a place in the Railway Minister's map of backward areas.

The State of Meghalaya, particularly the Garo hills which I represent is perhaps the most backward area in the country. For centuries past, many places are there where there are no road communications. People in that part of the country have been isolated. They have been completely cut off from the rest of the country. Though it is a backward district, yet it is very rich in mineral resources and forest products. These mineral resources could not be exploited because of lack of communication. Establishment of railway link is the only way to open up the potentialities of exploiting its mineral resources. I suggest that a new Railway line from Bongaigoan to Moheskola in Garo hills via Phulbari Mohendragunj and Baghmara may belaid. This will also cover the south bank of the State of Assam. People are backward there only because they have not been given the opportunity and because there are no facilities. They are backward in all respects educationally, socially and economically. Unless special attention and special assistance is given by the Central Government, the area cannot be developed. Besides being a backward area the State of Meghalaya and especially the district of Garo hills is very strategic from the point of view of defence. The State is bordering Bangladesh. So from defence point of view also it should have a direct link with the rest of the country.

In our district, many cash and food crops like oranges, pine-apples, ginger and so on are produced and these articles do not get market because of lack of rail link, because they cannot go out of the district. That is why I urge upon the Railway Minister to take up a new railway line from Bongaigaon to Moheskola via Phulbari, Mohendragunj and Baghmara which will cover the south bank of Assam. This line should be taken up in this current year's budget.

कुमारी मणिबेन वल्लभभाई पटेल (मेहसाना):ग्रध्यक्ष महोदय,मैं मोटी मोटी बातें ही रेलों के बारे में कहना चाहती हूं।ग्रत्व रेलें काफी लम्बी हो गई हैं, उनमें डिब्बे बहन ज्यादा लगने लग गए हैं । यह देखा गया है कि उनमें महिलाग्रों के लिए डब्बे लगाए जाते हैं वे ग्राखिर में गोाये जाते हैं । इसका नतीजा यह होलजाहै कि उनको ग्रपने बच्चों के लिए रातु।मस्ते में खाने पीने का सामान नहीं कीलता है ग्रीर ग्रगर बच्चों के लिये दूध ावण्यकता होती है तो वह भी नहीं [कुमारी मणि बेन बल्ल भभाई पटेल] मिल सकता है । जब वे उतरती हैं तब उनको कुली भी नहीं मिलता है । सुरक्षा की दृष्टि से भी मुझे लगता है कि सैकिंड क्लास की महिलाम्रों की बोगी बीच में रहनी चाहिए ।

जहां से रेल शुरू होती है जंकणन स्टेशन से चलती हैं जैसे दिल्ली, महमदा-बाद, बम्बई वहां यार्ड में जब ट्रेन खड़ी रहती है तब यह देख लिया जाना चाहिये कि उसका नल ठीक है, वाश बेसिन में पानी जाता है या नहीं जाता है मौर खिड़कियां बन्द होती, हैं या नहीं होनी हैं, दरवाजा बन्द होती है या नहीं होनी है । वर्षा के दिनों में दरव जा या खिड़कियां ठीक से बन्द न होने के कारण वप, का पानी से बन्द र माना है जिसमें बड़ी तकलीफ याति रों को होती है । इस वास्ते जंकणन स्टेशन पर यार्ड में ही इन सब बातों को देख लिया जाना चाहिये मौर वही पर ट्रेन की सफाई भी टीक से होनी चर्ती ए।

शराब तो किसी भी हालत में ट्रेन में पीने की इजाजत नहीं होनी चाहिये और न ही ट्रेन में शराव पीनें दी जानी चाहिए । रेलवे के कंडक्टर को जव इसके बारे में शिकायत थी जाती है तो वह कह देना है कि ग्रगर साब में चलने वाले यात्रियों को तकलीफ न हो तो पीने देना चाहिये । हमारी नीति मद्य निषेध की है । मैं समझती हूं कि ट्रेन में शराव किसी भी हालत नें पीने की इजाजत नहीं होनी चाहिये । और बराबर बापी और दाणू स्टेशनों पर ट्रेन इसलिए रोकी जाती हैं ताकि लोग वहां से शराव ले सकें ।

# 16.**00 hrs**.

े प्रापने डीलक्स का जैसे निजामुद्दीन में स्टौपेज दिया है उसी तरह से राजधानी ट्रेन का भी देदें। प्रभी होता यह है कि राजधानी गाड़ी मिन्टो क्रिज पर इक जाती है मौर यात्नी लोग वहीं मपना सामान ले कर उतर जाते हैं जब कि बहां कोई प्लेटफामं नहीं है। तो क्यों न राजधानी एक्सप्रैस का स्टापेज निजामुद्दीन पर कर दिया जाये ? मयुरा मौर विशेषकर फरी-दाबाद के बाद गाड़ी की गति बहुत कम हो जाती है इसलिए म्रच्छा है यदि निजा-मुद्दीन पर राजधानी का स्टीपेज कर दिया जाय ।

भापने जब तय किया है कि भाफिसेज का डिसेन्ट्रेलाइजेशन हो तो मेरी राय में बेस्टनं रेलवे के म्राफिमेज को बम्बई से हटाकर भहमदाबाद, गांधीनगर में ले जाने चाहियें । मैं मानती हं कि कर्मचारी इसका जरूर विरोध करेंगे क्योंकि उनको बम्बई जैसी शान शौकत झहमदाबाद में नहीं देखने को मिलेगी, मगर जनता के हित की दुष्टि में बेस्टनं रेलवे के दफ्तर बम्बई से हटाकर ग्रहमदावाद में में जाने चाहियें। क्योंकि लोगों की छोटे सोटे कामों के लिए भी बम्बई जाना पडता है जो कि वेस्टर्न रेलवे का भाषिगी स्टेशन है। इसलिए मुबिधा के लिये बीच में कार्यालय होना चाहिए । इसके लिए गांधीनगर ग्रीर ग्रहमदाबाद में सुविधा मिल सकती है।

राजधानी एक्सप्रैम घुरु होने के बाद डोलक्स के मेंन्टेनेंस का स्नर गिर गया है, एयरकंडी ग्रन्ड होने की वजह मे उसमें ढबल गीगे लगाने पड़ते हैं घीर घगर एक शीजा भी बन्द न हो ती एयर कंडी शन की सुविधा यातियों को नहीं मिल पाती है घौर मिट्टी भी घन्दर घानी है। इसलिए उसके गीगे ठीक तरह बन्द हों इसका विगेष ध्यान रखा जारे। डीलक्स के घन्दर बड़ा सामान लाने को मना है। मगर कंडक्टर देखते नहीं हैं, वह स्टेशन पर प्लेटफार्म पर उतर कर खड़े हो जाते हैं घौर वाली लोग बड़ा बड़ा सामान ले कर चढ़ जाते हैं जिसको पैसेज में रखते है म्रौर लोगों को निकलने की दिक्कत होती है । लोग पैसेज में सो तक जाते हैं।

म्रत में मंत्री जी से निवेदन करूंगी कि ग्रापको गुजरात में, मेहपाणा ग्रौर साबर-कांठा में इत्मीनान से ग्राना चाहिये जिससे लोगों की जो दिवकतें हैं या जो उनकी मांगें हैं ट्रेन बढ़ाने के लिए, स्टापेज देने के लिये उनको खुद सूनें ग्रीर लोगों को बतायें कि क्या हो सकता है श्रीर क्या नहीं हो सकता है । आपने भावनगर-तारापुर लाइन के गारे में कहा है, इसी तरह से मेहपाणा जिले में कड़ी कलोल की तरफ और साबरकांटा में मोडासा तक लाइन बढाने की जो लोगों की मांग है उसके बारे मंं भी म्रापको वहां स्वयं म्राकर बतान। चाहिये कि कितनी ट्रेन बढ़ सकती हैं। भागे भागे न ग्रायें बल्कि इन्मीनान से बहां के लोगों ग्रौर कर्मचारियों में वात करके उनकी दिक्कतों को समझिये ग्रौर उनको दूर करने की कांशिश कीजिरे।

भी महमूद झली खां (हापुड़) : प्रादरणीय ग्रध्यक्ष महोदय, मैं माननीय रेल मंत्री जी के बजट का समर्थन करने के लिए खड़ा हुग्रा हूं । मैंने बजट की स्पीच देखी है । प्रसल में भारतवर्ष को हिस्ट्री मं यह पहला बजट हैं जिसको हम गांधीयन बजट या जनता का बजट कह सकते हैं । मैं कुछ सुझाद देना चाहता हूं ।

एक तो यह है कि रेल की पटरी के दोनों तरफ बहुत सी खाली जमीन पड़ी हुई है जो कि बड़ी उपजाऊ है । मेरा सुझाव है कि जहां जहां से रेलबे लाइन गुजरती हैं, वहां की क्लाई-मेटिक कंडीशन को देखते हुए ऐसे पेड़ लगाये जायें जो फलदार हों । मसलन उत्तर प्रदेश में झाम के पेड़ लगाये जा

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सकते हैं, फारेस्ट बेल, पत्थर बेर के पेड़ गलाये जा सकते हैं । इससे बहुत फायदा होगा । इससे एयर पोल्यूणन कम होगा, लकड़ी भी मिलेगी भौर फल भी मिलेंगे । बहुत फायदा होगा । मेरे पास ऐसे ग्रांकड़े नहीं हैं, जिससे पता चल सके कि कितनी जमीन रेलवे ट्रैक के पास खाली पड़ी हुई है ।

रेलवे में ऐसी घटनायें हो जाती हैं वा ग्रवक्त ऐसे वाक्यात हो जाते हैं जिससे चोट ग्रा जाती है, लूट हो जाती है, डकैती हो जाती है । इस मिलसिले में मेरा सुझाव है कि प्लेन क्लोर्झ के पुलिस के कुछ ग्रास्डं परसोनैल रखे जायें ताकि उनके हथियारों का पता न चले ग्रीर वे ऐसे लोगों को पकड़ सकें जो डिब्बों में जगह जगह उतरकर गाड़ी में दूसरी जगह चढ़ जाते हैं । इससे इस प्रकार के लोगों को डिटैक्ट करने में काफी मदद मिलेगी ।

रंलवे का सामान चोरी बहुत होता है, खास तौर पर मुगलसराय स्टेशन पर। इस सम्बन्ध में मुझे यह सुझाव देना है कि जो सामान रेलवे का है उस पर स्पेशल तरीके से निशानात डाले जाये भीर इसमें भी मैं यह सुझाव दूंगा कि कोई ऐसा डिपार्टमेंट हो जो प्लेन क्लोद्स में हो, जिससे किसी को मालूम न हो सके भ्रौर मासानी से चोरी का पता लग सके ।

एक चोज ऐसी है कि लम्बी कोशिश करने के बावजूद भी, सब प्रीकाशन्स लिये जाने के बावजूद भी एक्सीडैंट्स हो जाते हैं । ग्रब तक पब्लिक में यह भावना है कि एक्सीडैंट्स को प्लेडाउन किया जाता है । तो ऐसे स्टैप लिए जायें, जिससे कि पब्लिक में विश्वास हो जाये कि प्लेडाउन नहीं होता है । JUNE 16, 1977

[श्री महमूद ग्रली खां] सब को कपसेणन मिले, ग्रीर सब काम पूरा किया जाये ।

ऐसे भी मामले हैं कि सलक्शन के सिलसिले में गइबड़झाला हो जाता है । कुछ ऐसी शिकायतें पहले भी हई हैं। मैं यह सुझाव देना चाहता हूं कि जो जोन्स की रेलवे सविस कमीशन हैं उनको तोड दिया जाये । एक झाल इंडिया रेलवे पब्लिक सविस कमीशन बनाया जाये जैसे कि युनियन पब्लिक सर्विस कमीणन है । मौर उसको सारे देश की जरूरत को मद्देनजर, रखते हुए काम करना चाहिए । उसमें बीडिंग टैस्ट हो भौर एक्जामिनेशन हो जिससे कैंडिडेट्स को मामानी हो । सलैक्शन में ऐसे मेम्बर्म जायें झीर बाई रोटेणन जायें, जिसमें किसी को पता न चल सके कि कौन जा रहा है। फौरन मेम्बर की नियुक्ति हो । ऐसा करने में किसी किम्म का कोई गड़बड़झाला नहीं होगा । जैसे यू० पी० एस० सी० काम कर रही है उमी तरह यह रेलवे सीवम कमीशन काम करेगी।

हमारे मुल्क में बिना टिकट सफर करने का एक बड़ा सवाल है । यहां पर बहुन गरीबी है । मजदूर एक जगह से दूसरी जगह जाते हैं । उन के पाम पैमा नहीं होता है, कपड़े फटे-पुराने होते हैं । जब मैं सैंट्रल जेल, बनारम में था, तो वहां कुछ लोग इस तरह गिरफ्तार हो कर ग्राये । उन के पाम न पैसा या ग्रीर न ही कोई ढंग के कपड़े थे । किसी को बीस दिन कैंद को सजा दी गई थी ग्रीर किसी को एक महीन को । ग्राखिर इस समस्या को कैसे हल किया जाये ? मुझे बताया गया कि जेल से छूटने पर उन लोगों को घर जाने का किराया नहीं दिया जाता है । पूछने पर उन्होंने बताया कि यहां से गाड़ी में बैठेंगे, फिर ुँदूसरी जगह पकड़े जायेंगे भौर जेलखाने चले जायेंगे-इसी तरह कभी न कभी घर पहुंच जायेंगे । हम ने समाजवाद की बात कही है, गांधियन फिलासफी को घपनाया है । इसलिए हमें यह देखना पड़ेगा कि जिस के पास पैमा नहीं है, कपड़े नहीं हैं, खाने को नही है, क्या उस को इस नरह जेल भेज देने से इस समस्या का हल निकल मकत्म दे ।

म्रंग्रेज यहां से काफी दिन पहले जा चुके हैं । ग्राज हम एक ऐसे रास्ते पर चल रडे हैं, जिम को हम ममाजवादी रास्ता कहते हैं । इमलिए मेरा यह मुझात है कि रेलवे एक्ट मौर सब रूल्ज म्रोर नेगुलेशन्ज में "म्रफमर" लफज को हटा कर "मेवक" कर दिया जाये ।

जहां तक मेरे ग्राने क्षेत का सवाल है, मेरट एक कमिश्नरी है ग्रौर बहुत महत्वपूर्ण जगह है । वहां में लखनऊ के लिए, जो यू० पी० का मेंटर ग्रौर कैपि-टल है, एक गार्डा जरूर जानी चाहिए । वहां में पूरे वैस्टेंन यू० पी० का कारोबार होता है ग्रौर लोग भ्याने-जाने हैं । इस गाडी के चलने से काफी ग्रामानी हो जायेगी ।

मुझे मौका दन के लिए मैं झाप का झाभारो हं ।

SHRI K. B. CHOUDHARI (Bijapur): Sir, while speaking on the Demands for Grants for the Railways, I would like to make some observations. At the very outset, I would like to bring to your kind notice that although several kilometres of metre-gauge railway lines are converted into broad-gauge, adequate priorities have not been given for the conversion of metre-gauge railway line between Guntakal and Bangalore. Of course, conversion of railway lines betwen these two stations is going on. But it is being done very very slowly, as a result of which movement of essential commodities and other goods is delayed inordinately. I would therefore request the Railway Minister to complete this conversion work at a very early date.

Now, take the Gadag-Sholapur railway line. It is a very very backward area and this area has been neglected for all these years. There is a metregauge railway line between these two stations. There are some slow moving trains running between these two stations. Here I would like to bring to your kind notice that Gadag, Badami, Bijapur and Sholapur are trading centres. Bijapur and Gadag are well known as cotton trading centres. Badami and Bijapur are also well known for oil-seeds trading centres. But transportation of these commodities is done by lorries and trucks. They are not transported by railways. It is because of inadequate transportation facilities available in the railway system in this area. So, I would request the hon. Minister to take immediate action for the conversion of the metregauge line into broad-gauge line between Sholapur and Gadag so that quicker movement of essential goods can be ensured.

In addition, Bijapur and Badami are tourist attractions. All of us know that Golkumb is one of the wonders of the world. Badami caves are renowned for their sculptures. Many tourists desire to visit these places but because of the lack of train and other facilities they complain of their inability to go to these places of tourist attraction. Many persons have brought this to the notice of the Central Government; yet no efforts have been made. I earnestly appeal that it is essential to convert the metregauge into broadguage. I hope that the hon. Railway Minister will take keen interest in this conversion.

The Hyderabad-Bangalore line is also metregauge.

SHRI M. RAM GOPAL REDDY: It goes via Anantapur.

SHRI K. B. CHOUDHARI: If it is converted into broadgauge, Bangalore passengers will be in a position to reach Delhi conveniently within the stipulated time. All the passengers from Karnataka and Hyderabad will be benefited by this conversion and so I request hon. Minister to consider this suggestion.

SHRI AMRIT NAHATA (Pali): want to draw the attention of the hon. Railway Minister to one very specific problem which is acutely felt by the villagers. He should remember that bullock cart is still the primary and chief means of transport in our country and our railway transport is causing great hardship to the bullock carts in the countryside. Ι am refer\_ ring to the unmanned level cross-ings. Most of these unmanned level crossings have been shut down by the railways to prevent apprehended accidents. I know of a village where the fields are situated on one side of the railway track and the village is situat\_ ed on the other side of the track. There is a regular road constructed by the state government criss-crossing the railway line. The distance between the village and the fields is hardly a furlong. There was a level crossing and that has been closed and the bullock carts have to make a detour of three miles this side and again three miles on the other side.

So going is now six miles and coming back is six miles. When they start in the morning for sowing and when they reach in the evening they find that the whole thing has been delayed. During sowing season and the harvest season because of this their costs go up, their hardships increase and they find it impossible to reach their fields and come back to their homes in time. In almost all villages, there are such closed crossings over the railway This is throughout the country. tracks. drawing the attention Т am of the Minister to this particular pro-

## [Shri Amrit Nahata]

blem which is a very live pro-blem all over the country. Now some policy has to be evolved about it. The railways say 'Well, let the State Government appoint some persons and pay their salaries and man these things.' They won't man them. There are certain level crossings which are near the stations and people have to walk long distances to fetch the key to open the gate if there is a gate. Otherwise the gate remains closed. There are certain level crossings, in the heart of cities, Bikaner in Rajasthan for example, where it is so much congested that it is impossible to construct an over-bridge or under-bridge unless the railway track is removed entirely. There are certain level crossings within the signals. They create another problem. The level crossings outside the signal<sub>3</sub> have been closed. Now something has to be done about it. I would only request the hon. Minister to convene a meeting, invite interested Members of Parliament and evolve a policy about it so that these hardships can be avoided.

Now wherever there is a level crossing, there is signal or warning to the road traffic. No signal or warning is there for a railway train or locomotive driver. If he is warned that a level crossing is ahead and if he hoots, then probably many of the accidents could be accidents. I am not aware of any major accidents involving bullockcarts and trains. It is an imaginary fear. But the hardships that are caused to the people because of this imaginary fear is real. I would only request the hon. Minister to invite some of us and the railway authorities, we will sit together evolve some policy so that this hardship is removed and the problem of level crossing is solved and a policy is determined for all times to come.

श्वी कंबर लाल गुप्त (दिल्ली मदर) : प्रध्यक महोदय, मुझे कैवल तीन बार बातें ही कहनी हैं । सबसे पहले मैं मंती महोदय को बधाई देना चाहता है कि पहली बार उन्होंने रेलवे बजट<sup>\*\*</sup>को एक नयी दुष्टि दी है प्रौर ऐसी दुष्टि दी है जिसके साथ जनना का सीधा सम्पर्क है। ग्रभी तक रुटीन बजट प्राया करते थे लेकिन यह पहला मौका है कि जनता का बजट देश के मामने प्राया है।

मैं दो तीन बातों की तरफ मंत्री जी का ध्यान दिलाना चाहता हं जो विशेषकर दिल्ली में मंबंधित हैं । एक तो दिल्ली में टैफिक की बहत बडी ममस्या हैं। जब तक आप यहां पर भण्डर-ग्राउन्ड रेलबे नहीं बनायेंगे जल्दी से जन्दी तब तक यहां ट्रैफिक की समस्या हल होने वाली नहीं है। यहां की जो मड़कें हैं उनकी कैंपेमिटी पूरी हो चुकी हैं। जितनी बमेज हें भगर उनसे ज्यादा वमेज चलायेंगे तो एक्मीडेंटम ज्यादा होंगे। मुझे मालुम है कि म्राप सर्वे करवा रहे हैं लेकिन उम के बाद भाष को जो प्रायटी देनी चाहिये, दिल्ली कैपिटल मिटी होने की वजह से, काम्मोपोलिटन मिटी होने की बजह मे, बह प्रायर्टी दुर्भाग्य में दिल्ली को न देकर दूमरी जगहों को दे रहे हैं। ऐसी हालत में दिल्ली की ग्रहरग्राउन्ड रेलवे को प्रायटी देनी चाहिये । इसके लिये काम जल्दी से जल्दी शुरू होना चाहिये। सर्वे हो गया है भौर यह काम जल्दी गुरू होगा तो दिल्ली की ट्रैफिक की बहत बड़ी सम या हम हो मफती है।

इसके साथ साथ में निवेदन करना चाहता हूं कि यहां दिल्ली में कुछ रेलवे कासिग्ज हैं, वहां पर ट्रैफिक वाटिलनेक्स हैं जहां पर एक डेढ़ घंटे तक ट्रैफिक रुका रहता है। शक्तिनगर फ्रोबरब्रिज के बारे में, मुझे याद है; पहले भी जब मैं लोक सभा का सदस्य था तो मैंने मांग की थी 8 सास से लगातार हम मांग कर रहे हैं लेकिन मालुम नहीं रेल विभाग क्यां

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सो रहा है। ग्राप मेरे साथ किसी दिन चलें ग्रौर उस सड़क को पार करें तो कम सें कम ग्राघ घंटा वहां पर रुकना पड़ेगा। सैकड़ों मोटर गाड़ियां ग्रौर बैल गाड़िया खड़ी हो जाती हैं। इसलिये जरूरी है कि जल्दी से जल्दी वहां पर ग्रोवरख़िज बनाया जाये। वह ग्राप की योजना में भी है, पहले भी मुझे जवाब मिल चुका है लेकिन काम क्यों नहीं शुरु होता यह मालुम नहीं।

तीसरी चीज जिम की ग्रोर मैं मंत्री महांदय का ध्यान दिलाना चाहता हूं---बह यह है कि रेलबे एम्पलाइज के लिये मकानों की बहुत कमी है। कुछ ग्राफिसर्ज तो ऐसे हैं जो रेलवे की पुरानी कोठियों से, जो 3-3 ग्रीर 4-4 एकड़ मैं बनी हुई है, रहते हैं। लेकिन जो माप के तीसरे दर्जे ग्रीर चीथे दर्जे के कर्मचारी हैं या छोटे-छोटे ग्राफिसर्ज हैं, उन के लिये जितने मकान चाहिये, बे उपलब्ध नहीं हैं। मैं मांग करता हूं कि रेलवे विभाग दिल्ली के ग्रन्दर मकानों के बनाने की ग्रीर ज्यादा व्यवस्था करे।

मेरी कांस्टीचुएन्सी में रेलवे विभाग के बहत से क्वार्ट्ज हैं, जिन में क्लर्क मौर चपरासी रहते हैं। मैंने वहां जा कर उन की हालत को देखा, जो बड़ी दयनीय थी। न वहां पर बिजली है झौर न सीवर। हमारी म्युनिस्पिल कारपोरेशन का यह कानून है कि जहां पर सीवर की सुविधा न हो, उन का चालान किया जाना चाहिये क्या भ्राप यह चाहते हैं कि हम भ्रपने म्यूनिस्पिल कारपोरेशन से कहे कि वह रेलवे विभाग का चालान करे-लेकिन यह कुछ मञ्छा नहीं मालूम होता है। म्रच्छी बात तो यही है कि ग्राप उन लोगों को वे सुविधायें शीघ से शीघ दे दें। वे लोग मुझ से झा कर कहते हैं कि झाप एम॰ पी॰ बन गये है, कम से कम इतना तो करा दीजिये कि भ्रगली बरसात

में उन के क्वार्टर न टपकें, वहां शौचालय का इन्तजाम हो जाये, नलके लग जायें। ये छोटी छोटी चीजें हैं जिन की झोर स्राप को घ्यान देना चाहिये।

कल रेल मंत्री महोदय ने बहुत जोर से कहा कि वे रेलवे से भ्रष्टाचार को खत्म करने जा रहे हैं। उन्होंने नई दिल्ली रेलवे स्टेशन का उल्लेख किया, दिल्ली के रहने वालों को मालूम है कि वहां बहुत बड़ा रैकेट था, ग्रब बह खत्म हो गया है। लेकिन, म्राध्यक्ष महोदय, उस से भी एक बड़ा रैकेट मैं बतलाना चाहता हूं । रेलवे के पास बहुत बड़ा स्क्रेप है जिसमें हजारों टन चीजें है। <mark>ग्र</mark>नेको सालों स यह स्क्रैंप पड़ा हुग्रा है, लेकिन इसका कोई हिसाब-किताब नहीं है । मैं मंत्री महोदय से कहंगा कि वे इस का हिसाव-किताब रखें घीर देखें कि कितने टन ऐसा स्कैप पड़ा हम्रा है । यह स्कैंप म्रलग-म्रलग स्टेशनों पर पड़ा हम्रा है, जिस को भ्राप बेचते नहीं हैं, पड़ा-पड़ा सड़ता रहता है। जब बेचते हैं तो पहले कांट्रैक्टर के साथ हिसाब-किताब लगा लेते हैं, उस के बाद जब माल देते हैं तो एक हजार टन माल देते हैं लेकिन लिखते हैं 500 टन । यह बात मैं ग्रपनी पर्सनल नालिज से कह रहा हूं ग्रौर ग्रगर मंत्री महोदय चाहें तो मैं उन को उदाहरण दे सकता हूं। मैं चाहता हूं कि उस स्क्रैप को बेचा जाय, उस से आप के पास पैसा आयेगा, जिस पैसे को ग्राप नई रेलबे लाइनीं में भौर दूसरी योजनाम्रों में लगा सकते हैं।

इन शब्दों के साथ मैं मंत्री महोदय को धन्यवाद देता हं ।

भी कल्याण जैन (इन्दौर) ः प्रघ्यक्ष महोदय, रेलवे मंस्री महोदय के इस बजट [श्री कल्य ण जैन]

से जनता में थोड़ी ग्राशा तो जरूर पैदा दुई है, लेकिन हमें रेलवे मंत्री जी से ग्र**ेका कुछ ज्यादा थी । ग्रच्छा होता** कि ग्राप प्रथम श्रेणी को इसी वक्त समाप्त कर देते, लेकिन रेलवे मंत्री को इस ग्रोर जितना ध्यान देना चाहिए था, उतना नहीं दिया गया ।

## 16.29 hrs.

[SHRI SATYANARAYANA RAO In the Chair]

श्री एम० राम गोपाल रेड्डी : यह कहिये कि सैकण्ड क्लास श्रेणी को ही फस्टं क्लास बनाइये ।

श्वी कल्पाण जैनः मैं तो यह कह रहा हूं कि श्रेणी को ही खत्म किया जाना चाहिए ।

ग्राप जानते हैं कि रेलवे के मन्दर ग्रकसरों के लिये सैलून होते हैं, एक-एक सैलून में तीन-तीन भौर चार-चार डिब्बे होते हैं भौर हिन्दुस्तान के भ्रन्दर ऐसे सैलुनों की संख्या हजार-बारह-मौ के करीत है । म्रगर उनको खत्म कर दिया जाय तो उनमे 200- 300 ट्रेन्ज बन सकती हैं, माथ ही ग्राफिसर्ज को दिया गया यह प्रिविलेज म्राप समाप्त कर मकते हैं। माथ ही जहां से मैं चुन कर ग्राया हूं, इन्दौर महर की पांच लाख से ऊपर ग्राबादी है। हिन्दुस्तान में जितने में भी पांच लाख से ऊपर की ग्राबादी के शहर हैं वे सब बड़ी लाइन से जुड़े हुए हैं । लेकिन इन्दौर ही एक ऐसा णहर है जो कि बड़ी लाइन से जुड़ा हुझा शहर नहीं है । में मंत्री महोदय से उम्मीद करता हूं कि वे इन्दौर ज्ञहर को वड़ी लाइन से मिलायेंगे। जब तक इन्दौर बड़ी लाइन से नहीं मिलाया जाता तब तक वे कम से कम इन्दौर ग्रौर नागदा के बीच एक सिटल चला कर यात्रियों को सुविधा पहुंचा सकते हैं। नागदा जंकशन दिल्ली ग्रौर बम्बई के बीच पड़ता है। इससे इन्दौर से बम्बई भौर दिल्ली माने वाले यावियों को जो कि काफी संख्या में यावा करते हैं, सुविधा मिल सकती है। इसलिए मैं मंत्री महोदय से मनुरोध करता हूं कि वे इस सिटल को चलाने की व्यवस्था करें।

में मंत्री जी से यह भी मनुरोध करना चाहता हूं कि इन्दौर से महु का 14 मील का टुकड़ा है। डिफेन्स के हिसाब से भी महु एक महत्वपूर्ण केन्द्र है। इन्दौर स महु तक के इस टुकड़े को यदि ब्राडगेज मैं परिवर्तित कर दिया जाए तो इससे वहां के लोगों को बड़ी सुविधा हो सकती है। इन्दौर म्रौर दोहद रेलवे लाइन का सर्वे भी हो चुका है म्रौर बीम वर्षो से लगा-तार इमकी मांग वहां से की जाती रही है। इमलिए मरकार को इन्दौर-दोहद रेलवे लाइन के लिए भी ध्यान देना चाहिए।

मैं मंत्रो जी का घ्यान एक बात की प्रोर प्राकपित करना चाहना हूं । एमर्जेमो में पहले रेलवे में माल के लिए रविवार की छुट्टी मानी जानी यी लेकिन एमर्जेमी में रविवार की छुट्टी खत्म कर दी गई ग्रीर रविवार का भी माल पर डेमरेज लिया जाने लगा । इसको सरकार बन्द करे । एमर्जेमी से पहले तक पिछले 25-30 साल में बराबर रविवार को छुट्टी मान कर डेमरेज नहीं लिया जाता था । मैं उम्मीद करना हूं कि मंत्री जी इम ग्रोर ध्यान देंगे ।

रेलव के ग्रन्दर सरकार विज्ञापन देकर ग्रामदनी बढ़ा सकती है । उसी प्रकार रेलवे लाइन के ग्रासपास की जमीन का उपयोग करके भी रेलवे की ग्रामदनी बढ़ाई जा सकती है । इस प्रकार का कई सदस्यों ने सुझाव दिया हैं । मैं भी यह मुझाव देना चाहता हूं कि इससे सरकार को ग्रपनी ग्रामदनी बढ़ानी चाहिए ।

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इसके माथ ही रेलवे में यावियों के खाने-पीने की जो व्यवस्था है वह भी दूषित है । मेरी व्यक्तिगत राय है कि छोटे प्रौर बड़े स्टेशनों पर रेलवे की कैन्टीनों को दो-दो या तीन-तीन साल के लिए प्राइवेट ठेके पर देना चाहिये नाकि वे उनकी ठीक से व्यवस्था कर सकें । इमसे रेलवे की मामदनी भी बढेगी ।

इन्दौर के झन्दर काफी लोग झपने माल की बुकिंग कराना चाहते हैं लेकिन बहां छोटी लाइन होने के कारण रेलवे विमाग को वहां जितने डिब्बे या वैगन सप्लाई करने चाहियें वह नहीं कर पाता। मैं मांग करता हूं कि रतलाम डिवीजन के झन्दर जिस प्रकार से नीमच झौर मंदसौर को माना है उसी प्रकार से इंदौर को भी माना जाय । इंदौर भी उस डिवीजन का एक बहुन बड़ा शहर है झौर वहां से काकी माल बुक हा सकता है झौर रेलवे को उससे काफो झामदनी हो सकती है । इस भोर ध्यान दिया जाना चाहिये ।

इन शब्दों के साथ मैं रेलवे वजट का स्वागत करता हूं।

श्री ग्रब्बुल लतीफ (नलगोंडा): चेयर-मैन साहब मैंने रेलवे बजट को जब देखा तो मुझे सब से वड़ी मायूसी इस बात से हुई कि इसमें नलगोंडा ग्रीर बीबीनगर रेलवे लाइन के लिए फण्ड अलाटमेंट में उसे जितनी महमियत दी जानी चाहिए थीं, उतनी नहीं दी गई। ऐसा मालुम होता है कि पलानिग कमीगन के सामने या दूसरे डिपार्टमेंट्स के सामने इस मामले की ग्रहमियत नहीं रहीं। मैं भ्रानरेबल मिनिस्टर से गुजारिश करूंगा कि इस रेलवे लाइन के बन जाने से हैदराबाद जाने वाले लोगों के लिए एक सौ किलोमीटर की कमी हो जाएगी मौर हैदराबाद से मद्रास जाने वाले रेल मुसाफिरों के लिए 75 किलो-मीटर की कमी हो जाएगीं। इसके ग्रलावा नलगोंडा जिले सें ट्रैफिक भी बढ़ेगा। नलगोंडा एक बैकवर्ड इलाका है । यह बैकवर्ड जिला

तेलंगाना रीजन का है । वहां नागार्जुन प्रोजेक्ट के बन जाने से एक शहर के रूप में तब्दील हो चुका है । वहां पर सनयाती तरक्की भी हो चुकी है। सालवेग्ट ग्रायल की फक्ट्री भी खुल चुकी है। कई राइस मिलें हैं। वहां गन्ने की पैंदावार भी बहुत होती है। लेकिन वहां से सनयाती सामान वगैरह लारियों श्रौर ट्रकों से भेज कर काम चलाया जाता है । इससे माल को लाने ले जाने में देरी होती है **ग्रगर यह रेल लाइन म्क**ेम्मल हो जाए तो वहां की रियाग्रा को इससे फायदा पहुंचेगा । इससे वहां की एग्रीकल्चरल प्रोड्यूस उन इलाकों में ग्रासानी से ग्रीर जल्दी पहुंचाया जा सकता है जिन इलाकों में इसकी कमी है। ऐसा मालम होता है कि इन चीजों पर प्लानिग कमीशन ग्रीर फाइनेंस मिनिस्ट्री की नजर नहीं पड़ रही है। मै इस प्रोजेक्ट के बारे में ग्रपने बचपन से मुनता ग्रा रहा हूं । इस नलगांडा ग्रीर बीबीनगर लाइन का सर्वे 1960 से चलकर 1970 तक जारी रहा ग्रीर 7 ग्रप्रैल, 1974 को इसकी बुनियाद डाली गई। उस वक्त वहां रेलवे मिनिस्टर साहव ग्रौर प्राइम मिनिस्टर साहब मी तज्रीफ लाये थे। उस वक्त हमको यह बताया गया था कि इस लाइन को चार साल के ग्रन्दर कम्प्लीट कर दिया जाएगा । यह लाइन 78 तक कम्प्लीट हो जानी चाहिए थी। लेकिन 77 के मिडिल तक थ्रा जाने के बावजूद भी यह लाइन पूरी होने के ग्रास पास नहीं म्राई है। ग्रभी तक 20 किलोमीटर की दूरी इनकम्प्लीट हालत में है। अगर हम इस रफ्तार से चलेंगे तो यह रफ्तार कछुए की रफ्तार से भी कम जो रफ्तार होती है, उस रक्तार से यह लाइन 50 साल में भी पूरी नहीं की जा सकती है। इस तरह से यह स्कीम पूरी होती दिखाई नहीं देती है। जिस वक्त निजग्म रेलवे को इंडियन रेलवे में शामिल किया गया था उस वक्त इस काम के लिए एक फण्ड रखा गया था जिससे इस रेलवे लाइन को बिछाने की तजवीज थी। इस फण्ड सें यह तय हुआ। कि इस लाइन को

# 363 D.G. (Rlys.),

[श्री बब्द लती ह] बिछाने में ये रकम खर्च की जाएगी । लेकिन उस रकम का क्या हमा। म्रब लोगों के सामने दुक्वारियां चा रही हैं जिनसे न वहां की जनता वाकिफ है और न वहां के लीडर वाकिफ हैं। मैं रेलवे मिनिस्टर की तवज्जह दिलाऊंग। कि वे इस मसले पर गौर करें ग्रीर जांच करायें कि यह निजाम रेलवे की रकम जो 6 करोड रुपये की थी वह किस तरह से कहां गायब हुई । उस रकम को इस प्रांजेक्ट पर क्यों नहीं खर्च नहीं किया गया। इसके चलावा सब से बडी बान यह है कि जब यह प्रोजेक्ट बनाया गया तो इस लाइन को मुकम्मिल तौर पर बनाने के लिए 22 करोड रुपये का मन्दाजा था। लेकिन जैमे जैसे वक्त गजरता गया जा रहा है, जैसे जैसे फग्डम के भलामेंट्स में कमी झाती जा रही है इसका तखमीना भी बढता जा रहा है। ग्रव यह प्रोजेक्ट 22 करोड में बढ कर 42 करोड़ तक पहुंच गया है। मुझे मालूम नहीं कि हमें ग्रथनी जिन्दगी में यह प्रोजेक्ट पूरा हुझा मिलेगा या नहीं। बहां कृष्णा भौर गोमनी रिवर्म पर जो बिजिज हैं, मुसी रिवर जो है बहां पर तो मंगे बनियाद रखा गया है ग्रोर उस पर कुछ काम हन्ना है लेकिन कृष्णा इतना बड़ा रिवर है उस पर कुछ भी काम नहीं हुझा है । मापको उस पर काम का झागा**ब करना चाहिये झौर झगर** झ**ब** ब्रापन जुरू किया तो चार पांच माल में भी मकम्मल नहीं होगा। मभो तक तो वहां काई काम शुरू नहीं किया गया है । इसमें वहां के लोगों में मायूसी पैदा होती जा रही है। वे ऐसा महसूस करो है कि सिर्फ इलैक्शन के मौके पर इन चीजों को लोगों के सामने लाया जाता है झौर फिर भुता दिया जाता है । उस इलैक्शन के बाद जब इलैक्जन होते हैं तब फिर हलचल गुरू कर वी जानी है। यह जो इम्प्रैशन पैदा हो रहा है मोजुदा हकमत को इसको पैदा होने का मौका नहीं देना चाहिये। वह एक बैकवर्ड इलाका है। वहां के लोगों की जो प्रोडक्ट्स

हैं उनको पहुंचाने के लिए इसको देखने की जरूरत है। इसमें रेलवे का कसूर नहीं है। प्रोजेक्ट जल्दी पूरा हो तो उससे भाषको मामदनी सुरू हो बाएगी, प्रापकी ग्रामदनी में इजाफा होने के इमकानात बढ जाएंगे । ऐसी प्रोजेक्ट के लिए भी प्लानिंग कमीशन या फाइनेंस मिनिस्ट्री की तरफ से फडज एलाट नहीं होते हैं, यह यकीनन बड़ी मायूमी की बान है। मैं फिर कहना बाहता हं कि रेलवे मिनिस्टर हमारे इस मसले पर हमदर्दी से गौर करें और साथ ही साथ प्लानिग कमीशन हमददाना गौर फरमाए ग्रांर हमारे लिए इसके वास्ते लफिशेंट फंड्स एलाट किए जाएं ताकि 1980 तक जो प्रांजेक्ट मुकस्मिल करने का बादा किया गया था वह कम मे कम 1981 तक तो कम्प्लीट हो जाए । ऐसा भगर नहीं किया जाता है ता यह बड़ी मायुसी को बान होगी

شېی عبدالطيف : چېر مين صاحب - مهن بے ریلوے ہتجت کو جب دیکھا تو۔ معددے سے ہو۔ مایوسے اس بات ہے ہوئے کہ اس میں تلکلڈی اور بھوپی تکر ریاوے لائن کے لگے فاقہ الامیلیٹ میں لیے جتلی اهمیت دی جانی چاهئے توبی انلى تهين دى كئى - ايسا معلوم ہوتا ہے کہ پلاناگ کمشین کے ساملے یا فوسرے ڈیھارت ھلٹس کے ساملے اس معاملے کی اعمیت نہیں رعی -میں آنویمان مدسکر نے گزارعی کرونگا که اس وہلوے لائن کے بھی جانے ہے حیدراباد جانے والے لوگوں کے لگے ایک سردلو میڈر کی کمی ہو جانیکے اور دہدرآیاد ہے۔مدراس جانے والے مسافروں کے لئے ایک او ۷۵ کلو میگر

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کی کنی ہو جاتھکے – اس کے ملاوہ نل گیلڈہ قلع سان تریفک ہو برھیا۔ نل گیلة، ایک پیکرز ملاقه هے - یه بهکورة ضلع تلفکانه وينصي کا هے -رہاں ڈگر جن پراجیکت کے بن جانے سے یہ ایک شہر کے روپ میں تبدیل ہو ا چکا ہے - وقال ہو صلعتی ترقی بھی هو چکی هے – سالوید ک آئھل کی فپکلاری بھی کھل چکی ہے - کئی رائیس ملین هیی - وقان گلے کی يهداوار بهي بهت هوتي هـ - الهكن وعان سے صفعتی سامان وفیرہ لاریوں ارر ٿرکون ہے بھيمے کر کام چاليا جاتا ہے - اس سے مال کو لائے اور لے جاني مهن دياني هوتي <u>م</u> - اگر يه ریل لائن مکمل عو جائے تو وہاں کی رمایا کو اس ہے قائدہ پہلچیکا -اس سے وہاں کا ایکریکلنچرال پروڈکس ان علاقوں مہن آس<sup>ر</sup>نی ہے اور جلدی ديدهايا جا سكتا ه - جن علاق • چن اس ذی کمی <u>ہے</u> - ایسا معلوم نعبا ہے کہ ان چیزوں پر پانڈک کمهشن اور فانانس منسکری کی نظر نہیں پر رہے ہے - میں اس پررچیکت کے بارے میں بچپن سے سلایا آرہا للون اس تل گهادته اور ایمن تکر کا سررے ۱۹۹۰ سے چل کر ۱۹۷۰ تک جاری رها **هے اور ۷ اپریل ۱۹۷۳ کو** ساس کی بلهاد ق<sup>ار</sup>ی گل<sub>ک</sub> – اس وقت وهان ويلوے منسكر صاحب بهی تشريف لألم تهے- أس وقمع هم كو يه

بتایا گیا نها که اس لائن کو چار سال کے اندر میلیدی کر دیا جائیکا - یہ الليون ٧٨ تک کمپايت عو حالي چاہئے تیم - لیکن ۷۷ کے مدل نک آ جانے کے باوجرد بھی یہ لائن پرری هونے <u>ک</u> آمل پاس نہیں آئی ہے -ایمی تک ۲۰ کلو میڈر کی دروی انکمپلیت حالت میں ہے - اگر ہم اس رضار سے چلجنگے تو یہ رفتار کنچھوے کی رفتار ہے بھی ام جو رفتار ہوتی ہے اس رفتار ہے یہ تان ۵۰ سال میں بھی پررہی تھیں کی جا سکتی ہے - اس طرح سے یہ سکیم پرری ہو ہی دکہائی نہیں دیتی ہے -جس وقت نظام ریلوے کو آترین ریلوے مهن شامل کها کها تها اس رقت اس کام کے لگے ایک فنڈ رکیا گیا تھا - جس سے اس ریلوے لائی کہ بچهانے کی تجویز تھی - اس دند سے <mark>یہ</mark> طے ھوا تھا کہ اس لائ<sub>قا</sub>ن کو بچهالے میں یہ رقم حرچ کی ښائے کی - لیعن اس رقم کا کپا ھوا -جب لوگوں د سامنے دشواریاں آ رہے ایس - جن نے لہ و ان ذی جلدا واقف ہے اور نہ وہاں نے لیڈر واقف ی باہی - امہر ریلوے منسٹر کی توجہ د اوتگا که ولا (سی مسلے پر غور کہیں اور جانچ کرائیں کہ یہ نظام ريلوے کی رقم جو چھ کروز روپے

### 367 D:G. (Rlys.),

(lus.).

[شر, عبدالطيف]

و کی تھی وہ کس طرح ہے۔ وغان ، اغائیہب ہوئی – اس رقم کو اس

فائیب ہوئی - اس رقم کو اس پررجه، یر کموں نہیں خرچ کہا گہا - اس کے علاوہ سب سے بڑی بات به هے که جب به پرچیکت بدایا گچا تھا تو اس لاھن کو مکمل طہر پر بقانے کے لیے ۲۲ کروڑ روپے کا انتظام تھا - لیکن جوسے جھسے وقت گزرنا گہا - جہسے جیسے قلق <u>د</u> الائىيىنىس كىي آتى جا رھى ها اس کا انتصاباته ہوی برختا جا رعا ہے - اب یہ پروجہکت ۲۲ گروز ے بڑھه کر ۲۲ دروز تک پہلچے کها ہے – مجھے معلوم تھیں که ممهن ایلی زندگی مهن یه پروجهکت يورا هوا ملها يا تههن - وهان كرشلا ارر کومتی ریورز پر جو پروجهعقس هين - موسى ويورز جو عين وغان پر تو سلک بدیاد رکہا گیا ہے۔ ارر اس پر تجه کام دوا ہے – لیکن کرشدا ادنا ہوا رہور کے اس پر کچھ یہی۔ کام ٹیپن ھو*ا* ھے – آپ کو آس هر كام كا أغاز كرنا چاهدً - أور أكر اب آپ نے شروع کہا تو چار پانچے سال مەن يەن مىلىل تېچى دوگا-ایهی بب تو وهای کوئی کام شروع نهیں کیا گیہ ہے - اس سے وہاں نے لوگوں میں مایوسی پیدہ ہوتی جا رہی ہے۔ وہ ایسا منجسوس کرتے ھیں کہ مرف اليکشن نے موقع پو ان ۲ ہزوں کو

لوگوں کے سدمنے لایا جانا ہے - اور پھر بہا دیا جاتا ہے - ( الیکشن کے بعد جب الهکشن هوتے هيں تب په، هل چل شروع کر دی جاتی - یه جو امهریشن پیده هو رها ه موجوده حکومت کو اس کو پہدہ ہونے موقعہ نهمن ديلا چاهئے - وا ايک بهكورة علاقہ ہے - رہاں کے لوگو کی جو یروڈکٹس عہن ان کو پہلیچا ہے کے لئے اس کو فلیکھلے کی ضرورت کے - اس مہن ریلوے کا قصور نہیں ہے-بررجعکت جلدی پررا ہو تو اس ہے آب کو آمدنی هونی غروع هو جانیگی-اب کی آمدنی میں اضاغه دونے کے امكانات بود جانيدكم - ايسم يروجبكت ے لگے بھی پائلگ کمیشن یا فائلانس منسٹری کی طرف ہے فلڈز (اے نہیں ەركے هيں - يە يتيلاً برى مايوسى کی بات ہے - مہں پہر کہنا چاھتا هوں که ریلوے ملسٹر هنارے اس مسلے پر همدردی ہے فور کریں اور ساتھ هي سانه پلانلگ کمهشن عمدردانه غير فرمائیں - ارر عمارے لگے اس نے واسطے موفهشملت فلدر الت كثر جانين -تانه ۱۹۸۰ تک جو پروجهکت مکمل کرنے کا رعدہ سے یہ کم ہے سم ۱۹۸۱ تک تو تمهلیمی مو جائے۔ ایسا گر نہیں کها گها بو یه یوی مایوسی دی یات هركي - ]

\* श्वी हरी शंकर महाले (मालेगांव) : (ग्र) इस रेल बजट में कुछ ग्रच्छी बातों का समावेग हुग्रा है जो कि ग्रभिनंदन करने योग्य है, जैसे लम्बी दूरियों की जो गाड़ियां चलाई जायेंगी उनमें कोई भी श्रेणी नहीं रहेगी। दो मंजिलें डिब्बों का प्रयोग, दूस रे दर्जे के डिब्बों में ग्रारामदेह सुविधाग्रों का प्रस्ताव तथा प्लेटफार्म टिकट में बीस से की कटौनी मब स्वागन योग्य है। लेकिन फिर भी यह रेल बजट कोई नयापन लिए नहीं है।

(1) भारतीय रेलों का कारोबार रेलवे बोर्ड चलाना है । इस बोर्ड के सदस्य थोड़े होंगे । वह तकतीकी जानकार तथा विशेषज्ञ जरूर होंगे । परन्तु इनकी अपनी चमक-दमक बहुत बड़े पैमाने पर तथा खर्चीली होती हैं। जां इस देश के लिए महगी है। यह पूरानी प्रथा सन् 1905 से लगातार चली ग्रारही है जो कि ममय के मनुरूप नहीं है। अन सदस्यों की जिम्मेवारी केविनेट जैसी सामुहिक ग्रीर वैयक्तिक नहीं है । क्योंकि रेलवे बोर्ड की जिम्मेवारी सामूहिक नहीं है ग्रीए उनके फैसले भी सामुदायिक तत्वों पर प्राधारित नहीं है । इसलिये प्रत्येक रेलवे बोर्ड सदस्य ग्राने विभाग का राजा है। 'राजा कोई भी गुनाह नहीं कर सकता' इन तत्वों पर वह चलता है। प्रत्येक विमाग के निर्णय पर सामूहिक चर्चा ग्रीर निर्णय नहीं होत' ग्रौर इन निर्णयों की जिम्मेवारी भी रेलवे बोर्ड पर नहीं होती । रेलवे के म्रापार का रोबार-पर रेल मंत्री या पार्लियामेंटरी कमेटी का परिणामकारक नियन्त्रण रख नहीं सको इसलिए रेलवे बोर्ड में हरेक सदत्या का भ्रापना राज्य फैला हुआ है। उस पर शिसी का नियन्त्रण नहीं है। यह रेलवे बोईं समाप्त होना चाहिए इसका सूझाव समाज सेवक तथा राज्य सभा के मन्भवी सदस्य श्रीमान ह्दय नाथ कुंजरु तथा श्रीमान सोनू सिंह पाटिल माझी राज्य

सभा सदस्य तथा वर्तमान लोक सभा सदस्य ने दिए हैं । इनके सुझाव पर गम्भीर रूप से विचार किया जाना चाहिए । इस बारे में शासन सुधार समिति को कुछ प्रधिकार प्रपने प्रधिकारियों को देने चाहिए ग्रौर इसके बारे में कुछ दूसरी उपयुक्त सूचना दी जा चुकी है ।

म्राजकल के समय की जरूरत को ध्यान में रखते हुए वनंमान रेलवे बोर्ड को समाप्त करके एक स्वतन्त्र भारतीय रेल निगम एक स्वायत्त संस्था रेलवे मंत्री के नियन्त्रण में बनायी जाये । इसका कारोबार व्यापार तथा उद्योग धन्धों के ग्रच्छे नत्वों पर म्राघारित रख कर यह निगम पालियामेंटरी बोर्ड के प्रति उत्तरदायी रहेगा । इस निगम के सद य पालियामेंट सभासद, व्यापारी, किसान, उद्योग-पति, विजपज्ञ, रेल कर्मचारी तथा समाज सेवक होने चाहिएं । इस निगम के सदस्यों की संख्या 15 से 20 तक होनी चाहिए ।

रेलवे में दो श्रेणियां हैं। पहली व दूसरी। वास्तव में ग्राज की दूसरी श्रेणी कल की तीसरी श्रेणी ही है। दूसरी श्रेणी कहने की जगह उसे जनता श्रेणी कहना चाहिये। भूतपूर्व रेल मंत्री श्री एल० एन० मिश्र ने इसका श्रेय ग्रपने ऊपर लिया ग्रौर जनता की ग्रांखों में घूल झोंकी। दूसरी श्रेणी उसे जब बोल सकते ये यदि उसमें सुविधायें होतीं परन्तु उसमें ऐसा कुछ नहीं हुग्रा। इसमें सिर्फ तीन का ग्रांकड़ा हटा कर दो बना दिया यही जनता श्रेणी है।

प्रथम श्रेणी व वातानुकूल डिब्बों को वैसे ही रखा है। रेलवे के इतिहास में रेलवे को इन दोनों से कभी भी लाभ नहीं हुग्रा है। ग्रमीरों ग्रौर उच्चाधिकारियों के लिए ही प्रथम श्रेणी व वातानुकूल डिब्बे हैं। यह दोनों वर्ग समाप्त करने की ग्रावश्यकता थी जिससे पैसों की बचत करके सर्वसामान्य जनता के लिए प्रयोग में ला सकते थे। भारत

\*The Original speech was delivered In Marathi.

रेलवे में होने वाली चोरियां, झठे नुकसान के मुमावजे के झुठे मधिकार-पत्न मौर जिन स्टेगनों पर काफी माता में माय होती है ऐसे स्टेशनों के स्टाफ के तबादले इन सब के प्रति कुछ कार्यवाही करना उचित है। रेलवे में होने वाली चोरिया में बहधा रेलवे कर्मचारियों का भी हाथ होता है या फिर वे चोरिगें के प्रति जानते हुए भी ध्यान नहीं देते बल्कि उनकी इन कार्यवाहिगों में सम्मति होती है। भौर डर यह है कि रेलवे प्रोटेक्शन फोर्स रेलवे डिक्टेशन फोर्स में बदल जाएगा। क्योंकि बहुत सी चोरियां भूमावल, मुगलसराय, कन्याण, वाडीबन्दर, कलकत्ता, हगली, पुरानी दिल्ली भौर इन जस बडे स्टेजनां पर हो रही हैं। यह जीता जागता उदाहरण है। रेलवे के कर्मचारी व मधिकारी यह समझते हैं कि कोयला व कोक इस्तेमाल करना उनका ग्राधिकार है। इस बार में कडी कार्यवाही करने की अत्यन्न आवश्यकता है।

इन बानों को सुधारने के लिए ऊपरी दिखावे की नहीं भ्रपित ठोम उपायों को भ्रमल में लाने की भावश्यकता है। इस सिलसिले में एक ऐसी कमेटी की नियक्त होनी चाहिए जिसके मदस्य रेलवे से सम्बन्धित न हों। दमरी श्रेणी के डिब्बों में सफाई व पीने के पानी की उपलब्धि के लिए चलनी गाडी में सफा<sup>7</sup> कमबारी ग्रौर पानी पिलाने वालों की व्यवम्था होनी चाहिए और पानी के लिए प्रत्येक डिब्बे में कलर रखे जाएं । इसके बदले कम से कम सेवा मुल्क निर्धारित किया जाए । जैस एक नए पैसे में पांच नए पैसे प्रति गिलास ।

रेलब में भ्रष्टाचार रोकने के लिए केवल निरीक्षकों का दल नियुक्त करने से कोई लाभ नहीं । इसके लिए "भ्रष्टाचार निरोधक दल" नियक्त किंया जाए । जिन रेलवे मधिकारियों तथा कर्मचारियों के खिलाफ भ्रष्टाचार का झारोप सिद्ध हो जाए ऐसे लोगों को बिला जांच \* के सब्ती से सेवानिवृत्त किया जाए । यह

# [श्री हरी गर महले]

जैमे गरीध देश में इसकी घत्यन्त ग्रावश्यकता है। गांधी जी का तर्क इस बारे में मुमंगत है। सम्बी दूरी के सफर व महत्वपूर्ण कामों पर जाते हुए लोगों को घाराम की झौर भनकल वातावरण की बहुत सख्त भावश्यकता है। पर त इससे भी ज्यादा भावश्यकता गरीबों के लिए दूसरी श्रेणी की है । विशेष डिब्बा मांगने पर थोडी मुविधार्ये बटा कर देने में कोई नुकसान नहीं है। परन्तु पहले से चली भा रही यह व्यवस्था ग्राज के भारत में बढती गरीबी के कारण सफल नहीं हो पा रही है ।

जनता सरकार में यह प्रपेक्षा थी कि रेल गाडी के यात्री-किराए में कमी होती परन्त यह ग्रंपेक्षा पुरी नहीं हई, क्योंकि राज्य परिवहन मे मफर बडा महगा पड गया है भौर यह सब गरीब जनता की ग्राधिक स्थिति मे बाहर की बान है । इमलिए यात्री-गाडियों की टिकटदरों में कम से कम 25 प्रतिज्ञत कटौनी की जाए एवं गरीबो की दुम्राऐं ली जाएें।

रेल के डिब्वे में उसकी क्षमता में दो या तीन गुना ज्यादा पैसेंजर बैठने से भी वह गैर कान्नी नहीं होता । इम बारे में रेल ग्रयोरिटी के खिलाफ कॉई केस दायर हमा ऐसा माज तक सूना नही । इसके विपरीत राज्य परिवहन व रोड ट्रांमपोर्ट या निजि वसौं पर ज्यादा सवारी या माल ढोने के कारण केम दायर होते हैं। इमलिए কম-কম कानन के न होने के बावजद रेल डिब्बों में क्षमता से प्रतिरिक्त यात्रियों की संख्या निष्टित की जाए । रेल की वास्ततिक श्राय दूसरी श्रेणी के यातायान तथा माल दुलाई से ही होती है ; यद्यपि उसका फायदा उनके उपभोक्ता को न होकर साधारणतः एक संगठित रेलव कर्मचारी व ग्रधिकारी तथा रेलने ठेकेदार धौर रेलवे से नकमान का मुम्रावजा मांगने वाले लोगों को ही होता है ! इसके लिए जांच समिति की नियुक्ति होनी चाहिए ।

कायंवाही कर्मचारी या भ्रधिकारी के जनरल रेपटेणन पर निर्भर होगी ।

नासिक जिले में नवीन रेलवे लाईन (1) मालमाड मालेगांव धुले नरडाणा(2) माझर वणी, सुरगाणा, वघर्ड (3) नासिक पेठ वलसाड ये तीन लाईन महत्वपूर्ण हैं। विचार करना जरूरी है। ये लाईन मादिवासी विभाग भी हैं। मादिवासी विभाग की उन्नति हो जायेगी ।

SHRI TULSIDAS DASAPPA (Mysore): I must, first of all, congratulate the Minister for Railways for having made an honest attempt to include in his proposals certain schemes whereby there could be workers' participation in the management of the Railway undertaking. He has also tried to suggest that there should be a real attempt to decentralise the administrative set up in the Railways and streamline the Railway Board. I must also acknowledge the sincerity of the Minister of Railways in trying to rationalise many of the anomalies which have been there in the Railways in the past such as stagnation of promotional opportunities for Class IV staff etc. These proposals which have been put forward by the Minister is a thing of great welcome to all of us.

One thing about the Minister of Railways. He has given an assurance that all those who were victimised during the last couple of years will be reinstated or whatever injustice has been caused would be compensated. This proposal is all right if it is restricted to those who had participated in the legal strikes and where the punishment was given purely on the grounds of political reasons. But where the workers were involved in criminal acts and had caused damage to railway property,-there I expect that the Minister for Railways will be able to use his discretion and spare nothing which would pamper those who are guilty.

With regard to the proposal regard-

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ing catering, the Railway Minister has said that, as far as possible, the cooperatives should be encouraged. But with the experience that he must have already got—he must be knowing that this is nothing new—They have tried this experiment earlier also. Somehow that did not function successfully. Now we look with interest as to how the Railway Board will deal with this principle being applied in future.

I would also like to make a few suggestions with regard to some of the works that are being taken up in my State of Karnataka. There have been longstanding demands in certain areas which somehow or other have escaped the benevolent consideration of the Railway Minister. One is about the Chamarajnagar-satyamangala rail link in the south. There are loop-ends from both sides. It is of 28-30 miles dis-tance only. This was planed even as far back as when there was the Mysore State Railways. Somehow. after the integration, this particular rail link has been ignored. I do not know how many times the surveying and resurveying was done. I learn even as late as two or three years ago, there was some sort of re-surveying again. I do not know where the position of this particular rail link stands at the moment.

There is one more rail link which is absolutely necessary. That has also sowehow escaped the attention of the Railway Board. That is about Kottur-Harihar rail link. 'It is of a very small distance of about 18 miles or so. It is a very important railway link. I would request the Railway Minister to consider it. That also will go a long way in augmenting the economy of the State of Karnataka.

Then, there is the Railway Workshop in Mysore city. It is a story of a very great tragedy. This Workshop was at one time really a very famous Workshop in the whole of south. It was known for its craftsmanship. Most<sup>\*</sup> of the luxury coaches, saloons and new types of coaches were being manufac-

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[Shri Tulsidas Dasappa]

tured in this particular Workshop. I must say that Mysore craftsmen and carpenters are very highly gifted people. But, unfortunately, these days, the Workshop is being neglected. No particular work is being entrusted to this Workshop. Ten years ago, the strength of the Workshop was about 3,000 workers. Today, the strength of the Workshop has dwindled to about 1800 workers or even less. The Steam locomotives used to come for repairs. Even these things are apportioned between different workshops. The Mysore Workshop is being neglected to that extent. I would urge upon the Railway Minister to keep this in mind and try to approve any scheme for expansion which might be pending there. If any scheme has been schelved, I would request him to come forward with new schemes for the expansion of this Workshop which has immense capacity for development. It is also situated in a backward district industrialy.

There has been a proposal on which the Government of Karnataka and the Railway Board have both been able to exercise their mind for quite a long time with regard to the conversion of Mysore-Bangalore railway line.

Mysore-Bangalore railway has been an old railway and about 30 years ago, there was a proposal to electrify this line. At the moment, I would not plead for its electrification, but I would certainly request for its conversion at least.

Now the Karnataka Government has offered sleepers, land and other facilities which may be necessary in this regard and has also given an undertaking that they would be prepared to meet any operational loss which might incur after its conversion. So, I do not know why this particular conversion is being shelved again and again.

Lastly, I want to say a word about

efficiency in the railways. Now, as has been observed by quite a good number of Members in recent months, there have been quite a good number of railway accidents. It may be construed as being due to human error, act of of God or perhaps sheer inefficiency or laxity on the part of the administration. All these points will have to be examined and we must see that these sorts of accidents and irregular running of the trains should be avoided as far as possible. We have to see that the railways must maintain their past reputation which is fairly high as compared to the railways in the rest of the world.

One thing more which came to my notice is that these inspectors who try to examine the running staff are sometimes warned and threatened by the railway drivers and other running staff. One of the disciplines is that the person who drives a particular train has to be examined as to whether he is quite all right and fit to drive; whether his health is all right and whether he has not taken any drink and things like that. But, somehow, in certain areas, it has come to our notice that those drivers who came to drive when they were examined by these Inspectors, they tried to beat these Inspectors. This sort of internal indiscipline in the railways will endanger efficiency in the railways and will put the travelling public and the railways themselves risk into and will get a bad reputation for the railways. This is a thing which perhaps the railways will have to look into immediately, and I am sure with the help of the application of his past experience and with the help of his able colleagues. he will be able to keep up the reputation of the Indian Railways. With these words, Mr. Chairman, I wish the Minister God speed in his attempt to streamline the railways. But the Railway Minister is not here; It is only Shri George Fernandes, who is there and who is taking notes of all those suggestions that we have made!

SHRI SAKTI KUMAR SARKAR (Joynagar): I rise support the to budget presented by the hon. Railway Minister Prof. Madhu Dandavate. The budget is encouraging as well as discouraging. But, of course, it cannot be denied that this is the first time that he has tried to present it from a different angle, particularly in the interest of the Second-Class passengers. As far as the Second-Class passengers are concerned, he had to increase the amenities for them. He has tried to restore the services of all those employees who had been retrenched due to many reasons unnecessarily. He has also assured the House that Class IV staff would get promotion and promotion channels are there for them. He has also tried to reduce the price of the platform ticket from 50 paise to 30 paise. He has given the explanation that that will, to some extent, eradicate corruption. 1

#### 17.00 hrs.

I fully agree with his views in this respect, but at the same time I want to point out that it is discouraging to find that the Second Class railway fare is abnormally high. He has not touched the problem of Second Class passenger fare. You will be astonished to hear how the railway fare has been increased. From my constituency to Calcutta, the Second Class railway fare is Rs. 1.85 whereas the bus fare is only 95 paise. When this is the position, how do you expect the people to travel by train without taking the opportuntiy to travel by bus? If we do not touch this problem, whatever we may say about janata about common man, that will be merely a false thing. I do not know whether 'false' is an unparliamentary word or not. I may be excused for using this word.

No convincing attempt has been shown to increase the efficiency of the officers. He has said that some reduction is going to be made in the Railway Board. Merely reduction in the Railway Board will not increase the efficiency. There are many things that stand in the way and which impair the efficiency. If you do not touch this problem, it will be merely a word in the budgetary speech and nothing more.

The Minister has not touched leakage, wastage, pilferage and other corruptions. In Eastern Railway, the wastage, leakage, pilferage, etc., cost about Rs. 10 crores annually. What is the remedy? There is the Railway Protection Force but this is not enough Some stream lining should be made to see that the **Railway** Protection Force is properly put into action. I am only bringing to his notice the problems. I do not want to suggest the remedies. It is for him to consider.

As regard catering, the catering service, in spite of the request for the last several years, has not at all improved. In the catering service by vendors and contractors, corruption is rampant; you find discrimination and favouritism going on. If the Minister wants, I can give him some instances; he can examine them.

The most discouraging thing is late running of trains which has already stated. I do not want to support the Emergency, but at the same time I should say that the trains were not running late then. Now, late-running has started. I do not know what could be the remedy. This is a great problem, a great headache. The Minister should take a serious note of it and take appropriate action. Nobody should say that Emergency was good for us.

We speak so much about the interests and welfare of the employees belonging to the Scheduled Castes and Scheduled Tribes. But I find that they are being harassed; the harassment has increased. If the hon. Minister wants. I can give him instances.

Lastly, I come to opening of new lines. In my constituency, there is an.

## [Shri Sakti Kumar Sarkar]

area called Sunderban; it is one of the most inaccessible areas of the State as country. This area well as of the comprises of hundreds of islands. It connection. There are has no road many places where no pucca road is there. To develop this backward area. a railway line is essential. He said the other day that development of the area did not mean industrial development; it meant agricultural development also. If that is so, I do not know why my area, why this particular region called Sunderban, is veing negiected. A few lines were suggested by the Government of West Bengal; I have suggested one line and Mr. Jyotirmoy Bosu suggested one line. But I am astonished that while Mr. Kamalapathi Tripathi had written a letter wherein he stated that the technical survey has been completed and it has been sent to the Planning Commission for allocation of money, in the last Session, in answer to a question, it was stated that these lines are not remunerative. Is that the criterion for the development of a region? If development is our aim. then the under-development of an area should be the criterion for opening new lines and not the remunerativeness of a line. So, in this respect, I would request the Railway Minister to look into the matter again.

And what about the Calcutta underground railway? How long will it take? Nobody knows the allocation of money for it. Everybody knows how congested the Calcutta traffic is and unless you create an underground railway immediately, there is no hope of improving the position which is deteriorating fast. But the work which we see being done in Calcutta every day is very discouraging and there seems to be no hope of its coming to life during our life-span.

So, I would once again request the Hon. Minister to keep in mind the points I have raised just now and, with these words, I conclude.

श्री भागीरण भंवर (झावग्रा) : माननीय सभापति जी, मैं रेल बजट की मांगों पर बोलने ग्रीर उसका समर्थन करने के लिए खड़ा हुआ हूं। रेल मंत्री जी ने नयी रेल लाइनें डालने की बात मपने भाषण में कही है। लेकिन फिर भी इस बात की शंका होती है कि क्या पिछड़े हए क्षेत्रों में रेल लाइनें डालने के बारे में सरकार गंभीरता से विचार करेगी । क्योंकि कल ग्रंगने भाषण में रेल मंत्री जी ने कहा कि भ्रभी मैं किसी बात का म्राज्यासन नहीं देना चाहना हूं। मैं ग्राप के माध्यम से रेल मंत्रीं जो से कहना चाहंगा कि देश के ऐसे कई पिछडे हए क्षेत्र हैं जहां पर रेलों का भ्रभाव है। उसके कारण वे क्षेत्र पिछड़े हुए हैं । उन क्षेत्रों में नयी रेल लाइन देना बहत म्रावध्यक है ।

मैं ग्रपने क्षेत्र के वारे में मीं कुछ बताना चाहगा । मेरे क्षेत्र में भी रेलवे लाइनों का बहुत बड़ा ग्रभाव है । मेरे क्षेत्र के ग्रामपास भी रेल लाइनों का भ्रभाव है भोग वह क्षेत्र विलक्ष भविकमित है। पिछले दिनों मैंने बार-बार कहा है कि जिन क्षेत्रों में रेल लाइनों की ग्रावश्यकता है उन पर शासन ध्यान नहीं दे रहा है । मैं झपने क्षेत्र के बारे में उछ सुझाव देना बाहंगा । कुछ नयी रेल लाइनों के बारे में पिछली बार भी मुझे कुछ जवाब मिला था । कुछ रेल लाइनों का मर्वेक्षण भी हो चुका है भौर कुछ रेल लाइनौं के बारे में सर्वेक्षण कराए जाने के बारे में पिछली सरकार ने झाश्वामन भी दिया था । एक रेल लाइन है जिसका भ्रन्य माननीय सदस्यों ने भी उल्लेख किया है----दहोद से इन्दौर तक उसका सर्वेक्षण कार्य पूरा हो चुका है ।

पिछली सरकार ने यह उत्तर दिया या कि यह रेलवे लाइन प्रायिक दुष्टि से

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मेरा नुझाव है कि दोहद-इन्दौर लाइन जो व्हाया झाबुग्रा हो कर जाती है, इम लाइन को ग्रवश्य बनाया जाये, इस में इन्दौर ग्रौर बम्बई की दूरी कम होगी । इन्दौर मध्य प्रदेश का बहुत महत्वपूर्ण नगर है, जहां बड़ी लाइन का महत्वपूर्ण नगर है, जहां बड़ी लाइन का मम्बन्ध ग्रास-पास कहीं भी नहीं है । ग्रन्य माननीय मदम्यों ने भी इस लाइन के लिये ग्राने भाषणों में जोर दिया है । पिछले कई मालों से इम के बारे में ग्राप में कहा जा रहा है, ग्रगर रेल विभाग इस पर ध्यान दे तो यह एक बहुत बड़ा काम होगा ।

गुजरेगी । इस लाइन के बनाने से उस क्षेत्र के लोगों का ग्राथिक विकास होगा । यह ग्रादिवासी क्षेत्र हैं जिसमें रहने वाले लोगों के पास जमीन नहीं है, रेलों का ग्रभाव होने से वहां कोई इण्डस्ट्री नहीं डाली जा सकती, लेकिन यदि यह रेल लाइन निकाल दी जाय तो उस क्षेत्र में इण्डस्ट्रीज डाली जा सकती हैं । मैं यह भी निवेदन कर दूं उम क्षेत्र में काफी खनिज हैं, रेल लाइन डाल देने से उम वनिज का दोहन किया जा स.ता है । मैं रेल मंत्री महादय में निवेदन करूंगा कि वे इस सम्बन्ध में विचार करें ग्रीर इम लाइन को चाल करें ।

मेरा नीसरा सुझाव है---रतनाम से बांसवाड़ा, डुंगरपुर झौर उदयपुर के लिये पिछले दिनों स्वें हग्रा है । वह सर्वे कहां तक हुग्रा, किनना काम हुग्रा है, कितना नहीं हुआ है. मुझे इसके बारे में मालूम नहीं है, लेकिन यदि इस कार्य को प्रारम्भ कर दिया जाये तो इस क्षेत्र को बहत लाभ पहंच मकता है । यह ऐसा क्षेत्र है जहां पर हर वर्ष ग्रनावृष्टि या म्रतिवृष्टि के कारण लोगों पर मुसीवतें आती हैं, कभी अधिक पानी से और कभी सूखा पड़ने से फसल खराब होती है, एक फसल होने के कारण लोगों को रोजगार नहीं मिल पाता है । म्रगर यह काम शुरू कर दिया जाये तो ग्रर्थ-वर्क या दूसरे कामों में लोगों को लम्बे समय तक काम मिल सकेगा, जिनमें लाखों लोग लग सकेंगे ग्रांर बेकारी की समस्या दूर हो सकेगी । मैं चाहता हूं कि मंत्री महोदय इस काम को शीघ्र प्रारम्भ करायें ।

चौथी लाइन—जिसके बारे में मैं बतलाना चाहता हूं---वह है----बांसवाड़ा, दोहद, ग्रलीराजपुर, बड़वाजी, खरगौन ग्रौर खांडवा तक बढ़ाई जाये । इस लाइन में [श्री भ गीरव भंवर]

निमाड़, जो सब से बड़ा डिस्ट्रिक्ट है, धार का कुछ हिस्सा, झाबुम्रा डिस्ट्रिक्ट मौर महाराप्ट्र का कुछ हिस्सा म्राता है। मगर इस लाइन को प्रारम्भ कर दिया जाय तो इससे लाखों लोगों को काम मिलेगा तथा म्रनेको इण्डस्ट्रीज उस क्षेत्र में डाली जा सकती हैं।

भाज स्थिति यह है कि रेलों के भभाव में कई प्रकार के खनिज होने के बावजूद भी वहां पर इंडस्ट्री नहीं है । वहां पर इंडस्ट्रीज के लिए काफी स्कोप है लेकिन रेलवे लाइन न होने के कारण वे नहीं चल पातीं । भगर वहां पर एक रेलवे लाइन डाल दी जाए तो वहां काफी इंडस्ट्रीज की उन्नति हो सकती है ।

इसके मलावा मैं मंत्री जी से यह निवेदन करूंगा कि इस देश में एक बहत बड़ा परिवर्तन ग्राया है ग्रौर नई मरकार माई है। इस देण की करोडों जनता को इस सरकार से काफी प्राकाक्षाएं ग्रीर म्रपेक्षाएं हैं। वह सोचनी है कि मब रेलों में और दूसरे प्रजामन में मुधार होगा। रेलवे इस देश का एक बहुत बड़ा महकमा है। न केवल इस देश के बल्कि दुनिया के कई देशों के लोग भी यहां पर माते-जाते रहते है मीर वे लोग रेलों में भी यात्रा करते हैं । इसलिए मैं यह चाहता हूं कि सरकार में जो यह परिवर्तन हुग्रा है, उस के ग्राने में रेलवे के प्रशासन में भी कुछ परिवर्तन म्राना चाहिए । म्राज हमें कई तरह की णिकायतें मिलती हैं। लोग कहते हैं कि रेलों में भ्रष्टाचार है, कर्मचारी ठीक से काम नहीं करते हैं, रेलों में सफाई नहीं होती है, पानी नहीं मिलता है ग्रौर बिजली बन्द पड़ी रहती है । इस तरह की कई शिकायतें हमें मिलती रहती हैं। मैं समझता हूं कि मब रेलों में ग्रामूलचूल परिवर्तन ग्राना

चाहिए । हमारा भी यह मनुभव है कि बहुत सी शिकायतें लोगों की वाजिब हैं। जब हम रिजर्वेशन के लिए कंडक्टर से पूछते हैं या टी०टी०म्राई० से पूछते हैं या दूसरे कर्मचारियों से पूछते हैं तो वे कह देते हैं कि हम को पता नहीं है। कोई कहता है कि इधर होगा ग्रौर कोई कहता है कि उधर होगा भौर इस तरह से बतलाने से टाल जाते हैं लेकिन जब हम उनसे कहते हैं कि हम एम०पी० हैं तो वे फौरन हम लोगों को बता देते है। मैं चाहता हूं कि भाम लोगों को भी इस प्रकार की शिकायत करने का मौका न मिले । ग्रगर रिजर्बेशन हो गया है तो माफ बता देना चाहिए घौर घगर नहीं हम्रा है, तो उनके माथ म्रच्छा व्यवहार होना चाहिए । कई जगह ऐसा र्भ होता है कि लोगों से पैसे ले कर रिजवेंशन दिया जाता है भौर जगह खाली होने पर भी कह दिया जाता है कि कोई जगह डिब्बे में नहीं है । ऐसी कई शिकायनें हम लोगों का मिलती रहती हैं। मैं चाहना हूं कि ये सब शिकायतें दूर होनी चाहिए । म्रगर ये शिकायते दूर न हुई तो रेलबे प्रशासन में हम कोई सुधार नहीं कर पायेंगे ।

इस के ग्रलावा मैं यह कहना चाहता हूं कि छोटे-छोटे स्टेशनों पर तो क्या कई बड़े-बड़े स्टेशनों पर भी लोगों को पानी नही मिलता है । जव गाड़ो खड़ी होती है तो लोग ग्रपना लोटा ले कर इघर- उघर भागते हैं लेकिन फिर भी उन को पानी नहीं मिलता है क्योंकि उन स्टेशनों पर पानी की व्यवस्था ठीक नहीं होती है । इसलिए छोटे-छोटे स्टंशनों पर भी पानी की व्यवस्था ग्रच्छी होनी चाहिए ग्रौर सफाई का भी ठीक इन्तजाम होना चाहिए । ग्रभी इधर के एक माननीय सदस्य ने कहा था कि पानी जो होता है वह गंदा रहता है झौर गंदी जगहों पर ही खाना रख दिया जाता है । इसके झलावा कुछ स्टेशनों पर लाइट की व्यवस्था ठीक नहीं है । लेट्रिन झौर बाथरूम बहुत गन्दे पड़े रहते है । इन सब बातों की मोर झगर ध्यान दिया गया तो लोगों को मालूम पड़ेगा कि सत्ता में जो परिवर्तन हुआ है, उस के साथ इन बातों में भी परिवर्तन झााया है । इसलिए इन की तरफ जरूर ध्यान दिया जाना चाहिए ।

इस के ग्रलावा मैं कुछ बात प्रपने क्षेत्र के बारे में कहना चाहता हूं । जो छोटो-छोटी गाड़ियां चलती थीं, उनको बन्द कर दिया गया है । ग्रहमदाबाद-भोपाल जो पैंसेन्जर गाड़ी चलती थीं, उस को केवल रतलाम तक कर दिया गया है । ग्रहमदाबाद ग्रौर भोपाल दोनों मध्य प्रदेश ग्रौर गुजरात की राजधानी हैं ग्रौर बहां से गाड़ियां चलने से लोगों को बडी सहूलियत थी । उस गाड़ी को बन्द कर देने से लोगों को बड़ी मुश्किलों का सामना करना पड़ता है । मेरा कहना यह हैं कि उस गाड़ी को भोपाल तक बढ़ाया जाए ग्रौर पुनः उस को चालू किया जाए ।

इसके ग्रलावा मैं यह कहना चाहता हूं कि साबरमती एक्सप्रैस ट्रेन जो है वह ग्रहमदाबाद से वाराणसी तक चलती है । कहने को तो वह एक्सप्रेस ट्रेन है लेकिन वह कई स्टेशनों पर रुकती है ग्रौर कई ऐसे स्टेशनों पर जहां पर उसको रुकना चाहिए, नहीं रुकती है । वह नामनिग्रा स्टेशन पर नहीं रुकती है । वह नामनिग्रा स्टेशन पर नहीं रुकती है । वहां के लोग रतलाम ग्राने जाने में काफी तकलीफ महसूस करते हैं । इसलिए इस स्टेशन पर गाड़ी रुकने से लोगों को सुविधा हो जाएगी ।

रेलवे की ग्रार०पी०एफ० पूलिस है । इसके खिलाफ काफी दिनों से शिकायतें की जाती रही हैं। जब एल० एन० मिश्र रेलवे मिनिस्टर थे तो उनके पास भी शिकायत की गई थी कि म्रार०पो०एफ० के जवान चोरियां करवाते हैं । उनमें इसके ग्रधिकारी भी शामिल होते हैं। इनके खिलाफ इस बात की भी शिकायतें है कि ये लोग यात्रियों से ग्रच्छा ब्यवहार नहीं करते । इनके खिलाफ स्मर्गलिंग करने की भी शिकायत है। ये लोग एक जगह से माल लाकर दूसरी जगह माल सप्लाई करते हैं । ये सारी बातें पुलिस के लोगों के लिए उचित नहीं मालूम होती । अगर इस भार०पी०एफ० की जरूरत न हो तो इसे दूसरे रूप में परि-र्वानत किया जाना चाहिए । मैं समझता हं कि श्राप इस पर गौर करेंगे ।

खण्डवा-रतलाम छोटी ला :न को बड़ी लाइन में परिवर्तित करने के लिए भी मैं मंत्री महोदय से मनुरोध करूंगा । म्रगर यह ला :न बड़ी बना दी गई तो इससे खण्डवा का बम्बई से सीधा सम्बन्ध हो जाएगा । मध्य प्रदेश का इन्दौर भी एक महत्वपूर्ण शहर है, रतलाम भी एक महत्वपूर्ण शहर है । इस ला :न के बन जाने से इनका मापस में सम्बन्ध जुड़ जाएगा मौर वहां के व्यापारियों ग्रौर काफी लोगों को लाभ पहुंचेगा ।

रेलवे में मुसाफिरों को जैसा भोजन मिलना चाहिए वैसा भोजन नहीं मिल पाता है यात्रियों को ग्रौर मुझको भी इस बारे में शिकायत है। ग्रेंतः मैं ग्रनुरोध करूंगा रेलवे में भोजन की व्यवस्था ग्रच्छी होनी चाहिए । यह सभी व्यवस्थाएं ठोक करके हम देश में परिवर्तन ला सकते हैं । इन शब्दों के साथ मैं बजट-मांगों का समर्थन करता हूं ।

श्री राघवजी (विदिशा): माननीय मंती जी ने जो रेल बजट प्रस्तुत किया है वह जनता की माकांक्षाम्रों भौर इच्छाम्रों के मनुरूप है। जो बजट भाषण में वादे किये गये हैं उनके लिये मेरा माग्रह है कि मंत्री महोदय उन वादों को पूरा करने के लिए तैयार रहें।

रेलों की कुछ बातों की ग्रोर मैं ग्रापका ध्यान ग्राकषित करना चाहता हूं। पहली बान तो यह है कि रेलवे में रिजर्वेगन के मामले में बड़ी गड़बड़ी रहती है। रिजर्वेगन के मामले में बड़ा भ्रष्टाचार चलता है। इस भ्रष्टाचार को रेलवे से दूर किया जाए। दूसरे दिन यात्रियों का रिजर्वेगन होता है उनको बड़े-बड़े स्टेगनों पर ग्रपनी जगह ढूढने में बड़ी परेगानी होती है। इसलिए मंती महोदय बड़े-बड़े स्टेगनों पर गाइडों की व्यवस्था करें जो कि यात्रियों को उनकी जगह उन्हें बता सकें।

इस सम्बन्ध में मेरा एक सुझाव यह है कि रिजर्वेशन के बारे में हर गाडी के पाम एक प्लेट लगी होनी चाहिए जिस पर लिखा हो कि इतनी रिजर्वेशन हो चुकी है धौर इतनी खाली है। उस प्लेट से सीटों की चेकिंग की जानी चाहिए। इससे रिजर्वेशन के मामले में भ्रष्टाचार दूर होगा।

मंत्री जी ने तदर्थ नियुक्तियों के बारे में कहा है कि उन लोगों को सेवा ग्रायोग के पास जाना पड़ेगा। जिन्होंने नियमों का उल्लंघन करके नियुक्तियां की हैं उनके विरुद्ध सख्त कार्रवाई होनी चाहिये ताकि मविष्य में इस प्रकार नियमों का उल्लंघन करके कोई नियुक्तियां न करे।

रेलों के सामने एक समस्या यहे है कि उन में बड़े पैमाने पर चोरियां होती हैं ग्रीर पूरे देश में होती हैं। कई जंकझनों पर संगठित चोरों के गिरोह काम करते हैं और उनके लिए ये जंकशन स्वर्ग बने हुए हैं। वहां लाखों करोड़ों रुपये का सामान चौरी जाता है। इन चोरियों को रोकने का यथा सम्भव प्रयास होना चाहिए। यदि म्राप रोक नहीं पा रहे हैं तो मैं चाहूंगा कि उसके लिए एक्सर्प्ट्स को नियुक्त करके उनको उपाय सुझाने का काम सौपा जाना चाहिए। वे म्रापको बता सकते हैं कि किस प्रकार से इन चोरियों को रोका जा सकता है।

हिन्दी का रेलों में बहुत कम प्रयोग किया जाता है । जितने भी रिजर्वेशन चार्ट बनते हैं मब ग्रंग्रेजी में बनते हैं । वे हिन्दी ग्रीर क्षेत्रीय भाषाग्रों में बनने चाहिएं ताकि यात्रियों को पढने में कठिनाई ब हो ।

रेलों के दोनों तरफ काफी भूमि पड़ी हुई है। उस भूमि को उपयोग में लाया जाना चाहिये। म्रभी एक पूर्व वक्ता ने कहा था कि उस पर फलदार वृक्ष लगाएं जाएं। इस प्रकार में म्रगर किया जाएगा तो उसमें रेलों का म्राय भी होगी म्रीर म्रन्न की समस्या भी उसमे कुछ हद तक मुलझ सकनी है।

मंत्री जी ने जनता गाड़ियां चलाने की बान कही है। भीडभाड़ कम करने की बात भी कही है। पिछली कांग्रेस सरकार ने तीस साल में भीडभाड कम करने के बजाय इसको बढ़ाया है । जनता सरकार श्रगर इसको कम कर पाई तो यह एक बहुत बड़ी बात होगी। दितीय श्रेणी में सफर करने वालों कां यह कठिनाई विगेष रूप से मनुभव होती है। वहां वे भ्रपने दोनों पैरों पर ठीक गकार से खड़े भी नहीं हो पाते हैं, संडास तक नहीं जा पाते हैं, बाहर डिब्बे से निकलना हो तो निकल नहीं पाते हैं ग्रौर ग्रनेक बार उनको छतों पर चढ़ कर यात्रा करनी पड़ती है। ग्रीऽमावकाश के समय जब स्कूल-कालेजों में छ ट्रियां हो जाती हैं झौर शादियां भी उसी वक्त पड़ती हैं, भतिरिक्त गाड़ियां चलाई

जानी चाहिएं भौर जो गाड़ियां चल रही हैं उन में प्रतिरिक्त डिब्बे लगाए जाने चाहिएं । इसके प्रतिरिक्त कुछ मार्ग ऐसे हैं जहां 365 दिन भीड़ रहती है । उन मार्गों पर प्रतिरिक्त गाड़ियां चलाई जाएं । मैं ग्रापको उदाहरण देता हूं । दिल्ली भौर बम्बई के बीच में मध्य रेलवे में पिछले चालीस साल से केवल दो ट्रेनें चल रही है । उन में ग्राज तक कोई वृद्धि नहीं की गई है । इस मार्ग पर एक जनता एक्सप्रेस चलाई जानी चाहिए ताकि भीड़भाड़ को रोका जा सके ।

विद्युतीकरन के मामले में भी कोई विशेष प्रगति नहीं हुई है। इंगतपुरी से बम्बई वी टी तक ही विद्युतीकरण हुम्रा है म्रागे नहीं हो पाया है। इस काम को म्रीर भी तेजी से म्रीर टून गति से चलाया जाना चाहिए।

मध्य प्रदेश सभी राज्यों से काफी पिछडा हम्रा है। इसलिए ही नहीं कि वहां पर रेलें बहत कम हैं बल्कि इसलिए भी कि वहां सड़कें भों बहक कम हैं। उसकी म्राज तक उपेझा की गई है। बजट में मध्य प्रदेश के लिए कोई पी नई रेलवे लाइन की व्यवस्था नहीं की गई है। केवल वादा किया गया है कि राजहरा भ्रीर जगदलपुर जो बस्तर जिले में है वहां के लिए नई रेलवे लाइन प्रारम्भ की जा सके इसका प्रयास किया जाएगा । मध्य प्रदेश यातायात की दृष्टि से, रेलों भौर सड़कों की दुष्टि से बहुत पिछड़ा हुआ है लेकिन वन सम्पदा, कृषि तथा खाद्यान्नों के मामले में वह बहुत धनी है । इनका पूरा पूरा दौहन हो सके इसके लिए बहुत मावश्यक हैं कि एक या दो नई लाइनें वहां प्रारम्भ की जाएं। बस्तर वाली लाइन को जल्दी प्रारम्भ किया जाए । रेल भौर सडक के मामले में सब से पिछड़ा हुमा कोई जिला है तो रायसेन मौर विदिशा हैं । वहां भी नई रेलवे लाइन प्रारम्भ की जाए । ऐसा किया गया तो वहां वनों झौर इर्षि का ग्रौर भी दुत गति से विकास हो सकता है। 🗸

टिकट घरों पर बेहद भीड़ रहती है। इसका नतीजा यह होता है कि म्रनेक बार लोग टिकट नहीं ले पाते है । वहां लम्बी कतारें लगी रहती हैं। म्रापको वहां भीड़ को कम करने की व्यवस्था करनी चाहिए । खिड़कियों की संख्या बढ़ाई जानी चाहिए या फिर खिड़कियों को बहत पहले से खोला जाना चाहिए । दूसरी व्यवस्था यह हो सकती है कि एक लाख ग्रबादी से ज्यादा जो शहर हैं उन शहरों में बुकिंग ग्राफिस खोले जाएं जहां से रेलों का बुकिंग हो सके । विदिशा में दो-दो घटे लोग टिकट लेने के लिए लाइन में खड़े रहते हैं फिर भी टिकट नहीं खरीद सकते हैं जिस की बजह से या तो लोग यात्रा नहीं करते ग्रौर करते है तो बिना टिकट गाड़ी में चढ़ना होता है। इस स्थिति को जल्दी ममाप्त करना चाहिए ।

पानी पीने की गर्मी में बहुत दिक्कत रहती है। ग्रक्सर देखा गया है कि स्टभनों पर जो ग्राप के वाटर कूलर्स होते हैं वह खराब रहते हैं ग्रौर पानी पिलाने वालों की व्यवस्था ठीक नहीं रहती है। यात्री भीड़ के कारण गाडी से उत्तर नहीं सकते। ऐसी हालत में चलते फिरते पानी पिलाने वाले स्टभनों पर होने चाहिएं ताकि यात्रियों को कम से कम गरम ही पानी सही, पर पीने को मिल तो जाये।

जनता सरकार बनने के बाद कुछ सुविधायें कम हो गई हैं। उदाहरण के लिए विदिशा स्टेशन पर जो रिजर्वेशन का कोटा पंजाब मेल में तीन वर्थ का था उस को घटा कर ग्रव एक कर दिया गया है । पता नहीं क्या कारण है । विदिशा स्वयं एक पर्यटन केन्द्र है भौर ग्रनाज की बहुत बड़ी मंडी है, काफी प्रयासों के बाद तीन बर्म का कोटा हो पाया था । लेकिन ग्रब उस को घटा कर एक कर दिया गया । मेरी मांग है कि फिर से 3 बर्य का कोटा करनग चाहिए । सफाई के मामले में सेकेन्ड क्लास के जितने बैटिग रून हैं उन की स्थिति बहुत ही खराब रहती है, खास कर उन के शौचालय बहुत गंद रहते हैं। इसलिए उनकी सफाई का उर्चित प्रबन्ध होना च।हिए। प्लेटफार्म पर लोगों के बैठने की व्यवस्था बड़े बड़े स्टशनों पर समुचित नहीं है। भोपाल के रेलवें प्लेटफार्म पर सैंक ड़ों याती घंटों तक ट्रन की प्रतीक्षा में खड़े रहते हैं, महिलाम्रों मौर बच्चों तक को बैठने की व्यवस्था नहीं है। इसलिए बैंचों की व्यवस्था होनी चार्हिए जिस से याती बैठ सकें।

भोजन के बारे में कई साथियों ने शिकायत को है। प्रायः यह कहा जाता है कि स्टेशन पर जो भोजन मिलता है वह प्रच्छा नहीं मिलता है। मेरा मुझाव है कि भोजन सामग्री को चैकिंग होनी चाहिए ग्रौर ग्रगर ठकेदार के पाम भोजन सामग्री खराब पायी जाएतों उस को हटाकर दूसरे ग्रादमी को नियुक्त करना चाहिए।

भारत वर्ष मे लाखों, करोडों यात्री यात्रा करते हैं भौर भारत में भनेक एसे स्थान हैं जो किसी न किसी वस्तु के लिए मणहर हैं। कहीं पर ग्रच्छा कपडा मिलता है तो कहीं कोई ग्रौर ग्रन्थ सामान ग्रच्छा मिलता है ग्रौर सस्ता भी मिलता है। तो जहां जहां एसे म्थान हैं झौर जो चीज वहां झच्छी मिलती है उस का स्टाल स्टेंशन पर होना चाहिए ग्रौर वहां वह वस्तू शहर के भाव पर**्प्रमाणित रुप** में मिले, एसी व्यवस्था भ्रवश्य होनी चाहिए । ग्रगर ऐसी मुव्यवन्था पूरे देण में हो जाए तो रेलवे को उस से माय होगी मौर यात्रियों को भी सूविधा होगी । कई बार सामान लेने के लिए लोगों को जो स्टगन पर उतरना पड़ता है उस की जरूरत हीं होगी झौर 5 मिनट के स्टोपेज में यात्री उस जगह की मणहर वस्तू को स्टेशन पर ही खरीद सकते हैं। इस से रेलवे को भी लाभ होगा।

मेरा सुझाव है कि रेलवे का प्रयोग विक्वापनों के लिए ग्रगर किया जाए तो इससे काफी ग्रामदनी रेल ने को हो सकती है। मेरा निवेदन हैं कि जितना ग्रधिक से ग्रधिक सम्भव हो रेलवे के डिब्बों का विज्ञापनों के लिए प्रयोग किया जाए। कुछ बातों में तो रेलव के ब्रिजेज का प्रयोग होता है, लेकिन डिब्बों का इस मामले-में बहुत कम प्रयोग होता है, जो कि होना चाहिए ।

पैदल पार के जो बिज होते हैं, कई बार एसे पूलों की ज्यादा म्रावश्यकता होती। है क्योंकि शहर दो भागों में बंटा होता है। पैदल पार के जो पूल बनाये जाते हैं, वह एक प्लेटफाम में दूसरे प्लेटफाम तक बनाए जाते हें । ग्रगर थोड़ा मा ग्रौर खर्च कर के शहर के दोनों भागों को जोड़ने वाले पुल बनाये जायें तो इसमें बहत मुश्रिधा होगी । विदिशा के बारे में मैं खास तौर पर यह बात कहा चाहता हूं क्योंकि झाधा गहर एक तरफ है ग्रीर ग्राधा शहर दूसरी तरक । पैदल-पार पुल सिर्फ प्लेटफार्म को जोडता है, शहर के दोनों भागो को नहीं जोडता है। ग्रगर इसकी थोडी लम्बाई बढ़ा दी जाए तो यात्रियों को बहत सुविधा होगी भौर रेलवे को भी ज्यादा खर्चा नहीं करना पडेगा ।

SHRI J. RAMESHWARA KAO (Mahboobnagar): Mr. Chairman, Sir. I am happy that the hon. Minister for for Railways is here and I hope that 1 will be able to persuade him to consider some of the suggestions that we would like to make.

Yesterday, when the hon. Ministen was replying to the decision on the railway budget he gave us very interesting and very satisfying assurances that backward areas would be taken care of, that the new railway lines that are going to be proposed will be for the development of those areas which do not have facilities, which will encourage industrial growth and which will encourage not only industrial growth but also provide facilities for the development of agriculture in that area.

Yesterday, I interrupted him and asked him as to why the provision made lor the Bibnagar-Nadikud railway line which was only Rs. 30 lakhs. He did not take note of my interruption. This line has been sanctioned many years ago and work on this line has started. I would like him to consider how long it will take to complete this project if he provides only Rs. 30 lakhs a year. It will take 100 years !

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE): It is just a beginning.

SHRI J RAMESHWARA RAO: You rightly pointed out that you must take a few projects, complete them so that returns from these projects start coming in. What is the point of spreading ourselves thin and the returns do not start coming in. We do not see the fruition of these projects in our life-time. We do not see the development process taking off.

Mr. Chairman, Sir, one could have said when the previous government was in power that they were tired men; they had been in power too long and they could not bring a fresh look to the functioning of the Ministry. Here we have a brand new government with extremely competent and able ministers who can bring to bear a fresh look. Where is the fresh look? I went through the whole list of new lines that are being proposed or are under construction or sanctioned or work has begun. I find that these are the same old lines that the previous Railway Minister had approved. I do not think that Prof. Madhu Dandavate has suggested even one new line. At least he could suggest one new line for the sake of a fresh look.

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**PROF. MADHU DANDAVATE: To** have a fresh look we cannot cancel an old line.

SHRI J. RAMESHWARA RAO: I am trying to draw you attention to the concept of 'fresh look'. You promised us an interesting new budget. Alright you did not increase the fares. Very good. But in the actual implementation of projects, could we not think of priorities? Could we not say that these are important for development, whether it is agriculture, whether it is industry whether it is mining or any other particular field? But give importance to certain lines and see that they are completed. I tell you, Mr. Chairman, I hold no brief for my party. We made the mistake of spreading ourselves too thin on too many projects and development all around slowed down. Not only did we make this mistake in Railways but we made the same mistake in power, we made the mistake in steel and industrial develoment, in fact, in every field, with the result that projects could not come to fruition earlier. All I would like to appeal to the Railway Minister through you, Mr. Chairman is 'don't repeat our mistakes, but learn from our mistakes'. Here I would like to quote an English Writer who said "They are great men who can learn from other people's mistakes and take on. themselves the unfelt experiences of life". Therefore, please learn from ... our mistakes and draw up a list of priorities. This particular railway line serves the entire Nagarjuna Sagar oroject area. The Nagarjuna Sagar project is going to irrigate about three million acres and the agricultural nroduce that is going to come out of these areas has no means of being transported or of reaching the market centres. Road communications in this area are not well developed. This railway line is going to serve this whole area and I know right from 1957, we have been emphasising the need for completing this project. Finally it was sanctioned after a great deal of discussion and after more than

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one survey had been completed and we have now this amount of Rs. 30.0 lakhs for its construction. I do not know what we are going to do with this small amount. I think it will take a hundred years to complete this project. If I were the Railway Minister I would take 4 or 5 lines and give them top priority and get them completed. I will give one more example of a case in my own State. I can only give example from my own State because I know my State. I am not parochial. I gave examples of other States in other spheres. Some years ago taking on irrigation and power, I drew the attention of the Irrigation Minister, in this honourable House, to the importance of the hydro-electric power project in Bihar. Please don't think I am parochial because the second example also happens to be of my own State. The second line which I am referring to is the Nizamabad-Ramagundam line via Karimnagar. This area is a very backward area and it would be advantageous for the Pochampad project command area which is going to be developed soon. This project is going to irrigate one million acres. Its produce has to be marketed. But how will it be marketed without an adequate communication system? Ramagundam can become an industrial centre. It is the major coal producing centre in the You can have an industrial South. complex there. So, this Nizamabad-Ramagundam line via Karimnagar is going to benefit both agriculture and industry. Take up 5, 6, 7 or 8 projects whichever the Minister or the Ministry likes, and go ahead with them and complete all these projects in five years. You cannot complete all the 175 projects listed in five years. It will take a hundred years to complete the 175 projects listed. Take up 5 or 6 projects and complete them and then go to the next lot of six or seven projects. Have some list of priorities and the list of priority that may make is entirely a matter of your choice based on the requirements of the develop-

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ment of agriculture and industry or mines. While on this subject, I would like to draw the minister's attention to one other fact which I had the honour to draw the attention of this House some 15 years ago, when diesel traction was first being introduced in this country, I cautioned the then Government and the Minister from the Government benches that we did not have adequate oil producing capacity in this country. I said that I did not forsee the possibility of this country ever becoming self-sufficient in oil. I said: for heaven's sake, do not go in for dieselisation; we will be totally dependent on imported oil; we cannot afford our transport network to become dependent on imported oil. From the defence point of view, it was dangerous: from our own internal communication point of view. it is dangerous. I pleaded with the then Railway Minister: Instead of going in for dieselisation, please go in for electric traction. I also said that electric power generation did not mean hydro electric power. You can put up thermal plants at pit heads and link the country with an electric network or grid and have electric traction on the railways, and not diesel traction. I was laughed at by my own colleagues in the party and in the government, because dieselisation was the fashion then. It only means that we did not have the foresight to see that in 15 years time the world would be faced with the oil crisis and in 20 years time there would be shortage of oil in the world, and so Mr. Chairman, let us plan from now. Instead of increasing dieselisation, let us go on to electric traction. It will not be very expensive if you work out the economics of it. But somebody has to apply his mind and say: no dieselisation hereafter; we will not import oil for dieselisation of railways; we will do with internal resources. The Janata Party has been talking of Gandhiji and Gandhism. What are the basic tenets of Gandhism—local materials, local labour and local requirements and not to depend upon foreign, imported items. Gandhism does not mean only khaddar. Gandhi has to be interpreted and understood in the context of today. To me dieselisation is anti-Gandhian; electric traction is Gandhian. Apply Gandhian teachings objectively and constructively and let us get results. I hope that next year when the railway Minister presents his budget he would give me some answer to this after having gone into the economics of it. The hon. Minister of Parliamentary Affairs has a right to laugh; he and I used to agree on a great deal of things in those days when he and I worked together; I have no objection if he wants to pull my leg.

THE MINISTER OF PARLIAMENT-ARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA): I am enjoying the speech of the hon. Member; he is making better speeches from that side.

SHRI J. RAMESHWARA RAO: He should know that I have always made better speeches when I am critical; even when he and I were together in the same party, I was critical of the party....

SHRI RAVINDRA VARMA: It seems he enjoys open opposition more than internal opposition.

SHRI J. RAMESHWARA RAO: There is no difference between open opposition and internal opposition; I enjoy both.

The hon. Railway Minister seems to be quite pleased with himself yesterday when he said: last year there were 164 accidents and this year there were 164 accidents....(Interruptions). I thought that a new government with a new zest should do better. You could readily find fault with us and say: the morale of the employees was low; they were being pressurised; discipline was being imposed from the top; so they neglected their work and there were 164 accidents. But today there is freedom; the employees are enthused to work with greater zest. There should be less accidents; you cannot say that there are the same number of acci-

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dents; you should have certainly come forward and said that there must be less accidents.

PROF. MADHU DANDAVATE: Precisely, these are the very words in which I said yesterday: though the number of accidents remain the same, I am most unhappy; it must comedown to rock bottom.

SHRI J. RAMESHWARA RAO: I am not talking flippant. I am only trying to reply to you at the same level that you were talking yesterday. I can understand you saying that the Assam accident was an act of God and nobody could have prevented it.

**PROF. MADHU DANDAVATE:** If it was an act of God, I would not have appointed a judicial enquiry.

SHRI J. RAMESHWARA RAO: I read in the newspapers a statement of yours that it was an act of God.

PROF. MADHU DANDAVATE: Let it be corrected. I stated it in the House also. It was a statement made by the Additional Commissioner of Railway Safety and when I quoted him, I have to quote him as he said and not as I want. I never bring in God into any discussion.

SHRI J. RAMESHWARA RAO: I stand corrected. 'This is what I read in a newspaper and I was not here when you made the statement in the House.

But in any case I am glad that accidents will go down. But one thing worries me and I am sure it worries the Railway Minister also. I am glad to see that the Law Minister is also here. There has been a large number of crimes on the railways recently and some attention is to be paid to it as to why this is happening. Railway travel is becoming insecure. And I do not think we can allow crime on railways to grow. What steps are to be taken is for the Law Minister and the Railway Minister to think together and find a way out.

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## [Shri J. Rameshwara Rao]

I think, Mr. Chairman, I have broadly covered the main points that I wanted to make and I do hope that the Railway Minister will give some consideration to these points. I do not expect him to give me a reply today. As I said, next year when he presents the next budget, and I do hope he will present the next Railway budget, I hope he will give some thought to these suggestions.

श्री हकम देव नरायण यादव (मधबनी): समापति महोदय, रेल मती ने जो रेल बजट पेश किया है उस का समर्थन करने के लिए मैं खड़ा हम्रा हं। मैं उन को धन्यवाद देता हं कि जो घोषणाएं उन के द्वारा की गई हैं वह जो समाजवादी विचारधाराम्रों से वे प्रभावित रहे हैं उसी का असर है और वह होना भी चाहिए। लेकिन एक बात मुझे यह कहनी है कि हमारे रेल मंत्री जी ग्रन्छी हिन्दी बोलना **जनते हैं, फिर भी लोक समा में लोक भाषा** का प्रयोग न कर के इन्होंने विदेशी भाषा के माध्यम से रेल बजट को प्रस्तुत किया है, इस के लिए मुझे दुख है। यह नहीं होना चाहिए। जनता रेल है और उस पर जनता चढ़ती है तो जनता की रेल का बजट जनता की भाषा में ही सदन में माना चाहिए था। मैं समझता हं भविष्य में ऐसा नहीं होगा।

मैं ऐसे जिने से झाता हूं जिस जिले के कभी रेल मंत्री यहां थे जिन का बड़ा सुनाम झौर पुनाम भी रहा । झुर वह स्वर्गीय हो चुके हैं, श्री ललित नारायण मिश्र जी। उन के समय में दरभंगा जिले में कुछ रेल लाइनों के निर्माण का काम प्रारम्भ किया गया लेकिन झभी तक बह काम सब रुका हुग्रा है। जैसे दरभंगा से निर्मली तक गाड़ी गई है। निमंली से सरायगंज, सहरसा को जोड़ने का काम सुरू हुझा था, सबस्तिण भी हो गया लेकिन म्रभी तक उस को जोड़ा नहीं जा सका है। इसी तरह सहरसा, पूर्णिया, दरभंगा

मौर मधुबनी को रेल से जोड़ देने का काम रुका पड़ा है। पहले यह रेल लाइन थी लेकिन कोसी के कटाव के कारण वह बरबाद हो गई। सकरी हसनपूर लाइन काभी सर्वेक्षण हो चुका है। जमीन ली जा चुकी हैं। कुछ काम में हाथ लगाया गया लेकिन सारा पैसा बेकार हो गया। जमीन लेली गई, मिट्टी डाल दी गई लेकिन रेल लाइन नहीं बनी। जमीन में पहले जो खेती होती थी, गेह धान जो भी पैदा होता था,न वह पैदा हो पाता हैन वहां रेल चल रही है। वह पैदावार भी गई मौर रेल भी नहीं जली। इसलिए जल्द मे जल्द उस लाइन को चालू कर दिया जाय जिस से कुछ ग्रामदनी भी हो ग्रीर जमीन जो किसानों की ली गई है उस से किसानों में जो इससतोब है वह भी दूर हो । उन को रेल गाडीकम से कम मिल जाय, जमीन जो गई वह तो गई ही

एक बात मैं यह कहना चाहता हूं कि हमारे मधुबनी जिले में 85 मील सीमा का क्षेत्र है। न उस इलाके में सडक है न रेलगाडी है। ग्रगर नेपाल की सीमा वाले क्षेत्र में कोई जाना चाहे तो कोई जा नहीं सकता है । ग्रगर वर्वा हो जाती है, बाढ़ ग्रा जाती है, वहां कोई दूर्घटना हो जाये तो देश के लिए बही संकट की घड़ी उपस्थित हो सकती है। नेपाल के उस पार से जो किमिनल्स ग्राकर ।हेन्द्रस्तक में डकेतियां वगैरह डालते हैं उस के लिए मगर माफिसर लोग भी वहां जाना चाहें तो उन के जाने का कोई साधन ही नहीं है। इसलिए मैं यह कहता हूं कि सीमावर्ती इलाके में रेल लाइन बिछायी जायें। जैसे झंझरपूर से लोकहा तक है, इसी तरह निर्मली से जयनगर लाइन बिछा कर उस को सीतामढी तक बढा दिया जाय तो उतनी दूर तक जो लोगों की भावागमन भौर यातायात की कठिनाइ है वह दूर हो जायगी. । साथ ही साथ सीमावर्ती इलाके में जो खतरा रहता है, वह दूर हो सकता है ग्रौर रेल के जरियें गीव्रता से पहुंचा जा सकता है। इस लिये

मेरा मनुरोध है कि निर्मली-जयनगर-सीतामढ़ी को जोड़ दिया जाय ग्रौर मीमावर्ती इलाकों में रेल लाइन का ज्यादा में ज्यादा विस्तार किया जाय ।

मैं एक सवाल उठाना चाहता हं----हमारे देश में बिजली का ग्रभाव है। ग्रभी एक माननीय सदस्य बोल रहे ये कि रेल गाड़ियों में ज्यादा से ज्यादा बिजली का इस्तेमाल होना चाहिये । लेकिन, सभापति महोदय, मैं एक किसान हूं, मैं तो पहले ग्रपनी खेती देखंगा। सब से पहले भोजन, फिर वस्त्र, उस के बाद सवारी । पेट में रोटी रहेगी तव रेल से जायेंगे, यदि पेट में रोटी नहीं रहेगी तो रेल से कैमे जायेंगे । इमलिये मेरा मनुरोध है कि बिजली का उपयोग रेलगाड़ी के बजाय सब से पहले खेती में होना चाहिये, बोरिंग में होना चाहिये, पम्पिंग सेट्स में होना चाहिये। रेलगाड़ियों के इन्जिन तो कोयला ग्रीर डीजल से चल सकते हैं, लेकिन बिजली यदि म्राप हमारे बोरिंग ग्रौर पम्पिंग सेट्स को देंगे, सस्ती दर पर देंगे तो उस से ग्रनाज पैदा होगा ग्रीर देश की जरूरत पूरी होगी । इस लिये रेल-गाड़ियों को जितनी बिजली दी जाती है, उस में कटौती कीजिये मौर उस बिजली को खेतों में दीजिये जिससे खेती की ज्यादा से ज्यादा तरक्की हो सके । म्राज रेलगाड़ियों में एम्रर-कडीशंड डिब्बे लगाये जाते हैं, ये डिब्बे इस देश के लियें बिलकुल उपयोगी नहीं हूं। हमारे यहां प्रथम श्रेणी को लोग फी क्लास कहते हैं, उस में कौन लोग यात्रा करते हैं। ग्रगर कोई गांव का ग्रादमी चढ़ जाय तो उस को पकड़ लिया जाता है, लेकिन 95 प्रतिशत लोग मुफ्त में चलते हैं, जैसे पालि-यामेंट के मेम्बर हैं, विधान सभाग्रों के मेम्बर हैं, सरकारी कर्मचारी हैं या कुछ थोड़े से लोग जो पैसा देकर, टिकट लेकर चलते हैं वे बड़े-बड़े व्यापारी हैं जिन के पास नम्बर 2 का पैसा होता हैं। झाम जनता का उस से कोई सम्बन्ध नहीं है, इसलिये उस को तत्काल बन्द कर दिया जाय । यह जनता सरकार बनी

है, तो जनता रेलें चलाइये, सब के लिये एक-ममान दर्जा हो । जैसे म्राप जयन्ती एक्सप्रेस चलाते हैं, उसी तरह की गाडी चलाई जाय, उस में 2टायर, 3टायर के डिब्बे ज्यादा लगाइये । पालियामेंट के सदस्यों, विधान सभा के सदस्यों ग्रौर सरकारी कर्मचारियों को यदि ग्राप कुछ सुविधा देना चाहें तो उसी में चोड़ा स्थान उन के लिये सुरक्षित कर दें, जो कोटे से उन को मिले । इस तरह से बिजली का बहुत सा दुरुपयोग बन्द हो सकता है ।

एक बहुत मावम्यक प्रश्न है- बहुत सी नई-नई रेलवे लाइनें बन रही हैं- क्या यह सम्भव नहीं है कि रेल विभाग के लोग कृषि विभाग भौर वित्त विभाग से बात करें भौर रेल के लिये जो पुल बनाये जार, उन्हें बराज के साथ बनाया जाय, उन में पानी की निकासी के गेट बनाये जाय । इस से यह लाभ होगा कि पुल पर रेल गाडी घलेगी भौर साथ में पानी को रोक कर उस का इस्तेमाल खेती में किया जा सकेगा । यह ठीक है कि इस में थोडा पैसा ज्यादा खर्च होगा लेकिन उस से लाभ कितना होगा, एक तरफ़ यातायात की ममस्या का समाधान होगा भौर दूसरी तरफ़ खेती को पानी मिलेगा ।

एक निवेदन मुझे यह करना है कि जहां रेलवे-रोड कासिग्ज पर पुल नहीं है, वहां फाटक बन्द होने पर घटों ट्रैफिक को खड़े रहना पड़ता है । जैसे दरभंगा एक बहुत बड़ा जंक्शन बन गया है, जब वहां गुमटी कास करनी पड़ती है जो भोवर-बिज न होने से फाटक बन्द होने पर घन्टों खड़े∙ रहना पड़ता है । इस से बहुत कठिनाई होती· है, किसी के मुकदमे की तारीख हो या किसी दूसरे काम से\_जाना हो, तो उस में विलम्ब हो जाता है। इसलिये मेरा सुझाव हे कि े काफ़ी मात्रा में स्रोवर-क्रिज बनाये जाएं जिस से लोगों की इस समस्या का समाधान हो । --٠. **.** . . •••,• 18.00 hrs.

माखरी बात मैं यह कहना चाहता हूं---हमारे रेल मंत्री हमेशा समाजवादी रहे हैं--- [को हुक्म देव नारायण यनवक]

क्या रैल विभाग में यही परम्परा जलेगी कि को कुली है, पत्थर पहुंचाने वाला है, उस के वेतन झौर जो बड़े-बड़े झफसर हैं, उनके बेतन भौर भत्ते में जो भसमानता है, वह उल्ली तरह से कायम रहेगी ? ग्रगर सही नायनों में यह जनता का राज्य है. जनता सरकार है तो इस झसमानता को दूर करना होगा। जो नीचे के नौकर हैं मौर जो ऊपर के बड़े ग्रफ़सर है, उन के बेतनों में बहत मन्तर नहीं होना चाहिए । हमने मपने घोषणा पत्न में कहा है कि न्युनतम झौर अधिकतम वेतन का फ़र्क 1 मौर 10 होगा। ग्राप कहीं से तो इस को गरू कीजिए । मेरा कहना यह है कि रेलवे विभाग में जो कम वेतन पाने वाले हैं उन को म्रगर एक रुपया प्रति दिन मिलता है तो सब से बडे झफ़सर को 10 रुपये मिलें झर्यातु 1 झौर 10 का झन्तर हो। इस को फौरन लागु किया जाए तभी लोग जानेंगे कि जनता राज्य जो झाया है, वह सही काम करेगा । मेरा कहना यह है कि शारीरिक परिश्रम करने वालों को झाप प्रायमिकता दें। जो झादमी ढ़ाइवर है या भौर जो दूसरे लोग हैं जो 12, 12 मौर 14, 14 घंटे परिश्रम करते हैं और अपना पसीना बहाते हैं उन के पास रहने के लिए सूबिघाजनक मकान नहीं है, उन के पास धाराम करने के लिए जगह नहीं हु घौर जो कम मेहनत करने वाले हैं, ठंडे के नीचे झौर धाराम से मौकरी करने वाले लोग है, उन को बड़े-बड़े महल रहने के लिए दिये जाते हैं। क्या यही जनता राज्य होगा ? जो कम मेहनत करे उस को ज्यादा सुविधा दी जाए भीर ज्यादा मेहमत करे उस को कम । वह 10. 10 बच्चों के साथ एक छीटे से झोंपडे में जानवर की तरह रखा जाता है, बन्द कर के रखा जाता है। इसलिए मैं यही कहंगा कि ज्यादा धारीरिक परिश्रम करने वाझे को

ज्यादा भाराम मिलना चाहिए झौर ज्यादा सुविधाएं मिलनी चाहिए ।

माखरी बात में यह कहना चाहता हूं कि हमारे दरभंगा में एक क्लेम्स भाफिस था। मब उस को भी उठा दिया गया है। स्व० ललित नारायण मिभ ने वहां \_पर एक डिवीजनल माफ़िस की योजना बनाई थी ग्रौर डिवीजनल ग्राफ़िस का सर्वे भी हो चुका था। सारी योजना बन चुकी यी लेकिन धव वहां पर डिवीजनल ग्राफ़िस नहीं बन रहा है। इस के झलावा वहां से क्लेम्स झाफ़िस भी उठा लिया गया है। पहले तो वहां पर व्यापारियों को तूरन्त जांच पड़ताल कर के उन के क्लेम्स का भगतान कर दिया जाता था लेकिन भव क्लेम्स भाफ़िस हटने से उन को बहत दिक्कत हो रही है। मेरी माप से प्रार्थना है कि चगर झाप वहां पर डिबीजनल झाफ़िस नहीं दें सकते हैं, तो कम मे कम क्लेम्स झाफ़िस को तो वहां फिर से बना दीजिए ।

इस के ग्रलावा दरभंगा ग्रीर मधुवनी लाइन पर ग्राप को सुधार∙करना चाहिए । दरभंगा में तुरन्त बड़ी लाइन देनी चाहिए जिससे दरभंगा सभी के साथ जुड़ जाए ग्रीर वहां के लोगों को कुछ सुविधा मिल जाए ।

इन शब्दों के साथ में समाप्त करता हूं।

समापति महोवय : श्री सुखदेव प्रसाद वर्मा । ग्रब तो समय हो गया है, ग्राप कल बोल लीजिए ।

The House sands adjourned till -11 A.M. tomorrow.

18.00 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Friday, June 17, 1977/Jyaistha 27, 1899 (Saka).