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Thursday, July 10, 1980

Asadha 19, 1902 (Saka)

LOK SABHA DEBATES

**Third Session
(Seventh Lok Sabha)**



(Vol. VI contains Nos. 21- 30)

**LOK SABHA SECRETARIAT
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CONTENTS

No. 24, Thursday, July 10, 1980/Asadha 19, 1902 (Saka)

	COLUMNS
Oral Answers to Questions :	
*Starred Questions Nos. 471, 473, 476, 477, 479, 481 to 485, 489 and 365	1—40
Written Answers to Questions :	
Starred Questions Nos. 470, 474, 475, 478, 480 and 486 to 488	41—48
Unstarred Questions Nos. 3632 to 3804	49—208
Statement Correcting Answer to Unstarred Question No. 1308 dated 19-6-1980	208
Re. Questions of Privilege and Adjournment Motions	209—13
Re. Adjournment Motion :	
Strike by Doctors in Delhi Hospitals	213
Arrest of Member :	
(Shri Rasheed Masood)	213, 214—18
Papers Laid on the Table	214, 218-19
Message from Rajya Sabha	219-20
Calling Attention to Matter of Urgent Public Importance :	
Schemes to bring about improvement in the slums of the metropolitan cities of the country	221—42
Shri Chandrajit Yadav	221, 223—31
Shri P.C. Sethi	221—23, 231—33, 237—40
Shri Ram Vilas Paswan	233-37
Shri Pratap Bhanu Sharma	240-41
Statement Re. Withdrawal of Money from the Contingency Fund towards Payment to Banks Nationalised on 15th April, 1980	242-43
Matters Under Rule 377, —	
(i) Steps to stop expulsion of Scheduled Castes/Scheduled Tribes students from I.I.T., Bombay :	
Shri A.K. Balan	243-44
(ii) Need for better storage facilities for wheat in the Food Corporation of India Warehouses in Allahabad :	
Shri B. D. Singh	244-45
(iii) Need for effective measures to check the soil erosion caused by Buri-Gandak river in West Champaran district of Bihar :	
Shri K. M. Madhukar	245
(iv) Reported cancellation of passenger trains in Kerala due to shortage of coal :	
Shri George Joseph Mundackal	245-46

*The Sign + marked above the name of a Member indicates that the question was actually asked on the floor of the House by that Member.

(v) Need to prevent good breed cattle of Rajasthan being taken to Bombay for slaughter :	
Shri Chaturbhuj	246
(vi) Reported constant shut-down of Kota Atomic Power Plant :	
Shri Nawal Kishore Sharma	24
(vii) All-weather ship plying between Lakshadweep and main-land being held up to Cochin Port :	
Shri P.M. Sayeed	246-47
Demands for Grants (General), 1980-81 :	
Ministry of Energy and Department of Coal (Ministry of Steel, Mines and Coal)	248—303
Shri Ananda Gopal Mukhapadhyay	248—56
Shri S.B. Chavan	256—66
Shri Bijoy Madak	266—72
Shri G.L. Dogra	272—75
Shri Vikram Mahajan	275—81
Shri Bindeshwari Dubey	281—87
Dr. V. Kulanadaivelu	287—90
Shri A.R. Mallu	290—95
Shri Virdhi Chandra Jain	295—98
Shri V. Kishore Chandra S. Deo	298—303
Shri Motilal Singh	303
Discussion Re. Incidents of Rape and Atrocities on Women	303—64
Shri Jyotirmoy Bosu	304—11
Dr. Rajendra Kumari Bajpai	311—14
Shri Rajesh Pilot	314—17
Shri Chandrajit Yadav	317—22
Shrimati Mohsina Kidwai	322—25
Shrimati Geeta Mukherjee	325—27
Shri Dharam Dass Shastri	327—30
Shri T. Nagarathnam	330-31
Shri R.K. Mhalgi	331—33
Shri Tariq Anwar	333—35
Shri Jagjivan Ram	335—38
Shrimati Pramila Dandavate	338—41
Shri Yogendra Makwana	341—47
Shri A. Neelalohithadasan	347-48
Shri Mani Ram Bagri	349—51
Shri A.K. Roy	351—53
Shri Zail Singh	354—64

LOK SABHA DEBATES

1

2

LOK SABHA

Thursday, July 10, 1980/Asāḍha 19,
1902 (Saka).

The Lok Sabha met at Eleven of the
Clock.

[MR. SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS

Agreement with Striking Loco Employees

*471. SHRI M. V. CHANDRASHE-
KHARA MURTHY:
SHRI P. M. SAYEED:

Will the Minister of RAILWAYS
be pleased to state:

(a) whether an agreement has been
reached between the loco strike em-
ployees and his Ministry on 17th June,
1980;

(b) if so, what were the points of
agreement;

(c) the extent to which the demands
of employees have been fully met;

(d) what is the estimated loss
suffered due to this strike; and

(e) what efforts Railways were
making to overcome this loss?

THE MINISTER OF STATE IN
THE MINISTRY OF RAILWAYS
(SHRI C. K. JAFFAR SHARIEF):

(a) to (e). A statement is laid on
the Table of the House.

Statement

(a) An agreement between the re-
presentatives of the Loco Running
Staff Association and the Northern
Railway Administration, (and not
between the employees and the Minis-
try) has been reached.

1268 LS—1.

(b) and (c). The agitating loco
running staff insisted on the follow-
ing demands being met before resum-
ing duty:

(i) "No work, no pay" rule should
not be enforced.

(ii) None of the Loco Running
Staff should be taken up, for any
reason.

(iii) SHO/GRP, Rohtak should be
suspended.

(iv) The commuters who man-
handled the engine crew should be
arrested.

(v) Break in service should not
be imposed.

(vi) All suburban passenger
trains should be provided with
armed escorts.

An agreement was reached on 16th
June 1980 in which it was agreed that
to enable an impartial enquiry being
held, the Haryana Government will
be approached to consider temporary
shifting of SHO/GRP, Rohtak at
least during the pendency of the en-
quiry. It was agreed that there will
be no break in service but the ab-
sence of the staff during the strike
will be treated as "no work, no pay"
and the cases where departmental
action had been taken will be review-
ed. It was also agreed to provide
escorts on selected commuter trains
for next few days.

(d) Rs. 175.73 lakhs.

(e) Efforts were made to run essen-
tial passenger and goods train ser-
vices by deploying Territorial Army
Personnel and with the help of the
loyal staff who were provided pro-
tection by police patrol and RPF Per-
sonnel. Efforts were concentrated on
the movement of most essential com-
modities viz coal for power houses, coal
for railways, POL and food grains to
draught affected areas.

SHRI M. V. CHANDRASHEKHARA MURTHY: Mr. Speaker, Sir, during the year 1977, in Janata and Lok Dal regime, we had lost about 37.1 million mandays due to industrial disputes like lock-outs and strikes. Even though a productivity-linked bonus was given to railway employees, the relationship was not at all improved. In view of the fact that even though the Northern Railway strike was called off, some of the employees are on the work-to-rule agitation. If so, what action the Government proposes to take?

SHRI C. K. JAFFER SHARIEF: Sir, the question is related to the recent strike which was in the Northern Railway. But this strike was not, as the Member has just now explained, on the work-to-rule. This strike was an unfortunate strike on a very stray incident. So, the question that the Member has raised does not arise out of this question that has been put.

SHRI M. V. CHANDRASHEKHARA MURTHY: During the strike some of the employees were engaged in criminal activities such as acid-throwing and damage to railway properties. In view of this fact, I want to know from the hon. Minister whether such employees were taken back to work and if so, the total number of such persons.

SHRI C. K. JAFFER SHARIEF: Sir, the employees were responsible for sabotage or intimidation or victimisation and such employees have not been taken on duty. However, when an agreement was reached, a Committee was appointed to review the cases. That was a part of the agreement and that Committee has reviewed the cases on their merits and such of those employees who were not involved in such kinds of crimes have been taken back.

SHRI P. M. SAYEED: Sir, such frequent strikes caused huge losses to the exchequer and so much dislocation to the movements of cargo and

passengers. This time the strike caused a loss of Rs. 175.73 lakhs to the exchequer. Sir, the strike was sparked off on account of this small incident and it dragged on. Even now, there is a rumour going on that the employees are not satisfied, they may resort to strike again. Therefore, I want to know from the hon. Minister whether before such an incident happens again, is there any mechanism with the Ministry to see that the employees can approach before they resort to such extreme step.

SHRI C. K. JAFFER SHARIEF: There is already a provision for a Grievances Committee at the zonal level. The employees and the administration always sit together and sort things out. There is always scope to come to an understanding. As my hon. friend has pointed out, there is a way out for the employees always to negotiate with the administration before going on strike.

श्री राजेन्द्र प्रसाद यादव : अध्यक्ष जी, लोको हड़ताली कर्मचारियों ने सरकार के सामने मुख्यतया 6 मांगें रखी थीं, जिन में से सरकार ने अंशतः 5 मांगों को माना और एक मांग जो "नो वर्क नो पे" वाली बात थी उस को नहीं माना। मैं निवेदन करना चाहता हूँ कि कर्मचारी हड़ताल पर अभी हालत में आते हैं

अध्यक्ष महोदय : सवाल पूछिये।

श्री राजेन्द्र प्रसाद यादव : सरकार का ध्यान दिलाने के लिए लोको कर्मचारियों ने जो हड़ताल की और सरकार ने उनको वापस काम पर माना, क्या सरकार हम पर विचार करेगी कि "नो वर्क नो पे" वाली मांग को भी मान लिया जाए ताकि जिन हड़ताली कर्मचारियों ने हड़ताल के दौरान काम नहीं किया उन्हें भी वनक्वाट मिल सके ?

SHRI C. K. JAFFER SHARIEF: Actually, this does not arise out of the original question. However, I would like to say that the employees have accepted "no work, no pay".

SHRI GEORGE FERNANDES: From the reply which the hon. Minister has given it seems that the issue has been resolved, but I would like

to point out that on the 3rd July, only seven days ago, the employees concerned in this, the Association with which they have reached an agreement, had written to the Railway Ministry stating firstly that the situation has not been normalised, secondly that the spirit of no victimisation has been replaced by a vindictive spirit not only by the railway authorities but also by the Haryana police, thirdly that every time bail is obtained, a new case is slapped against the employees and they are put behind bars, whenever they have been released they have been arrested, and fourthly that the position as it stands today is that 64 persons are still out of service, 40 persons have been reverted to the post of cleaner from driver. So, will the hon. Minister kindly tell us whether he still stands by his reply or he would try to go through the complaints which the employees have made and set things right before they once again get out of hand?

SHRI C. K. JAFFER SHARIEF: I appreciate the spirit of Mr. Fernandes who has been always on the forefront on such occasions, but let me tell the hon. Member that there has been complete satisfaction on the part of the employees with the agreement that has been reached. It is surprising to hear from the hon. Member that some workers who were released have been re-arrested. This kind of complaint has not reached the Ministry. We are not aware of it.

SHRI SAMAR MUKHERJEE: I have personally talked with the Minister, Shri Tripathy and handed over to him a letter regarding those complaints.

SHRI GEORGE FERNANDES: I have quoted from a letter addressed to the Railway Ministry. He is not obviously running the Ministry.

SHRI C. K. JAFFER SHARIEF: If the hon. Members interrupt me before I can reply, it will be very

difficult for me to answer. If something is brought to our notice, certainly we will look into it. We have entered into an agreement in a good spirit to gain the goodwill of the workers. It is not that we are not interested in having the goodwill of the workers.

SHRI GEORGE FERNANDES: But there is vindictiveness on the part of both the railways and the Haryana Government.

SHRI C. K. JAFFER SHARIEF: All the workers who had been arrested have been released. Out of 196 workers who were removed from service, only 64 workers are out of service...

SHRI NARAYAN CHOUBEY: He says only 64 workers out of service. It is "only 64"... (*Interruptions*).

MR. SPEAKER: You are not allowed; I am not allowing.

SHRI C. K. JAFFER SHARIEF: Let me assure the hon. Members who want to shout that we are equally the champions of workers, not they alone. (*Interruptions*).

MR. SPEAKER: You are not allowing him to answer. You are interrupting him again and again. You hear him fully what he has to say.

SHRI C. K. JAFFER SHARIEF: Let them not think they are the only people to protect the workers. We are equally anxious to protect the workers. Kindly bear with me; allow me to have my say.

The main questioner already put a question what action has been taken against the workers who were responsible for sabotage, intimidation and all that. Some of these workers who are out of service are the per-

songs who are involved in these cases. Therefore, they are still out of service. The Review Committee is considering the cases on merit.

SHRI M. RAM GOPAL REDDY: May I know whether the Government appreciates or condemns the strike of workers which has resulted into a loss of Rs. 1.75 crores to the nation? Rs. 1.75 crores is only a direct loss. I want to know whether they have calculated how much the public has suffered on account of non-delivery of goods in time at several places. If that loss is calculated, it may go upto Rs. 10 crores. Is that a fact or not?

SHRI C. K. JAFFER SHARIEF: The figure mentioned is the direct loss. If the indirect loss is taken into consideration, it may be much more. But that has not been assessed.

SHRI M. RAM GOPAL REDDY: Whether the Government appreciates it or condemns it.

SHRI C. K. JAFFER SHARIEF: We condemn it.

श्री छांगुर राम : अध्यक्ष महोदय, मैं यह कहना चाहता हूँ कि रेलवे कर्मचारियों की जो मांगें थीं, वे करीब करीब सब उन्होंने मान लीं लेकिन वे मांगें हड़ताल में 175 लाख रुपये का नुकसान होने के बाद मानी हैं। इस तरह से मजदूर हो कर गवर्नमेंट ने उन की मांगें मानी हैं क्योंकि पहले जब ये मजदूर इन मांगों को लेकर मंत्री जी के पास, सरकार के पास गये थे तो उन्होंने उन मांगों को नहीं माना था। इस सम्बन्ध में मुझे रहिम साहब का यह दोहा याद आ रहा है, जिस को मैं सदन में सुनाना चाहता हूँ—

“रहिम चाक कुम्हार को मांग दिया न दे,
छेद में डंडा डाल कर चहे नाद ले ले।

यही हालत इस सरकार की है। मजदूर जब सीधे से मांगते थे तो इन्होंने उन की मांगों को नहीं माना लेकिन हड़ताल हो जाने पर उनको मान लिया।

अध्यक्ष महोदय : आप सवाल कीजिए।

श्री छांगुर राम : मैं सवाल ही पूछ रहा हूँ। 175 लाख रुपये का नुकसान होने के बाद उन की लगभग मांगों को सरकार ने मान लिया है। तो मैं आप की आज्ञा से मंत्री जी से यह सवाल पूछना चाहता हूँ कि ऐसी परिस्थिति को रोकने के लिए कि मजदूरों को हड़ताल न होने पावे, जब वे अपनी

मांगों को सरकार के सामने रखते हैं, तो उनकी उचित मांगों पर सरकार सहानुभूतिपूर्वक विचार करले ताकि हड़ताल में उन को न जाना पड़े।

SHRI C. K. JAFFER SHARIEF: The strike is on a non-issue. It is not based on an issue.

लखनऊ-बरेली रेल लाइन को बड़ी लाइन में बदला जाना

* 473. श्री राम लाल राही : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार का विचार लखनऊ-बरेली मीटर गेज लाइन को बड़ी लाइन में बदलने का है;

(ख) यदि हां, तो इस कार्य के कब तक आरम्भ होने की संभावना है ;

(ग) क्या उपरोक्त लाइन को बदलने की बजाय भुमावल-सीतापुर मीटर गेज लाइन को बड़ी लाइन में बदलकर भुमावल में शाहजहापुर तक बड़ी लाइन का होना अधिक लाभप्रद तथा उपयोगी होगा; और

(घ) यदि हां, तो इन लाइनों को बदलने में गिन कठिनाइयों का सामना करना पड़ेगा और इस सम्बन्ध में व्यौरा क्या है ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) No, Sir.

(b) Does not arise.

(c) and (d). There is no proposal to convert the Lucknow-Bareilly MG line into BG. The question of converting Burhwal-Sitapur line into BG is under examination.

श्री राम लाल राही : अध्यक्ष महोदय, अभी मंत्री जो ने उत्तर दिया है। उस से मुझे बड़ा आश्चर्य लग रहा है कि इस प्रश्न के (ग) भाग में बड़वल-सीतापुर ब्रांच लाइन को बड़ी लाइन में बदलने के बारे में पूछा गया था लेकिन मंत्री जी ने कहा कि प्रश्न को जांच की जा रही है। मैं पूछना चाहता हूँ कि क्या प्रश्न की जांच की जा रही या लाइन बदलने की जांच की जा रही है? अगर लाइन बदलने की जांच की जा रही है तो क्या कोई अधिकारी जांच करने के लिए वहां भेजा गया है, या वहां नियुक्त किया गया है और उसकी जांच रिपोर्ट कब तक आ जाएगी ?

SHRI MALLIKARJUN: I may tell the hon. Member that the project report has already been submitted and it is under consideration. Certain clarifications have been sought by the North-Eastern Railway. As soon as that is done, it will be taken up.

श्री राम लाल राही : अध्यक्ष महोदय, मैं जानना चाहूंगा कि जो प्रोजेक्ट रिपोर्ट मंत्रालय को माई है क्या वह मंत्री जी के पास है ? उस रिपोर्ट में क्या यह सुनिश्चित कर लिया गया है कि बुढ़वल-सीतापुर मीटरगेज लाइन को बड़ी लाइन में बदल दिया जायगा ? क्या यह भी सुनिश्चित कर लिया गया है कि इस लाइन को ब्राडगेज में परिवर्तित करने के बाद सीतापुर-शाहजहापुर ब्राडगेज लाइन से कनेक्ट कर दिया जाएगा और एक डायरेक्ट लाइन बना दी जाएगी जिससे कि पूर्वोत्तर भारत का सीधा मार्ग पश्चिमोत्तर भारत तथा राजधानी दिल्ली तक उपलब्ध हो जाए ?

SHRI MALLIKARJUN: So far as the second question of the hon. Member is concerned, there is no such proposal.

SHRI BASUDEB ACHARIA: Will the hon. Minister kindly state what are the recommendations of the National Transport Committee appointed by the Planning Commission in April, 1978 in regard to conversion of narrow gauge line into broad gauge line?

SHRI MALLIKARJUN: So far as the National Transport Committee recommendations are concerned, they have not yet been received by the Ministry. They are with the Planning Commission.

Trains in Jammu and Kashmir

*476. **SHRI GHULAM RASOOL KOCHACK:** Will the Minister of RAILWAYS be pleased to state:

(a) whether his Ministry has any proposal to provide electric run-train in Jammu and Kashmir State;

(b) if so, when such trains are likely to be introduced in the Srinagar city also;

(c) whether any survey in this regard has been conducted;

(d) whether the work for introducing such Railway has started and how

much money is likely to be provided for this purpose during the current financial year; and

(e) by what time the Rail link with Srinagar is likely to be completed?

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

Statement

(a) No.

(b) Does not arise.

(c) to (e). A preliminary engineering-cum-traffic survey for an electrified local railway line connecting Baramula with Qazigund via Srinagar was carried out during 1971—73, which revealed that the project would cost Rs. 71.33 crores as M.G. line if it is constructed as Railway work and Rs. 81.17 crores if it is constructed as a "Deposit Work" of State Government. The corresponding cost of B.G. line was estimated at Rs. 78.62 crores as a railway work and Rs. 89.40 crores as a "Deposit Work" at the price level of 1971—73. The present-day construction cost would be much higher. The project was not found to be remunerative, return being (—) 1.10 per cent for MG and (—) 1.00 per cent for B.G. in the 6th year of opening of the line. Due to limited financial resources and highly unremunerative character of this project, it has not been possible to undertake the construction of this project consequently this project has been shelved.

A final location engineering survey for the extension of B.G. railway line from Jammu Tawi to Udhampur in Jammu and Kashmir State is in progress at present. Further consideration to this project will be given after the survey is completed and survey report examined from all angles, subject to availability of adequate funds and its clearance by the Planning Commission.

No investigations have been carried out for rail link beyond Udhampur upto Qazigund in the recent past.

SHRI GHULAM RASOOL KOCHACK: Kashmir being a sensitive area, quick military deployment is the urgent need of national security. This can only be provided by a railway link as the road often gets blocked. Is the hon. Minister aware of it and, if so, what steps they propose to take in this regard?

SHRI MALLIKARJUN: On the request of the State Government of Jammu and Kashmir, in 1971—73, a survey has been conducted for a rail link between Baramullah and Qazigund via Srinagar. But, however, the State Government have not—it is a "Deposit Work"—yet deposited anything.

SHRI GHULAM RASOOL KOCHACK: My question is about providing an effective rail link from Jammu to Kashmir. For that I have put a specific question whether the military deployment should not be, in the interest of security, made a basis for the construction of the railway link between Jammu and Kashmir.

SHRI MALLIKARJUN: So far as the Defence requirement is concerned, it is upto the Defence Ministry to take any decision in consultation with this Ministry. At the moment I cannot say anything.

SHRI GHULAM NABI AZAD: There was a proposal to have a railway line from Jammu to Udhampur for the last so many years. May I know what has been done in this behalf and when the work is to be taken up?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): A final location engineering survey for the extension of the BG railway line from Jammu Tawi to Udhampur in Jammu & Kashmir State is in progress at present. We are waiting for the report. Once the report comes, it will go to the Planning Commission.

DR. KARAN SINGH: The hon. Minister has just said in reply to a question from my friend and colleague that the matter regarding Udhampur is still under consideration. But I would point out that, in fact, in this House Prof. Madhu Dandavate, when he was Minister, had given a clear-cut assurance that the line would be taken to Udhampur because that is the headquarters of the Northern Army Command, and the point Mr. Kochack also raised with regard to the Defence requirements will, to a large extent, be met by taking the line to Udhampur. Now, I find from the reply that the Government has given—and the Minister has been good enough to write to me also—that they are again talking in tentative terms, that the matter is still being considered. Would the hon. Minister be good enough to give a categorical assurance that the commitment already made by the Government of India that the railway line would be extended to Udhampur, will be respected by them?

SHRI G. K. JAFFER SHARIEF: In the spirit of the assurance given by Prof. Madhu Dandavate, the final location survey has been taken up. It is always after the final location survey that any railway line is considered, and then it goes to the Planning Commission and gets the clearance. When I say that the final location survey is in progress, I think the hon. Member should appreciate the anxiety of the Government.

Railway Accident in Kangra Valley

***477. PROF. NARAIN CHAND PARASHAR:** Will the Minister of RAILWAYS be pleased to state:

(a) whether a railway accident occurred on 12th May, 1979 between Talara and Bharmar Railway Stations of Kangra Valley Railway (Northern Railway) due to derailment;

(b) if so, whether there was any casualty on this score;

(c) if so, the number of passengers killed in this accident;

(d) whether any compensation has been sanctioned and paid to the survivors;

(e) if not, the reasons therefor and whether the Northern Railway Administration has received any representation pointing out ignorance on the part of Railways;

(f) if so, the action taken by the Administration on the representation; and

(g) if not, the reasons therefor and the likely date by which the action would be taken?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) to (g). A statement is laid on the Table of the House.

Statement

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

(c) In this accident, 8 persons were killed.

(d) One of the claimants, who had also applied for interim relief, has been paid Rs. 15,000/- as interim compensation in respect of a person killed in the accident; no compensation has yet been paid to other claimants.

(e) The claims for compensation are being settled by the District Magistrate, Kangra at Dharamshala as the ex-Officio Claims Commissioner.

Two representations were received by the Northern Railway requesting for the payment of compensation.

(f) On receiving the representations, the claimants were advised by the Northern Railway Administration to lodge their claims with the ex-officio Claims Commissioner (District Magistrate, Kangra at Dharamshala). They have since filed their claims.

(g) Does not arise.

PROF. NARAIN CHAND PARASHAR: In the statement it has been

mentioned that eight persons were killed. May I know from the hon. Minister the names of those eight persons killed and also why only one was given compensation and the other seven persons have not been given compensation?

SHRI MALLIKARJUN: At the moment I do not have the names of those persons. So far as the claims of compensation by the other persons are concerned, they have not claimed interim relief. The District Magistrate is the Commissioner for Claims ex-officio. The persons who made representations to the Railways have been asked to make representation to the District Magistrate, Kangra.

PROF. NARAIN CHAND PARASHAR: It is a serious matter. The names of those persons should have been available. Anyhow, may I know whether there is any time limit by which the compensation is to be paid? Because accidents is always a very sad thing, and the compensation should be paid immediately. There should be some time limit, say, six months or a year. What is the time limit set in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): It is always our anxiety that the claims should be expedited. We have asked the Commissioner for Claims to expedite it as early as possible.

SHRI M. SATYANARAYAN RAO: Derailment is taking place everywhere in India, not only in Kangra. I would like to know what is the reason for it. Is it due to the negligence of the persons posted or is it because of out-moded railway lines? I would like to know what steps he is going to take to see that these things will not happen in future.

SHRI MALLIKARJUN: The reason for the derailment in this case is entirely different from what the hon.

Member is asking in general. In general, a sophisticated ultrasonic mechanism has been developed to see that flaws on the axle, and in the tracks are detected. Sometimes miscreants are stealing it away. So many such things are involved in this.

MR. SPEAKER: Next Question.

Increased number of Bogies in Tata—Patna Express

*479. SHRI R. P. YADAV: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that there is always heavy rush in Tata-Patna Express leaving Tatanagar at 7.20 p.m.;

(b) whether it is also a fact that a large number of passengers stand in the waiting list of 1st class, 2-tier, 3-tier sleeper and many passengers are disappointed for want of availability of accommodation;

(c) if so, whether Government propose to increase the number of bogies of 1st class, 2-tier and 3-tier sleeper coaches in the train; and

(d) what other steps are being proposed to be taken in this regard?

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

Statement

87/88 South Bihar Express is a well patronised train between Patna and Tatanagar. It has been found that there is no heavy waiting list for reserved accommodation both in 1st class and 2nd Class from Tatanagar. There is, therefore, no justification for augmenting the load by sleeper or first class coaches.

However, an analysis of the occupation has shown that there is heavy overcrowding in unreserved 2nd class accommodation, particularly by short distance passengers on Asansol-Jhajha section.

87 Up South Bihar Express caters to passengers for Patna and North Bihar area to avail of further connections at Mokama or Patna. For their convenience, a direct tri-weekly train has been introduced between Tatanagar and Muzaffarpur in 1977. 87/88 South Bihar Express is also running with full load under steam traction on Tatanagar-Asansol section. Augmentation of its load is not feasible having regard to the hauling capacity of the locomotive. Dieselisation of this train on Asansol-Patna section will no doubt help its augmentation but dieselisation of overcrowded Mail/Express trains is being done on a programmed basis having regard to the availability of diesel locomotives. A large number of diesel locomotives are already committed for various services and new trains. Dieselisation of this train will, however, be kept in view for implementation at the appropriate time.

श्री राजेन्द्र प्रसाद यादव : अध्यक्ष महोदय, टाटानगर देश का प्रमुख औद्योगिक केन्द्र है तथा पटना बिहार की राजधानी है। इस कारण प्रतिदिन हजारों पैसेन्जर पटना और टाटानगर के बीच सफर करते हैं। यह गाड़ी चूँकि रात को चलती है और दूसरे दिन सुबह पटना पहुंचती है, इसलिए काफी असुविधा लोगों को होती है।

मंत्री महोदय ने अपने स्टेटमेंट में कहा है कि 87 / 88 साउथ बिहार एक्सप्रेस गाड़ी पटना और टाटानगर के बीच काफी लोकप्रिय है, लेकिन देखने में आया है कि टाटानगर से पहले और दूसरे दर्जे दोनों में आरक्षित स्थानों के लिए प्रतीक्षा सूची कोई बहुत बड़ी नहीं होती, मैं यह कहना चाहता हूँ कि यह बात गलत है। मैंने एक दिन स्वयं देखा है कि फर्स्ट क्लास में 50 के करीब पैसेन्जर्स वेटिंग लिस्ट पर थे और सैकिंड क्लास में 100 के करीब वेटिंग लिस्ट में थे। यह स्थिति वहाँ पर लगभग रोज रहती है।

मैं मंत्री महोदय से जानना चाहता हूँ कि किसी एक दिन पटना में कितने टिकट टाटानगर के लिए कटे और टाटानगर में कितने टिकट पटना के लिए कटे? इससे फर्स्ट और सैकिंड क्लास के मुसाफिरों का जायजा आ जायेगा और इससे जानकारी हो जायेगी कि कितने आरक्षण लोगों को मिलते हैं और कितने वेटिंग लिस्ट पर रहते हैं?

SHRI C. K. JAFFER SHARIEF: What the hon. Member just now said is his personal experience of one day

but the railway administration normally takes into consideration the average of six months. According to the figures that are available, the waiting list is: First class—2, Second Class—2 tier—16 and Second class—3 tier—17.

श्री राजेन्द्र प्रसाद यादव : मंत्री महोदय ने माना है कि यह ट्रेन बहुत महत्वपूर्ण है और उनको यह भी जानकारी है कि यह गाड़ी स्टीम इंजन से चलती है। इससे आयेदिन यह होता है कि यह रास्ते में खराब हो जाती है और पूछने पर कहा जाता है कि कोयला खराब है, मेन्टीनेन्स नहीं हो रहा है। मैं यह जानना चाहता हूँ कि इस ट्रेन की महत्ता को देखते हुए क्या इस बात पर विचार किया जायेगा कि इसमें डीजल इंजन लगाया जाये ?

SHRI C. K. JAFFER SHARIEF:
The dieselisation of these trains is done on a phased manner and there are heavy density traffic routes all over the country and priorities are given according to the need of the traffic. So, I cannot just commit to the hon. Member. It will take time. Depending upon the availability of locomotives, as and when it is possible, we will consider it.

श्री तारिक अमबर : करीब 20 साल पहले इससे भी अधिक हम समझते हैं, टाटानगर और पटना के बीच में साउथ-बिहार एक्सप्रेस गाड़ी चलनी शुरू हुई थी। आज 20 साल के बाद जब कि दोनों शहरों की आबादी पता नहीं कितने गुना बढ़ चुकी है, और लोगों के आवागमन की संख्या बहुत ज्यादा बढ़ चुकी है, लेकिन इसके बावजूद भी यहाँ किसी नई ट्रेन चलाने की या किसी और नई व्यवस्था करने की कार्यवाही नहीं की गई है। जो व्यवस्था 20 साल पहले थी, वही आज भी बरकरार है। मैं जानना चाहूँगा कि क्या किसी और नई व्यवस्था या नई ट्रेन चलाने की कोई योजना है, जिससे वहाँ के मुसाफिरों को सुविधा पहुंच सके ?

SHRI C. K. JAFFER SHARIEF:
Recently in 1977 a new tri-weekly train was introduced between Patna and Muzaffarpur and as per the survey conducted by the Railway Administration, the present arrangement is able to take care of the needs of the traffic there.

SHRI NARAYAN CHOUBEY: I am sure the hon. Minister is aware that there is an acute shortage of bogies and carriages on the Railways. Is it

a fact that the number of bogies to be attached to this particular train sometimes is not attached due to this reason?

SHRI C. K. JAFFER SHARIEF:
Sir, as far as our knowledge goes, it is not so.

श्री कुल्लु प्रताप सिंह : मैं मंत्री महोदय से यह जानना चाहता हूँ कि वह जो सर्वे कराते हैं, या जानकारी प्राप्त करने का उनका जो सोर्स, माध्यम, है, क्या उसके अलावा यात्रियों की कठिनाइयों के बारे में जन-प्रतिनिधि या अन्य लोग उन्हें जो प्रतिवेदन देते हैं या प्रश्न पूछते हैं, या ध्यान आकषित करते हैं, क्या वह उन पर भी विचार करते हैं या नहीं; अगर हां, तो हमने जो बार-बार उनका ध्यान इस तरह आकषित किया है कि पटना-जमशेदपुर के लिए एक और ट्रेन दी जाये, क्या वह उस पर भी विचार करेंगे या नहीं।

SHRI C. K. JAFFER SHARIEF:
It is not merely the administrative consideration. There are Zonal Railway Users' Consultative Committee, Railway Users' Consultative Committee, etc. which apply their mind and give suggestions. We also do consider and give weightage to the suggestions given by Members of Parliament. So, it is not as if the survey is made by the Railways and we base our assessment solely on that.

Officers for Training to Britain

*481. **SHRI NARAYAN CHOUBEY:**
Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that some eighteen officers of the Indian Railways are going to Derby in Britain for some training for a four-month course;

(b) if so, what is the training; and

(c) the names and designations of the officers who are being sent for training.

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

Statement

(a) Yes, Sir. They are already under training at Derby from 16-6-1980.

(b) The specialised training will be in General Management covering subject areas such as Management Information Systems, Computer Application, Finance and Economics, Investment Appraisal, Quantitative Aids, Production Management, Marketing, Logistics, Planning, Communications, Human and Industrial Relations, Urban Transport etc. at the Railway Engineering School, Derby for a period of 8 weeks. Thereafter the trainee officers will undergo practical attachment training in their own disciplines for another 8 weeks on British Rail.

(c) (1) Shri D. N. Singh, Chief Engineer, North Eastern Railway.

(2) Shri M. Vishnumurthy, Chief Bridge Engineer, South Eastern Railway.

(3) Shri Y. Krishnamurthy, Chief Engineer (Const.), South Central Railway.

(4) Shri Y. V. Aswasthanarayan, Addl. Chief Engineer (Planning), South Eastern Railway.

(5) Shri J. Rajagopalachari, Divisional Railway Manager, South Central Railway.

(6) Shri B. R. Nair, Addl. Chief Operating Superintendent, Southern Railway.

(7) Shri Kranti Kumar, Divisional Railway Manager, North Eastern Railway.

(8) Shri N. C. Mahapatra, Financial Adviser and Chief Accounts Officer, Northeast Frontier Rly.

(9) Shri M. C. Sinha, Sr. Divisional Mechanical Engineer, North Eastern Railway.

(10) Shri S. Narasimhan, Chief Signal and Telecom. Engineer, Southern Railway.

(11) Shri V. Venkateswaran, Jt. Director, Standards (Electrical), R.D.S.O.

(12) Shri Kanti Swarup Controller of Stores, Western Railway.

(13) Shri K. B. Krishnaswamy, Additional Chief Operating Superintendent (Goods), South Central Railway.

(14) Shri Vinod Pal, Secretary, Rail Tariff Enquiry Committee.

(15) Shri I. K. Rasgotra, Director, Establishment, Railway Board.

(16) Shri S. K. N. Nair, Joint Director, Finance (Budget), Railway Board.

(17) Shri K. K. Arora, Additional Director, Traffic Transportation, Railway Board.

(18) Shri K. D. Saha, Deputy Secretary (Establishment), Railway Board.

SHRI NARAYAN CHOUBEY: Sir, my first question is: what are the reasons for which the Government of India feel it necessary to send their personnel to the U.K. for training.

My second question is: what is the amount of money required to be spent by the Railways to send the officials for such a training?

SHRI C. K. JAFFER SHARIEF: Sir, the training programme is based on the Colombo Plan. The Railway Administration does not spend any money on the training.

SHRI NARAYAN CHOUBEY: My first part of the question is not answered but part (b) of the question is answered. I want a reply to part (a) of my question.

SHRI C. K. JAFFER SHARIEF: I am sorry the hon. Member has not looked into the statement which has been given. His question has been answered in the statement given.

SHRI NARAYAN CHOUBEY: I am very sorry that the hon. Minister could not understand the second

question. I have gone through his statement. You know that the Indian Railways also had sent the specialists to other countries like Iran, Iraq, Africa etc. under the Colombo Plan. India is supposed to have sent them for a certain training under that Plan to the U.K. You have, of course, given a statement. My question is: how these officers have been selected by the Committee? Why others are not selected—this is my question.

SHRI C. K. JAFFER SHARIEF: The Railway Board selects the officers. They must be officers in senior rank in the administrative cadres, working directly on the jobs on which they will take higher training; their reports and their performance should be outstanding and also they must not have been abroad for training earlier no vigilance cases should be against them.

These are the criteria on which they are sent abroad for training.

श्री मलिक एम० एम० ए० खाँ : मंत्री महोदय ने कहा है कि ये आफिसर कोलम्बो प्लान के तहत ट्रेनिंग के लिए जा रहे हैं और उन पर कोई चर्चा नहीं आयेगा। क्या यह सही है कि जहाँ हम अपने आफिसर्स को ट्रेनिंग के लिए भेजते हैं, वहाँ हम पर भी यह आबलिंगेशन है कि जितना रुपया हमारे आफिसर्स की ट्रेनिंग पर खर्च किया जायेगा, उतना ही रुपया हम डेवेलपिंग या अंडर डेवेलपड कंट्रीज़ के लोगों को ट्रेनिंग देने पर खर्च करें ? क्या इस तरीके का सकिल है, क्या यह सही है ? अगर सही है तो यह कहना कि उन पर कोई खर्च गवर्नमेंट आप, इंडिया का नहीं आयेगा क्या यह सही है ?

SHRI C. K. JAFFER SHARIEF: Sir, this does not arise out of this question.

श्री मलिक एम० एम० ए० खाँ : अध्यक्ष महोदय, मंत्री महोदय ने जवाब दिया है कि आफिसर्स को कोलम्बो प्लान के तहत भेजा जा रहा है। मैं यह कहना चाहता हूँ कि यह एक सकिल है। हम जो अपने आफिसर्स को ट्रेनिंग के लिए भेजते हैं तो हमें भी अपने यहाँ अंडर-डेवलपड कंट्रीज़ के लोगों को बुलाना पड़ता है ट्रेनिंग के लिए। तो यह कहना कसई गलत है कि हमारी कीम का कोई पैसा उन पर खर्च नहीं होता।

SHRI C. K. JAFFER SHARIEF: Sir, I seek a separate notice for this question.

SHRI SATYASADHAN CHAKRABORTY: Sir, it is said that these officers are going for specialised training in general management, etc. under the Colombo Plan. But the pertinent question is whether it is necessary that they should undergo this training abroad? Is it to improve our efficiency and know-how or for what purpose or is it just a routine affair?

SHRI C. K. JAFFER SHARIEF: In the developed countries, Sir, there is always advancement in science and technology. There is nothing wrong in sending our people to acquire the knowledge of advancement in science and technology where you do not have to invest.

Conversion of Rupsa—Bangriposi Line

*482. **SHRI CHINTAMANI PANIGRAHI:** Will the Minister of RAILWAYS be pleased to state:

(a) whether the proposal for conversion of Rupsa-Bangriposi Rail link into Broad Gauge is going to be undertaken soon; and

(b) what is the final decision taken thereon?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) and (b). The survey work in field has been completed. The project report is being finalised by the Railway Admn. and is expected to be received shortly. A decision on the new BG rail link will be taken after the project report has been carefully examined and evaluated.

SHRI CHINTAMANI PANIGRAHI: Sir, the hon'ble Minister has said that already report has been submitted to the government and now it is being carefully considered. I would like to know what is the difference between 'under consideration' and 'careful consideration'. I am very happy that after long years of demand from

Orissa government—about 25 years—ultimately Railway Ministry has undertaken this survey and the report is completed. But we were given to understand that it will be included in 1981-82 budget for conversion. Why is it that this has been delayed and whether within the next two-three months will it get completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): Sir, the difference between consideration and serious consideration is that serious consideration means that Government is quite serious about it.

SHRI CHINTAMANI PANIGRAHI: I am very happy that it has come under serious consideration. It is an improvement. I would like to know after this survey what is the actual estimate for this conversion into Broad Gauge and whether in the next two-three months time the final decision will be taken so that by the end of this year conversion work starts?

SHRI MALLIKARJUN: In 1979 when the survey was done it was about Rs. 3.97 crores but at the present price level it will be more. Because of the persistent demand by the State Government, the government is taking keen interest in the matter.

SHRI CHINTAMANI PANIGRAHI: Proper reply has not come, Sir. What is 'keen interest'?

SHRI CHINTAMANI JENA: May I know when the narrow gauge line will be converted into broad gauge line? By which year the work will be started? I want to categorical reply. After the price index has increased, the cost would have also increased. So I want to know what would be the extra cost involved.

SHRI MALLIKARJUN: Conversion of this narrow gauge into broad gauge with further extension will be taken up when the survey report is received and we examine those things.

Railway Lines under construction in Orissa

***483. SHRI LAKSHMAN MALLICK:** Will the Minister of RAILWAYS be pleased to lay a statement showing:

(a) the names of new railway lines in the State of Orissa which are under construction along with their target dates for completion;

(b) the names of the proposed new railway lines for the State of Orissa which are under consideration of Government with its financial implications; and

(c) by what time the construction work on the proposed new railway lines is likely to start?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) to (c) A statement is laid on the Table of the House.

Statement

(a) New Railway lines now under construction in Orissa. First phase of the line from Jakhapura to Daitari 33 kms of Jakhapura-Banspani BG rail link project (176 kms)-target date of completion December, 1980.

(b) and (c) New Railway lines in Orissa, which are either under consideration or for which surveys are nearing completion or are in progress.

(i) *Telcher - Sambalpur* — approx. length 160 kms. The preliminary engineering-cum-traffic survey sanctioned in 1977-78 has been almost completed and the survey report now being finalised by the Railway Admn. is expected to be received shortly:

(ii) *Conversion of Rupsa Rupsa-Bangriposi narrow gauge line into BG and its extension*—approx. length 134 kms. A reconnaissance engineering-cum-traffic survey has been completed and the engineering and traffic reports are being finalised by the Railway Admn. and are expected to be received shortly.

(iii) *Koraput-Salur/Parvatipuram/Rayagada*—approx. length 170 kms.

Preliminary engineering-cum-traffic survey for the rail links from Koraput to Salur/Parvatipuram/Rayagada is being carried out by M/s. Rail India Technical & Economic Services and the survey is expected to be completed by September, 1980.

A decision on these new rail-link projects will be taken after the survey reports are received and examined keeping in view the financial viability and availability of funds and clearance by the Planning Commission.

SHRI LAKSHMAN MALLICK: This is a very important rail link in Orissa. It will establish a direct link to Paradeep port and also it will develop the backward regions of the district of Keonjhar in Orissa. This will reduce the cost of Iron Ore to be transported to Paradeep. It will also be a national gain.

This Railway link is divided into two phases. The first phase is from Daitari to Jakhapura and the other phase is from Jakhapura to Bansapani. The first phase of the railway link is under construction.

May I know from the hon. Minister, what about the second phase of the Jakhapura Bansapani rail link? When it will be sanctioned? What will be the cost of the same? When it will be started? I want to know about this.

SHRI MALLIKARJUN: The second phase from Daitari to Bansapani is about 145 K.M. The first phase is Jakhapura to Daitari. Considerable progress has taken place in the first phase. Regarding the second phase, Government is very keen to complete it. It is really a strategic line. Iron ore has to be exported from Paradeep. From Bansapani it will be convenient for the Government also to export it.

SHRI CHINTAMANI PANIGRAHI: We would like to know from the hon. Minister about Part 'B' of the question. We have got here the names of the proposed new railway lines: Regarding the new railway line from Talcher to Sambalpur, traffic and engineering survey has been completed. In the speech of the hon. Minister in the House we were told that this Talcher-Sambalpur report will come by end of May and by June perhaps the report will be finalised. I only want to know whether the report has been finalised? If so, what is the present position?

Secondly I would like to know this. Regarding Jakhapura to Bansapani the entire line was sanctioned, by the Planning Commission. Why it is that this is sanctioned again phase-wise? It has been sanctioned only up to Jakhapura and from Jakhapura to Bansapani it has been given up. Why this has been done? We would like to know this.

SHRI MALLIKARJUN: So far as the first part of the question is concerned about Talchar to Sambalpur, I would like to say that the report has been received. It is in the finalisation stage. So far as the second part is concerned, because of the non-availability of the funds, we have to take it up in phases, i.e. 1st phase, second phase and so on and so forth. So, it is at that stage now. As I said, it has been decided to undertake the construction of this line from Jakhapura to Bansapani. It has to be constructed.

SHRI CHINTAMANI PANIGRAHI: I would like to know from the Minister whether the Orissa Government...

MR. SPEAKER: Shri A. C. DAS.

SHRI CHINTAMANI PANIGRAHI: It arises out of this thing. May I know whether the Orissa Government...

MR. SPEAKER: No, order pleased. I have called Shri A. C. Das.

श्री अनादि चरणदास : अध्यक्ष महोदय, जो स्टेटमेंट दिया गया है, उससे पता चलता है कि कोरापुट-सालूर पार्वतीपुरम-रायगढ़ा न्यू रेलवे लाइन की सितम्बर तक सर्व रिपोर्ट मिलने की उम्मीद है। यह कोरापुट का एरिया खास तौर से फारेस्ट एरिया है, पहाड़ी इलाका है और आदिवासी इलाका भी है। इधर फ्रैंच कोलाबोरेशन से एल्यूमिनियम कॉम्प्लैक्स स्थापित करने का भी प्रयोजन चल रहा है। इस बात को देखते हुए क्या मंत्री महोदय सर्व रिपोर्ट जल्दी से जल्दी कम्प्लोट कराने का विचार करेंगे ?

श्री मल्लिकार्जुन : अध्यक्ष महोदय, जल्दी-से-जल्दी काम को कराने का हमारा इच्छा है।

Waltair Division

*484. SHRI R. RAJAGOPALA NAIDU: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government of Andhra Pradesh has requested to add Waltair Division to South Central Railway; and

(b) if so, the action taken thereon?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Yes, Sir.

(b) The request has been examined by the Railway Ministry. However, transfer of Waltair Division of South Eastern Railway to South Central Railway has not been found advisable in view of the over-riding operational and administrative considerations.

SHRI P. RAJAGOPALA NAIDU: What are the real difficulties in merging the Waltair Division with the South Central Railway?

SHRI MALLIKARJUN: Sir, territorial jurisdiction of the Railway Zones depends on a variety of operational features like streams of traffic flow of empties, originating loading, location of marshalling yards, engine homing, sheds, terminal facilities, available density of traffic, composite workload index etc. etc.

SHRI P. RAJAGOPAL NAIDU: Even if the Railway authorities are not contemplating to merge this division with the South Central Rail-

way, will it not be administratively advantageous to merge this division with the South Central-Railway?

SHRI MALLIKARJUN: Basically as far as the railway transportation is concerned, we look at it from the operational point of view and about the Hon'ble Member's query as to the feasibility of merging this division with the South Central-Railway, the answer would have been negative.

New Mangalore Port Trust Board

*485. SHRI K. A. RAJAN: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) what are the reasons for not appointing the labour members on the New Mangalore Port Trust Board when the same was constituted with effect from 1st April, 1980;

(b) the memberships as on what date was taken as basis for assessing the relative strength of each union; and

(c) whether the procedure being followed in Mangalore was adopted in case of any other Port when it was first constituted?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH): (a) and (b). Verified membership of the unions of workers functioning in the Port was available as on 31-12-1978. However, being the first Port Trust Board, it was considered desirable to base representation of labour on it on the latest figures of membership. Accordingly, fresh verification of membership of unions as on 31-12-1979 is being conducted. It has been decided to keep labour seats vacant till results of verification as on 31-12-1979 become available.

(c) In the case of Tuticorin, where first Port Trust Board was set up from 1-3-1979, labour trustee was appointed on the basis of special verification conducted as on 31-12-1977.

SHRI K. A. RAJAN: Sir, if you go through the statement, you will find the inherent contradictions and

ambiguity in the whole statement. In the case of Tuticorin, the first Port Trust Board was set up from 1-4-1979. In the constitution of Board for Tuticorin Port, the latest available membership which was taken into account was as on 1-1-1977. But in the case of Mangalore Port which was declared to be under the Port Trust Board on 1-4-1980, the membership to be taken into account was going to be verified from the membership list available as on 1-1-79. But here when the question of Mangalore Port comes, the verified membership as on 1-1-78 is not considered. You want to assess the verified membership as on 1-1-1979. I would like to know from the hon. Minister what is the accepted guideline in all these matters in assessing the membership? You have got one yard-stick in one port and you have got a different yard-stick in another port to suit your convenience and push in people according to your whims and fancies.

SHRI BUTA SINGH: The hon. Member is suggesting that we are trying to do something to suit the convenience of a particular union. But the position is not so. The guideline in this matter is this. The verification is done by the Ministry of Labour and we always go by the principle to have the latest verification to avoid any friction among the unions. That is the guideline in this case.

SHRI K. A. RAJAN: The latest available verification in respect of Mangalore was as on 31-12-1978. Why did you not stick to that and why do you want to wait for the verification as on 31-12-1979? I want a direct answer.

SHRI BUTA SINGH: It is more advisable to rely on the latest verification of 1979.

SHRI NIREN GHOSH: Is it a fact that there is a differential approach to this question in respect of the

various port trusts in India? Is it that you decide on the representation of the labour in the board on the basis of verification done in 1979 in some cases and the verification done in 1978 in some other cases keeping in view which unions would get the representation of labour on the board and because you want to put labour member of your unions on the board?

SHRI BUTA SINGH: As I said, it is not true. The hon. Member will kindly recall that because of this very guideline, we had to remove two of the labour members of the board belonging to a particular union at Cochin Port, and the hon. Member knows about that. This was done because of the guidelines, which I have just spelt out. It is not a question of being partial to a particular union, but it is a question of having the latest verification as a guideline for this purpose.

SHRI JYOTIRMOY BOSU: What was the reason for pushing out a trade union leader, Shri Kalyanasundram, a Member of the other House from the Board of Trustees of the Madras Port Trust? Secondly, will the hon. Minister consider the suggestion that the Member of Parliament representing the constituency where the Port Trust is situated should become the *ex-officio* trustee of the Port Trust?

MR. SPEAKER: Does it concern this question? No. I disallow this question . . . but if he wants to answer, I have no objection.

SHRI BUTA SINGH: The second part of his question was a suggestion for action. As regards the first part of his question, as the matter is *sub-judice*, I cannot say anything.

SHRI K. LAKKAPPA: There was a lot of agitation by the Members for not appointing the labour members on the new Mangalore Port Trust Board because of the verification problem. In view of this delay in the completion of physical verification,

will the Minister consider to have till that time the Member of Parliament from that constituency on the board so that he could give necessary advice.

SHRI BUTA SINGH: This again is a suggestion.

चलते-फिरते औषधालयों का कार्यक्रम

* 489. श्री निहाल सिंह : क्या स्वास्थ्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या केन्द्र सरकार ने ग्रामीण क्षेत्रों में लोगों को चिकित्सा सुविधाएँ उपलब्ध कराने के विचार से प्रत्येक मेडिकल कॉलेज के अधीन तीन चलते-फिरते औषधालय खोलने का निर्णय लिया है; और

(ख) यदि हाँ, तो ये औषधालय किन-किन स्थानों में और कब तक खोले जायेंगे ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH (SHRI NIHAR RANJAN LASKAR): (a) No, Sir. The Government of India have, however, decided, under the Re-orientation of Medical Education Scheme, to attach 3 Primary Health Centres to each of the 106 medical colleges of modern medicine in the country. For this purpose, each such college has been allotted 3 mobile clinics and it shall have the total responsibility for the promotive, preventive and curative health care of the rural population covered by the 3 Primary Health Centres attached to it. In the process of such functioning each college is also envisaged to bring about the community orientation of the faculty members and the students.

(b) A list of the medical colleges which have been allotted the mobile clinics is placed on the Table of the Sabha. Of the 318 mobile clinics received from U.K. under U.K. Aid, and allotted to the State Governments, 270 mobile clinics have been taken possession of by the State Governments. The remaining clinics are also expected to be collected by the State Governments very shortly.

List of Medical Colleges in India which have been Allotted 3 Mobile Clinics Each

Sl. No.	States and Medical-Colleges	4 Wheel Mobile Clinics	2 Wheel Mobile Clinics
1	2	3	4
<i>Andhra Pradesh</i>			
1	Andhra Medical College, Vishakhapatnam	1	2
2	Guntur Medical College, Guntur	1	2
3	Kurnool Medical College, Kurnool	1	2
4	Osmania Medical College, Hyderabad	1	2
5	Gandhi Medical College, Hyderabad	1	2
6	Rangaraya Medical College, Kakinada	1	2
7	Kaktiya Medical College, Warangal	1	2
8	S.V. Medical College, Tirupati	1	2
<i>Assam</i>			
9	Assam Medical College, Dibrugarh	3	—
10	Gauhati Medical College, Gauhati	3	—
11	Silchar Medical College, Ghungoor	3	—
<i>Bihar</i>			
12	Bhagalpur Medical College, Bhagalpur	3	—
13	Patna Medical College, Patna	3	—
14	N. land Medical College, Nakarbagh Road, Patna	3	—
15	Darbhanga Medical College, Laheriasarai	3	—

1	2	3	4
16	Pataliputra Medical College, Dhanbad .	3	..
17	Rajendra Medical College, Ranchi	3	..
18	Sri Krishna Medical College, Muzaffarpur .	3	..
19	Magadha Medical College, Gaya	3	..
20	Medical College, Damodar Road Sakchi, Jamshedpur . . .	3	
<i>Gujarat</i>			
21	B.J. Medical College, Ahmedabad . . .	2	1
22	Government Medical College, Baroda . . .	2	1
23	M.P. Shah Medical College, Jamnagar . . .	2	1
24	Smt. N.H.L. Munishpal Medical College, Ahmedabad . . .	2	1
25	Government Medical College, Surat . . .	2	1
<i>Himachal Pradesh</i>			
26	Himachal Medical College, Snowdon Hospital, Simla . . .	3	..
<i>Jammu & Kashmir</i>			
27	Government Medical College, Srinagar . . .	3	..
28	Government Medical College, Jammu . . .	3	..
<i>Karnataka</i>			
29	Government Medical College, Mysore . . .	1	2
30	Karnataka Medical College, Hubli	1	2
31	Bangalore Medical College, Bangalore . . .	1	2
32	Government Medical College, Bellary . . .	1	2
33	Kasturba Medical College, Manipal . . .	3	1

1	2	3	4
34	St. John's Medical College, Bangalore . . .	1	2
35	Hyderabad Karnataka Education Society & Medical College, Gulbarga	1	2
36	Jawahar Lal Medical College, Belgaum . . .	1	2
37	Medical College, Davan-gere	1	2
<i>Kerala</i>			
38	Government Medical College, Trivandrum . . .	3	..
39	Government Medical College, Calicut . . .	3	..
40	Government Medical College, Kottayam . . .	3	..
41	T.D. Medical College, Alleppey	3	
<i>Madhya Pradesh</i>			
42	Government Medical College, Jabalpur . . .	2	1
43	M.G.M. Medical College, Indore	2	1
44	G.R. Medical College, Gwalior	2	1
45	Gandhi Medical College, Bhopal	2	1
46	Shyam Shah Medical College, Rewa	2	1
47	Pandit Jawahar Lal Nehru Memorial Medical College, Raipur . . .	2	1
<i>Maharashtra</i>			
48	Grant Medical College, Bombay	1	2
49	Seth G.S. Medical College, Parel, Bombay . . .		2
50	Topiwala National Medical College, Bombay . . .	1	2
51	B.J. Medical College, Poona	1	2
52	Medical College, Poona	1	2

1	2	3	4	1	2	3	4
53	Government Medical College, Aurangabad	1	2	71	Medical College, Udaipur.	1	2
54	Armed Forces Medical College, Poona . . .	1	2	72	Medical College, Ajmer.	1	2
55	Medical College, Miraj	1	2	73	Medical College Jodhpur	1	2
56	Medical College Sholapur	1	2	<i>Tamil Nadu</i>			
57	Medical College, Sion Bombay	1	2	74	Medical College, Madras	1	2
58	Municipal Medical College, Nagpur. . . .	1	2	75	Stanley Medical College, Madras.	1	2
59	Swami Ramanand Teerth Rural Medical College, Amga Jogai, Distt. Bihar.	1	2	76	Kilpauk Medical College, Kilpauk, Madras-10. . .	1	2
60	Medical College, Sewagram	1	2	77	Madurai Medical College, Madurai.	1	2
<i>Orissa</i>				78	Tanjaur Medical College Tanjaur.	1	2
61	S.C.B. Medical College, Cuttack	3	..	79	Medical College, Thirunelveli	1	2
62	V.S.S. Medical College, Bhurla, Sambalpur . . .	3	..	80	Medical College, Chingleput	1	2
63	M.C.G. Medical College, Berhampur	3	..	81	Medical College, Coimbatore	1	2
<i>Punjab</i>				82	Christian Medical College, Vellore.	1	2
64	Medical College, Amritsar	1	2	<i>Uttar Pradesh</i>			
65	Christia Medical College, Ludhiana	1	2	83	K.G. Medical College, Lucknow.	2	1
66	Dayanand Medical College, Ludhiana	1	2	84	S.N. Medical College, Agra	2	1
67	Guru Gobind Singh Medical College, Faridkot	1	2	85	G.S.V. M. Medical College, Kanpur.	2	1
68	Government Medical College, Patiala.	1	2	86	Medical College, Jhansi	2	1
<i>Rajasthan</i>				87	Moti Lal Nehru Medical College, Allahabad.	2	1
69	S.M.S. Medical College, Jaipur.	1	2	88	L.L.R.M. Medical College Meerut.	2	1
70	Bikaner Medical College, Bikaner	1	2	89	B.R. Medical College, Gorakhpur	2	1
<i>West Bengal</i>				90	Medical College, 88, College Street, Calcutta	3	..

1	2	3	4
91	R.C. Kar Medical College Belgachhia Road, Calcutta-4 .	3	..
92	Nilratan Sircar Medical College, 198, Lower Circular Road, Calcutta . . .	3	..
93	National Medical College 32, Gorachand Road, Calcutta-14 .	3	..
94	Bankula Sammilani Medical College, Bankura .	3	..
95	North Bengal University Medical College, P.O. N.B.U. Medical College, Darjeeling .	3	..
96	Medical College, Burdwan University, Burdwan .	3	..
97	Lady Hardinge Medical College for Women, New Delhi . . .	1	2
98	Maulana Azad Medical College, New Delhi . . <i>Goa, Daman, Diu</i>	1	2
99	Goa Medical College , Panaji	3	..
<i>Pondicherry</i>			
100	Jawaharlal Institute of Post-graduate Medical Education & Research (Jipmer) Dhanvantri Nagar, Pondicherry .	1	2

List of autonomous institutions of medical sciences/university medical colleges in India allotted 3 mobile clinics each

Sl. No.	Institutions/University Medical Colleges	4 Wheel Mobile Clinics	2 Wheel Mobile Clinics
1	Government Medical College, (Haryana) Rohatak	1	2
2	Regional Medical College, (Manipur) Imphal	3	..
3	College of Medical Sciences Banaras Hindu University, Varanasi (U.P.)	2	1
4	Medical College, Muslim University, Aligarh (U.P.)	2	1
5	All India Institute of Medical Sciences, Ansari Nagar, New Delhi	1	2
6	The College of Medical Sciences, Ring Road New Delhi-16	1	2

श्री निहाल सिंह : अध्यक्ष महोदय, ये जो चलते-फिरते औषधालय हैं, ये बड़े शहरों के आसपास के गांवों में ही जाते हैं और इण्टीरयर में, दूरदराज गांवों में ये औषधालय नहीं जाते हैं। मैं मंत्री महोदय से, जानना चाहता हूँ कि क्या ये चलते-फिरते औषधालय जहाँ पर कोई दूसरे औषधालय नहीं हैं, उन दूर-दराज, गांवों में जा कर दवा-दारू का काम करेंगे ?

THE MINISTER OF EDUCATION AND HEALTH AND SOCIAL WELFARE (SHRI B. SHANKARANAND): Though it is the desire of the Government to reach medical care and health care to the rural areas, the mobile clinics will naturally move only on the roads. They cannot move in places where there are no roads.

DR. VASANT KUMAR PANDIT: All the hospitals which have been selected are in very big cities. How much rural population and where is each unit supposed to cover? Will these mobile units be placed at district hospitals to serve backward areas?

SHRI NIHAR RANJAN LASKAR: These units are given to all the medical colleges in the country. Wherever they are situated, they have been allotted these units.

Carrier Air Conditioning Equipment in Air Conditioned Coaches

***365. SHRI JYOTIRMOY BOSU:** Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that in air-conditioned coaches, most of the 'Carrier' air conditioning equipment including compressors are giving very unsatisfactory service;

(b) whether it is also a fact that the gases supplied for such air conditioning by Mafatlal Group are found to be adulterated;

(c) if so, the details thereof; and

(d) if so, the action taken thereon?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) and (b). No, Sir.

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

SHRI JYOTIRMOY BOSU: I am quite pained that I have to say something about Railways when my young friend Mr. Mallikarjun is there, because I never want to run him down. The answer which he has given has no relation to truth. *(Interruptions)*

SHRI K. LAKKAPPA: What is meant by running dog? What is running dog? *(Interruptions)*

SHRI JYOTIRMOY BOSU: Running dog means . . . *(Interruptions)*

SHRI K. LAKKAPPA: He is going on talking. *(Interruptions)*

SHRI JYOTIRMOY BOSU: On how many occasions, during the last one year were they compelled to issue re-

fund vouchers for failure of air-conditioning in coaches? That will reveal that there is a frequent failure in Rajdhani coaches. On how many occasions have you issued vouchers for refund, for failure of air-conditioning, during the last one year? Kindly tell us.

SHRI MALLIKARJUN: I don't have information as to how many times refunds had been made by the Railways to the commuters.

SHRI JYOTIRMOY BOSU: Sir, did you hear the reply? They say there is no failure of air-conditioning. But they have been giving refund vouchers for failure of air-conditioning machines in coaches very very frequently, because many of us are practically commuters in that train. You will get 50 such MPs in this House. You will bear with me, Sir; I did not expect this reply. I may be compelled to bring in a motion on this. Secondly, we have been receiving complaints that the Carrier air-conditioners are functioning very badly. Some of them of course, requiring replacement. But the gas that has been supplied by Mafatlal Group is adulterated with air and other things that is why precisely there are more failures in the air-conditioning system as a result of which railways are losing revenue all the time . . .

SHRI MALLIKARJUN: The Mafatlal Group has supplied . . .

(Interruptions)

MR. SPEAKER: The Question Hour is over.

WRITTEN ANSWERS TO QUESTIONS

Conversion of Rewari-Bhatinda Line

*470. SHRI CHIRANJI LAL SHARMA: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal to convert the metre gauge section of Rewari-Bhatinda railway line into broad gauge; and

(b) if so, by what time it will be completed?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) No, Sir.

(b) Does not arise.

National Transport Policy Committee

*474. SHRI R. P. DAS: Will the Minister of Railways be pleased to state whether in view of the recommendation of the National Transport Policy Committee, electrification of the left-out sections of the Sealdah and Howrah Divisions of the Eastern Railway will be taken up expeditiously?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): No, Sir.

Financial Assistance to States which are Backward in Communication

*475. SHRI RASA BEHARI BEHRA: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) *per capita* extent of National Highways in different States; and

(b) have the Government taken any steps to augment financial assistance to those States which are backward in communication?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH): (a) A statement is laid on the Table of the Sabha.

(b) The Government of India are constitutionally responsible for the National Highways. Funds for the National Highways are not given on any area or regional basis. Several factors such as the basic deficiencies existing in a National Highway route, the need and urgency for making up those deficiencies and further needs for improvements as determined by traffic intensities, geographic/climatic/environmental conditions, works in progress, requirements of funds projected by the States, their admissibility and overall availability of resources govern the allotment of funds to the States.

Statement

INFORMATION REGARDING THE EXTENT OF NATIONAL HIGHWAYS STATEWISE WITH REFERENCE TO POPULATION

Sl. No.	Name of State	Length of N.H. in Km.	Population in lakhs (based on 1971 Census)	Length of N.H. in Km. per lakh population
1.	Andhra Pradesh	2299	435.0	5.29
2.	Assam	1468	146.3	10.03
3.	Bihar	2117	563.5	3.76
4.	Chandigarh	24	2.6	9.23
5.	Delhi	72	40.7	1.77
6.	Goa	229	8.6	26.63
7.	Gujarat	1398	267.0	5.24
8.	Haryana	681	100.4	6.78
9.	Himachal Pradesh	630	34.6	18.21
10.	Jammu & Kashmir	641	40.2	13.87
11.	Karnataka	1996	293.0	6.81
12.	Kerala	784	213.5	3.67
13.	Madhya Pradesh	2670	416.5	6.41
14.	Maharashtra	2861	504.1	5.68
15.	Manipur	211	10.7	19.72
16.	Meghalaya	345	10.1	44.15
17.	Nagaland	113	5.2	21.73
18.	Orissa	1649	219.4	7.52
19.	Punjab	913	135.5	6.74
20.	Rajasthan	2157	257.6	8.37
21.	Sikkim	62	2.1	29.52
22.	Tamil Nadu	1749	412.2	4.25
23.	Tripura	200	15.6	12.82
24.	Uttar Pradesh	2328	883.4	2.63
25.	West Bengal	1419	443.1	3.20
26.	Other Union Territories	—	14.9	—
		29016	5481.6	5.29

Demonstration by Students of Ayurvedic Colleges in Delhi

*478. SHRI P. K. KODIYAN: Will the Minister of HEALTH be pleased to state:

(a) whether some students of the various Ayurvedic colleges in the capital demonstrated in front of the Parliament House on 17th June, 1980, to press for their demands; and

(b) if so, what are their demands and Government's reaction thereto?

THE MINISTER OF EDUCATION AND HEALTH AND SOCIAL WELFARE (SHRI B. SHANKARANAND):

(a) Yes, Sir. The Delhi Administration has reported that about 53 Ayurvedic students had collected near Yojna Bhavan on 17th June, 1980 from where they marched towards Parliament House. They were arrested for defying prohibitory orders and later released by the Court, after admonition.

(b) A statement giving the requisite information is laid on the Table of the Sabha.

Statement

The students of the three private Ayurvedic Colleges in Delhi, viz.—

1. Sanatan Dharam Ayurvedic College, Krishna Nagar.

2. Ahinsa Ayurvedic College, Shankar Road; and

3. Dhanvantari Ayurvedic College, Mundaka went on strike in September, 1979 complaining of inadequacy of various facilities in their respective colleges. Later they demanded the closure of these colleges and opening of a new college by the Administration for them.

2. At present of the three colleges, Sanatan Dharam Ayurvedic College is reported to have started functioning. The management of the Dhanvantari Ayurvedic College has informed that their college is open and students are attending classes. The management of

the Ahinsa Ayurvedic college, Shankar Road, appear willing to reopen the College. The Government would appreciate provision of the necessary facilities to the students by the managements of these colleges.

प्रयोग की हुई चाय की पत्तियों से टीके तैयार करने का परीक्षण

* 480. श्री रामावतार शास्त्री : क्या स्वास्थ्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि पोलियो जैसे भयानक रोग के लिए प्रयोग की हुई चाय की पत्तियों से टीका तैयार करने का परीक्षण किया जा रहा है ;

(ख) क्या यह भी सच है कि प्रयोग की हुई चाय की पत्तियों में अन्य लाभदायक तत्व पाये जाने की संभावना है; और

(ग) यदि हां, तो सरकार ने इस परीक्षण का कार्य तेज करने और इसे प्रभावी बनाने के लिए क्या कार्यवाही की है

शिक्षा तथा स्वास्थ्य और समाज कल्याण मंत्री (श्री बी. शंकरानन्द) (क) जी, नहीं ।

(ख) और (ग) : ये प्रश्न नहीं उठते ।

Effect and Incidence of Diptheria

*486. SHRI K. PRADHANI: Will the Minister of HEALTH be pleased to state:

(a) whether Government of India have conducted any survey regarding the effect and incidence of diptheria in the country;

(b) whether comparatively the incidences of diptheria are higher in India than in any other country in the world;

(c) whether Government have sought the assistance of World Health Organisation in this regard; and

(d) if so, the details thereof?

THE MINISTER OF EDUCATION AND HEALTH AND SOCIAL WELFARE (SHRI B. SHANKARANAND):

(a) No national survey to estimate the

incidence of diphtheria has been conducted. However, on the basis of information received from the Medical institutions of the States/U.T.'s it is estimated that the annual incidence of deaths due to diphtheria is considerably reduced.

(b) Yes Sir, it is so reported.

(c) and (d). WHO is assisting the Government of India under the Expanded Programme on Immunization which includes vaccination of infants with DPT and school children with DT. WHO is providing assistance for training of personnel, supply of cold chain equipment and technical support to the programme.

Health and Family Welfare Projects with Foreign Assistance

*487. SHRI C. CHINNASWAMY: Will the Minister of HEALTH be pleased to lay a statement showing:

(a) whether it is a fact that Government propose to launch a project to strengthen the health and family welfare services in all States with foreign assistance;

(b) if so, particulars thereof;

(c) the names of the countries engaged in this proposal; and

(d) when the proposed project is likely to be taken?

THE MINISTER OF EDUCATION AND HEALTH AND SOCIAL WELFARE (SHRI B. SHANKARANAND):

(a) Projects are being, or are to be taken up to strengthen Health and Family Welfare infrastructure, in 46 districts falling under 12 States, for which foreign assistance is expected.

(b) The projects are designed to increase and strengthen, in about five years facilities and manpower for delivery of Health and Family Welfare services in an integrated manner in the selected districts to reach a level that over a longer period will be ultimately reached in the entire country

(c) Assistance is expected from the following countries or agencies:—

(i) World Bank

(ii) United Nations Fund for Population Activities (UNFPA)

(iii) Danish International Development Agency (DANIDA)

(iv) United Kingdom

(v) USAID (USA).

(d) The Project to be assisted by World Bank and another project to be assisted by United Nations Fund for Population Activities (UNFPA) have been sanctioned. Others are in different stages of finalisation, including negotiations with concerned Foreign Agencies. Exact date by which the projects will commence is not yet known.

Direct Train from Daltanganj to Patna

*488. KUMARI KAMLA KUMARI: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware that there is no direct train from Daltanganj to Patna and no train has been given from Barwadih to Patna as yet;

(b) if so, whether Government propose to provide one direct train from Daltanganj to Patna; and

(c) if not, the reasons thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF):

(a) and (b). 131/132 Gomoh-Patna Passenger (via Barwadih-Daltanganj) provides a direct train service between Barwadih-Daltanganj and Patna.

(c) Due to line capacity constraints on sections enroute and also lack of terminal facilities at Barwadih/Daltanganj and Patna, introduction of any additional train between Daltanganj and Patna has not been found feasible at present.

Action on Representation of National Integrated Medical Association, Bombay

3632 SHRI R. K. MHALBI: Will the Minister of HEALTH be pleased to state:

(a) whether it is a fact that Government have received a representation dated 20th March, 1980 from National Integrated Medical Association, Bombay in regard to problems of their Medical Practitioners;

(b) if so, what are the demands made therein;

(c) what action has been taken on each of the demand; and

(d) if no action is taken so far, the reasons of the delay?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH (SHRI NIHAR RANJAN LASKAR): (a) Yes, Sir.

(b) The demands made by the National Integrated Medical Association, Bombay in their representation dated the 20th March, 1980 are as under:—

(i) Amendment to the Indian Medicine Central Council Act, 1970;

(ii) Re-imburement of Bills for Modern Medicines given by Integrated Practitioners.

(ii) Recognition of the Integrated Graduates as RMPs under Indian Factories Act and Medical Termination of Pregnancy Act; and

(iv) To hold elections to the Central Council of Indian Medicine.

(c) The first three demands of the Association have been carefully considered by the Government of India on a number of occasions and the Association informed that these requests cannot be acceded to.

As regards their fourth demand the elections to the Central Council of Indian Medicine are likely to be held early.

(d) Does not arise.

Working of C.H.W. in Dhanbad

3033. SHRI A. K. ROY: Will the Minister of HEALTH be pleased to state:

(a) the number of Community Health Worker in Dhanbad as on 1st May, 1980 under the scheme started by the Janata Government and facts in details with Blockwise break up;

(b) whether it is a fact that they are very poorly paid and at present left unpaid for months and if so, the steps taken for their payments;

(c) whether the present Government propose to extent this scheme to each village further; and

(d) if so, details thereof?

THE MINISTER OF EDUCATION AND HEALTH AND SOCIAL WELFARE (SHRI B. SHANKARANAND):

(a) The number of Community Health Volunteers (earlier called Workers) as on 1st May, 1980 is 218. The Blockwise break-up is given as under:—

Name of Block	No. of Community Health Volunteers Trained
Chas	109
Chandankiyari	94
Do.	15 (Under training)
	218

(b) Community Health Volunteers are paid Rs. 200/- per month as stipend, during their 3 month training period and Rs. 50/- per month as honorarium, after the completion of training. The Community Health Volunteers are not part-time Government servants, they are honorary volunteers. The honorarium of Rs. 50/- per month paid to them is meant only to meet the contingent expenditure

they may have to incur, while providing free services. In some States the payment of stipend and honoraria to Community Health Volunteers was delayed during 1979-80 due to change in the pattern of Central assistance, under the Community Health Volunteers scheme. In the case of Dhanbad, Community Health Volunteers have been paid upto February, 1980. All States, including Bihar, have been requested to ensure timely payments

(c) and (d) The Community Health Volunteers Scheme has covered 2386 Primary Health Centres in the country since 2-10-1977 and according to the information available 1,45,139 Community Health Volunteers have been trained upto 30-6-1980. It is proposed to extend the scheme to the whole country in a phased manner.

Wireless Operators

3634. SHRI MOTILAL HASDA: Will the Minister of RAILWAYS be pleased to state:

(a) the total number of wireless operators in Indian Railways; Railway-wise benefited grade-wise consequent on the up-grading ordered by the Board in their letter No. PCIII/78/UPG/8 of 1-1-79 repeated grade-wise;

(b) whether any court case filed by Wireless operators on South Central Railway is pending in this regard;

(c) the counter given by the Railway Board in the case pending in Hyderabad High Court;

(d) whether upgrading has been ordered on sanctioned strength that existed prior to introduction of Microwave;

(e) whether any Railway Board's directive protecting wireless

operator's cadre and worked out up-grading on actual strength, if so, the reasons therefor; and

(f) the final position of the court case pending in Hyderabad High Court?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) A statement is attached.

(b) and (c) 13 Wireless Operators on South Central Railway filed writ petition on 13-8-1979 in the High Court at Hyderabad for direction not to surrender these posts as matching surrender for creating clerical posts. They also sought direction from the Court to implement upgradation. The High Court admitted the petition and granted interim injunction not to surrender the posts of Wireless Operators. Counter has been filed by the Railway Administration on 3-19-1979 and the case is still pending final decision by the High Court.

(d) and (e) All Railways except the Southern Railway have upgraded the posts on the basis of sanctioned strength as it existed prior to introduction of Microwave system. The Southern Railway have upgraded the posts on the basis of actual strength. There is no specific order of the Railway Board prohibiting surrender of posts of Wireless Operators which are no longer required. The order only provides for protection of the interests of the existing incumbents.

(f) The case is still pending in the High Court.

Statement

Number of wireless operators Railway-wise benefitted grade-wise consequent upon the upgradation.

No. of posts upgraded in scale

	Rs.	Rs.	Rs.	Rs.
Railway	700—900	550—750	425—640	330—560
Central	1	1	5	..
Eastern	2	3	17	..
Northern	2	4	15	..
N.E.	1	2	12	..
N.F.	1	..	9	..
Southern . . . . .	..	1	..	..
S.C. . . . .	..	..	4	..
S.	1	2	2	..
Western	1	..	9	..

Separating Departments in Hospitals

3635. SHRI BHIKHU RAM JAIN: Will the Minister of HEALTH be pleased to state:

(a) whether it is a fact that Government propose to separate the following departments under indigenous medicine;

- (i) ENT;
- (ii) skin;
- (iii) tuberculosis;
- (iv) psychiatry; and
- (v) unani and tib; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH (SHRI NIHAR RANJAN LASKAR): (a) There is no proposal for separating ENT, Skin, Tuberculosis and Psychiatry into separate departments. However, for research work there is a separate and independent Central Council for Research in Unani Medicine, an autonomous body registered under the Societies Act, in the Ministry of Health and Family Welfare.

Under the CGHS there are two Unani Dispensaries, one in Delhi and one in Hyderabad. It is proposed to open two more Unani Dispensaries, one in Delhi and the other at Lucknow.

(b) The Central Council for Research in Unani Medicine, one of the four successor bodies of Central Council for Research in Indian Medicine and Homoeopathy, was established in March, 1978. It has a separate annual budget and headquartered independently in New Delhi.

Reimbursement of Medicines Recommended by AIIMS

3636. SHRI T. S. NEGI: Will the Minister of HEALTH be pleased to state:

(a) whether it is a fact that the Central Government employees who are members of CGHS are not entitled for reimbursement of medicines recommended by the All India Institute of Medical Sciences;

(b) whether Government employees whose diseases are not cured under the

CGHS have to go to All India Institute of Medical Sciences for treatment; and

(c) if so, whether Government propose to reimburse the cost of medicines incurred by these patients or alternatively, allow CGHS doctors to prescribe for them those medicines as recommended by the specialists of the All India Institute of Medical Sciences?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH (SHRI NIHAR RANJAN LASKAR): (a) to (c). All India Institute of Medical Sciences is not a recognised hospital for CGHS beneficiaries but is a referral hospital. However, when facilities for treatment are not available in any hospital recognised under CGHS, patients are referred to AIIMS and in that case medicines prescribed by the Institute are provided by CGHS and if the medicines are not available with CGHS cost of the medicines are reimbursed to CGHS beneficiaries when purchased from authorised shops. Cost of medicine is not reimbursed to CGHS beneficiaries going direct to AIIMS without obtaining prior permission from CGHS.

Madras Harbour

3637. SHRI BALA SAHEB VIKHE PATIL: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) the present position with regard to accommodating vessels of high dwt category and what will be the improved position after dredging operations as recommended by the Japanese experts at Madras Harbour; and

(b) which of the ports in India are capable of accommodating vessels of 100000 to 120000 dwt category?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH): (a) At present vessels upto 88,000 tons dwt can be handled at Madras

Harbour in fair season. The Japanese team have recommended a draft of 16.2 m and, with that draft, it could be possible to handle vessels of 1,00,000 to 1,20,000 tons dwt.

(b) Vessels of 1,00,000 dwt can be handled only at Visakhapatnam Port.

अनुसूचित जनजाति क्षेत्रों का विकास

3638. श्री भीखा साई : क्या नौवहन और परिवहन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि मंत्रालय ने गत 32 वर्षों के दौरान अनुसूचित जनजाति क्षेत्रों के विकास के लिए कोई योजना नहीं बनाई है; और

(ख) यदि हां, तो उसके क्या कारण हैं ?

नौवहन और परिवहन मंत्रालय में राज्य मंत्री (श्री बुटा सिंह) : (क) और (ख) अनुसूचित और जनजाति के इलाकों से सम्बन्धित विभिन्न विकास स्कीमों के लिए राज्यों को महायत्ना अनुदान देने के लिए पहले ही भारत के सर्वधान में व्यवस्था है।

फिर भी, पांचवीं योजना से जनजाति के इलाकों के विकास के लिए भारत सरकार द्वारा एक नया दृष्टिकोण अपनाया गया है और इसके अनुसार उन सभी इलाकों को जहाँ 5000 से अधिक जनजाति के लोग रहते हैं सम्बन्धित राज्य की जनजाति उप-योजनाओं में शामिल कर लिया गया है। ये जनजाति उपयोजनाएं आंध्र प्रदेश, असम, बिहार, गुजरात, कर्नाटक, केरल, हिमाचल प्रदेश, मध्य प्रदेश, महाराष्ट्र, मणिपुर, उड़ीसा, राजस्थान, तमिलनाडु, त्रिपुरा, उत्तर प्रदेश, पश्चिम बंगाल और अण्डमान और निकोबार द्वीपसमूह, गोआ, दमण और दीव सभ राज्यों में तैयार की गई हैं। जनजाति उप योजना में सड़क संचार के विकास सहित विकास के सभी पक्ष शामिल हैं। राज्य योजना और विशेष केन्द्रीय सहायता के अन्तर्गत जिसका शासन गृह मंत्रालय द्वारा होता है, जनजाति उपयोजना क्षेत्रों में परिवहन और संचार कार्यक्रम के लिए वर्ष 1979-80 में 43.87 करोड़ रुपये नियत किए गए थे।

इसके अलावा केन्द्रीय क्षेत्र सड़क कार्यक्रम के अन्तर्गत जनजाति इलाकों में अनेक सड़कें बनी हुई हैं। यह कार्यक्रम नौवहन और परिवहन मंत्रालय द्वारा संचालित होता है और इसमें राष्ट्रीय राजमार्ग और

केन्द्र आयोजित स्कीमें जैसे आर्थिक अन्तर्राज्यीय महत्व की राज्य सड़कों, सामरिक सड़कों आदि शामिल हैं। इस प्रकार की सभी सड़कों पर 1-4-1969 से 31-3-1980 तक 38.00 करोड़ रुपये खर्च किए गए।

Steps to gear up D.T.C. Services

3639. SHRI S. M. KRISHNA: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government are aware that, with the hike in the taxi and scooter fares as a result of the rise in the price of petroleum products, there is likely to be a great pressure on the public transport system in the capital; and

(b) if so, the concrete steps which Government propose to take to gear the Delhi Transport Corporation Services to meet the changed situation?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):

(a) Yes, Sir.

(b) To meet the changed situation various concrete steps are being taken to increase the total carrying capacity of the DTC to meet the increased traffic demand, due to natural growth and diversion from other modes of transport as per the details given below:—

(i) It is proposed to increase the total fleet to 3,974 buses (including 1,000 P.O. by March, 1981) as compared to 3,070 buses (including 565 P.O. buses) as on 30th June, 1980

(ii) A Five Year Plan for the period 1980-81 to 1984-85 has been prepared which include schemes to increase the number of houses aimed at achieving 60 per cent modal split as compared to the prevailing modal split of about 45 per cent.

(iii) A plan outlay of Rs. 19.38 crores for the year 1980-81 has been approved for purchase of 630 new buses and development of related infrastructure.

(iv) A Project for construction of 2nd Central Workshop at an estimated cost of Rs. 3.64 crores has been sanctioned by the Government to streamline the repair and maintenance facilities. This workshop is expected to be commissioned by the year 1982-83.

Rajghat Passenger Halt

3640. SHRI CHINTAMANI JENA: Will the Minister of RAILWAYS be pleased to state:

(a) whether he has received any letters, representations, applications, etc. from a Member of Parliament and the general public between March, 1980 and June, 1980 requesting him to upgrade the Rajghat Passenger Halt under South Eastern Railway, into a regular station providing other amenities for the benefit of the passengers; and

(b) if so, the action taken and when this passenger halt, which was first started about 30 years back, will be upgraded into a regular station?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Yes.

(b) Upgradation of this halt is not financially justified as this would result in heavy recurring loss to the Railways there being no prospect of additional traffic

Factories closed and Workers Retrenched

3641. SHR SAMAR MUKHERJEE: Will the Minister of LABOUR be pleased to state:

(a) the number of factories which declared closure, lock-out and lay-off during the last four months, State-wise and month-wise; and

(b) the number of workers retrenched during the period, State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR (SHRI T. ANJIAH): (a) and (b). The information is being collected from the

State Governments|Union Territory Administrations etc. and will be placed on the table of the Lok Sabha in due course.

Protection to Plantation Workers

3642. SHRI ANANDA PATHAK: Will the Minister of LABOUR be pleased to state:

(a) whether Government are aware of the fragmentation of plantations on a large scale in the South by planters resulting in the evasion of the plantations Labour Act; and

(b) if so, what steps Government are considering to stop this process and protect the plantation workers so that they will not be deprived of their benefits?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR (SHRI T. ANJIAH): (a) Government are aware that fragmentation of plantations is taking place but it is difficult to say whether it is only with a view to avoiding application of the Act. Fragmentation takes place generally as a result of partition arising from inheritance, division among members of family and sale.

(b) This aspect will be kept in view while finalising the proposals on the Plantations Labour (Amendment) Bill which is before the Rajya Sabha. The State Governments however can make rules for the enforcement and implementation of the provisions of the Plantations Labour Act, 1951 in the case of sub-divided and fragmented holdings. The State Governments of Kerala and Tamil Nadu have applied the Act by issue of notification under Section 1(5) of the Act to each and every component part of any land to which the provisions of the Act were originally applicable.

Unemployed Qualified Engineers

3643. SHRI A. NEELALOHITHA-DASAN NADAR: Will the Minister of LABOUR be pleased to state:

(a) the total number of unemployed qualified Civil, Mechanical, Electrical, Chemical, Electronic and Mining Engineers as on 1-4-1980; and

(b) the total number of diploma holders from Industrial Training Institutes, trade-wise as on 1-4-1980 who are unemployed?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR (SHRI T. ANJIAH): (a) The available information relates to the number of Engineering Graduates including Post-Graduates (all of whom are not necessarily unemployed) who were on the Live Register of Employment Exchanges. The number of such Graduates as were on the Live Register on 31-12-1979 (latest available) is as under:—

1. Civil	5954
2. Mechanical	7244
3. Electrical (including Electronics)	7368
4. Chemicals	1020
5. Mining	82

(b) A statement containing the latest available information which relates to the number of persons who passed out from Industrial Training Institutes and were on the Live Register of Employment Exchanges as on 31-12-1979 is enclosed.

Statement

Trade	No. of persons who passed out from Industrial Training Institutes and were on the Live Register of Employment Exchanges as on 31-12-1979
1	2
A. ENGINEERING TRADES	
1. Building Constructor	14
2 Draughtsman (Civil)	7034
3. Draughtsman (Mechanical)	7823
4. Electrician	39960
5. Electroplator	542
6. Fitter	53287
7. Mechanic (Instrument).	4664
8. Machinist (Composite)	26435
9. Machinist (Grinder)	1712
10. Machinist (Miller)	834
11. Machinist (Shaper, Slotter, Planer)	879
12. Mechanic (Radio & Television)	5120
13. Pattern Maker	65
14. Surveyor	1422
15. Turner	36937
16. Watch & Clock Maker	181
17. Wireman	20292
18. Blacksmith	6812
19. Carpenter	11204
20. Mechanic (Diesel)	7692
21. Mechanic (Motor Vehicle)	23729
22. Mechanic (Tractor)	4380

	1	2
23. Moulder		11462
24. Painter		1083
25. Plumber		3718
26. Refrigeration & Airconditioning Mechanic		3547
27. Sheet Metal Worker		7808
28. Upholstry		28
29. Welder (Gas & Electric)		40102
30. Wireless operator		170
31. Tool & Die Maker		1206
32. Electronics		1242
TOTAL (ENGINEERING TRADES)		331382

B. NON-ENGINEERING TRADES		
1. Book Binding	683	
2. Hand Composition & Proof Reading	135	
3. Printing Machine operator	484	
4. Cutting & Tailoring	7082	
5. Stenography (English, Hindi, Punjabi)	10008	
6. Other Non Engineering trades	311	
TOTAL (NON ENGINEERING TRADES)		19920
GRAND TOTAL	351302	

Water Scarcity in Western Railway Colonies

3644. SHRI B. R. NAHATA: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is water scarcity or problem of water supply to the Railways and Railway colonies of various stations of Metre Gauge and Broad Gauge on the Western Railway

between Chittorgarh & Ratlam Section of the Metre Gauge and Nagda Kota Section of the Broad Gauge; and

(b) if so, what arrangement are likely to be made for proper water supply for the Railways as well as for the Railway colonies for permanent solution?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN) (a) and (b). At Shamgarh station on Nagda Kota (B.G.) Section and Chittorgarh-Ratlam (M.G.) Section shortage of water is experienced during summer, especially during the years of scanty rainfall when wells either dry up or yield therefrom is reduced. At Shamgarh however a 40' diameter well has recently been provided as a permanent solution to the water shortage problem at that station. As regards Chittorgarh-Ratlam section, supply of water during the summer is supplemented from private parties/local bodies and/or by running water special trains.

Medical Facilities in Tribal areas of Orissa

3645. SHRI GIRIDHAR GOMANGO: Will the Minister of HEALTH be pleased to state:

(a) the schemes and programmes prepared by Government of Orissa and submitted to his Ministry for the better medical facilities in tribal sub-plan areas of the State and funds provided for these schemes, project-wise; and?

(b) funds earmarked by his Ministry and schemes and programmes sanctioned for tribal sub-plan areas of Orissa for the year 1979-80 and 1980-81?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH (SHRI NIHAR RANJAN LASKAR): (a) and (b) The Government of Orissa has not submitted any plan for the provision of better medical facilities in the tribal areas of the State, to the Minis-

try of Health and Family Welfare. However, the State Government had submitted a tribal sub-plan for the year 1979-80 to the Planning Commission, totalling Rs. 213.33 lakhs. The Planning Commission approved an outlay of Rs. 93.41 lakhs from the State Plan for medical facilities in the tribal areas. An additional amount of Rs. 30 lakhs was also approved as special Central assistance. Discussions regarding the flow of funds during 1980-81 are yet to take place; as such the outlays for 1980-81 have yet not been finalised. The details of the schemes proposed by the Orissa Government in the tribal sub-plan 1979-80 are enclosed.

Statement

Name of the Schemes.	Flow of funds from the state plan to the sub-plan (Rs. in lakhs)		
	1	2	3
1. Completion of incomplete PHC Buildings			26.30
2. Estt. of 25 sub-centres, building and medicine grant;			3.50
3. Upgradation of HPCs into 30 Bedded Rural Hospital			86.35
4. Augmentation of Medicine grant to F.W. Sub-Centres.			6.39
5. Augmentation of Medicine grant to PHCs & Sub-Centres.			23.60
6. Construction of Ad-II. Staff quarters for Sanitary Inspectors/Health Assistant.			3.15
<i>Control of Communicable Diseases</i>			
7. Filariæ Control Programme			0.90
8. T.B. Control Programme			5.50
9. V.D. Control Programme			0.40

Attaching a Bogie to Bokaro Express from Ranchi

3646. SHRI K. T. KOSALRAM: Will the Minister of RAILWAYS be pleased to state:

(a) whether his Ministry has taken a decision on the proposal to start a bogie from Ranchi and attach it to Bokaro Express for Madras; and

(b) if so, from which date the decision will be implemented?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) and (b). The question of linking Madras with Ranchi by introducing an Express train between Ranchi and Rourkela to be amalgamated with 89/90 Madras-Bokaro Express has been agreed to in principle. However, this can be done only after dieselisation of 89/90 Express, which is not feasible at present due to short availability of spare diesel locos.

Jamnagar-New Bedi Port Railway Line

3647. SHRI D. P. JADEJA: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal to connect Jamnagar to New Bedi Port (Roze) by a B.G. railway track;

(b) if so, whether survey for constructing the line has been done; and

(c) the target date fixed for completing the work?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) to (c). A BG goods spur extending upto Windmill to serve the Bedi Port has been provided as part of Phase I of the Main conversion Project from Viramgam to Okha/Porbandar.

Name of the Scheme	Flow of funds from the State Plan to the sub-plan (Rs. in lakh.)
<i>Hospital and Dispensaries</i>	
10. Strengthening of Distt. Headquarters Hospital	11.77
11. Specialist Services in Distt. Headquarters Hospital & T.B. Hospital	1.17
12. Strengthening of Sub-Divisional Hospital	10.68
13. Specialist Services in Sub-Divisional Hospital	1.33
14. Improvement in Nursing Care	1.00
15. Provision of Lab. Services in PHCs & Referral Hospital	0.44
16. Continence of Bedded Hospital in Rural Areas	2.50
17. Strengthening of Rural Health Services	11.50
18. Strengthening of Rourkela Hospital	4.50
19. Strengthening of Rajgangapur Hospital	0.40
20. Extension of Bacteriological Lab. Services in District Headquarters Hospital.	0.50
21. Improvement of Hospital.	2.00
<i>Other Programme</i>	
22. Expansion of Drugs Peripheral Organisation.	0.25
23. Strengthening of V.H.S.	0.44
24. Strengthening of Regional P.H. Laboratory	1.50
25. School Health Services	1.00
26. Improvement and opening of Homocopathy & Ayurvedic Dispensaries.	6.24
Total :	213.3

Centrally Sponsored Health Scheme

3648. SHRI D. M. PUTTE GOWDA: Will the Minister of HEALTH be pleased to state the details regarding Centrally Sponsored Health Schemes in States including schemes for Scheduled Castes and Scheduled Tribes?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH (SHRI NIHAR RANJAN LASKAR): In accordance with the decision of the National Development Council, Centrally Sponsored Schemes have been divided into three Categories from 1st April, 1979. Categories-wise list of Centrally Sponsored Health Schemes is attached.

A Scheme for the Establishment of I.S.M./Homoeopathic Dispensaries in Tribal Pockets was drawn up but according to the decision of the National Development Council, the Scheme has ceased to be Centrally Sponsored Scheme. No Other Special Scheme for Scheduled Caste/Scheduled Tribe has been in operation as all Centrally Sponsored Schemes also cover the Scheduled Caste/Scheduled Tribe area of the State.

List of Centrally Sponsored Health Schemes in States operative from 1st April, 1979 in accordance with the decision of the National Development Council.

Category I. Scheme which will continue to be Centrally Sponsored and for which funding by the Central Government for relevant items will continue to be 100 per cent as before:

1. Assistance to Post-Graduate Depts. (I.S.M.).
2. Establishment of I.S.M. Pharmacies.

Category II. Schemes which will continue to be Centrally Sponsored but in respect of which financing will be on a sharing basis between the Centre and the States.

1. N.M.E.P. (Rural).
 2. N.M.E.P. (Urban).
 3. Filaria Control.
 4. Leprosy.
 5. T.B.
 6. S.T.D.
 7. Cholera.
 8. Preventions of Blindness.
 9. C.H.V. Training.
 10. Re-orientation of Medical Education Extensions to Rural areas.
 11. Training and Employment of multi-purpose Workers.
- Category III. Schemes which have ceased to be Centrally Sponsored:
1. School Health.
 2. Combined Food and Drug Labs.
 3. Strengthening of State Health Education Bureaux.
 4. Strengthening of Drug Inspectorates of States.
 5. Under-graduate Colleges of I.S.M. and Homoeopathy.
 6. Training of Village practitioners Vidyas etc.
 7. Estt. of ISM/Homoeopathic Dispensaries in Tribal Blocks.
 8. Nature Cure.

गंगापुर मिर्टा-धोलपुर लाइन

3649 श्री राम कुमार मीणा . क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या गंगापुर मिर्टा से कागीली होकर धोलपुर तक नई रेल लाइन बनाने का सरकार का कोई प्रस्ताव है;

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

(ग) यदि नहीं, तो इसके क्या कारण हैं ?

रेल मंत्रालय में उप-मंत्री (श्री मल्लिकार्जुन) : (क) जी नहीं ।

(ख) और (ग) . प्रश्न नहीं उठता ।

भट्टा उद्योगों को कोयले की सप्लाई

3650. श्री मनमूल सिंह चौधरी : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) राजस्थान के श्री गंगानगर जिले में वर्ष 1978, 1979 और 1980 के दौरान प्रत्येक वर्ष में ईंटों के भट्टों और उद्योगों को 'स्लेक' और 'स्टीम' कोयले के कितने रैक (गाड़िया) सप्लाई किये गये;

(ख) निम्नलिखित को कितने बैगन कोयला सप्लाई किया गया ;

(एक) राजस्थान लघु उद्योग ,

(दो) आर० सी० पी० सी० ए० डी० और अन्य सरकारी विभाग,

(तीन) अन्य प्राइवेट पार्टिया, और

(ग) उपरोक्त पार्टियों ने पिछले तीन वर्षों में वर्ष वार, कितने बैगनों की मांग की और क्या उनकी मांग पूरी की गई है ?

रेल मंत्रालय में उप-मंत्री (श्री मस्सिकार्जुन) : (क) पश्चिम बंगाल-बिहार कोयला खानों से श्री गंगानगर के उद्योगों के लिए ईंट पकाने हेतु जले हुए कोयले और भाप कोयले के लदान के लिए आर्वांटित रैकों की संख्या इस प्रकार थी :--

वर्ष	आर्वांटित रैकों की संख्या	ईंट पकाने के लिए जला हुआ कोयला	उद्योगों के लिए भाप कोयला
1978	6		8.3
1979	---		3
1980 (जून तक)	---		---

(ख) वर्ष 1978, 1979 और 1980 के दौरान राजस्थान राज्य में विभिन्न उपभोक्ताओं के लिए पश्चिम बंगाल-बिहार कोयला खानों से कोयले के लदान के लिए आर्वांटित माल डिब्बों की वर्षवार संख्या इस प्रकार थी :--

	आर्वांटित माल डिब्बों की संख्या		
	1978	1979	1980 (जून तक)
(i) राजस्थान लघु उद्योग	5673	2009	555
(ii) आर० सी० पी० सी० ए० डी तथा अन्य सरकारी विभाग	5257	1787	2236
(iii) अन्य प्राइवेट पार्टिया	7769	7605	2175

(ग) वर्ष 1978, 1979 और 1980 के दौरान राजस्थान राज्य में विभिन्न उपभोक्ताओं के लिए पश्चिम बंगाल-बिहार कोयला खानों से कोयले के संचालन के लिए कार्यक्रमबद्ध माल डिब्बों की वृत्त संख्या इस प्रकार थी :--

	1978	1979	1980 (जून तक)
(i) राजस्थान लघु उद्योग	11335	12858	5947
(ii) आर० सी० पी० सी० ए० डी तथा अन्य सरकारी विभाग	12440	8668	4092
(iii) अन्य प्राइवेट पार्टिया	18039	15318	8268

बहरहाल, माल डिब्बों का कार्यक्रम हमेशा आवश्यकत से काफी अधिक ही रहा है।

Trips missed on Bus Route Nos. 390 and 780

3651. **SHRI CHANDRA BHAL MANI TEWARI:** Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) the average number of trips missed by the Delhi Transport Corporation Buses plying on Route Nos.

390 and 780 during the last six months (January—June, 1980); and

(b) the steps taken to improve these services which serve far-flung areas?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):

(a) The requisite information is given below:

Route No. 300

Month : (80)	No. of trips :			Operational Ratio :
	Sch.	Opt.	Missed.	
Jan.	4617	3991	626	86%
Feb.	1336	3655	671	84%
Mar.	4429	4067	362	92%
April.	4505	3993	512	89%
May.	4799	4036	763	84%
June (upto 29-6-80)	4054	3334	720	82%
	26740	23076	3664	86%

Route No. 780

Jan.	2180	2107	73	97%
Feb.	2023	1954	74	96%
Mar.	2156	2098	58	97%
April.	2130	1990	140	93%
May.	2201	2109	792	96%
June : (upto 27th)	1917	1814	103	95%
	12612	12072	540	96%

(b) Delhi Transport Corporation is making all out efforts to improve overall efficiency of its services, which include improving its maintenance

system to increase fleet availability, addition of new buses and strict observance of punctuality.

Modernising of Pharmaceutical Factory of Government Medical Store-Depot, Madras

3652. SHRI THAZHAI M. KARUNANIDHI: Will the Minister of HEALTH be pleased to state:

(a) whether it is a fact that an Expert Committee was set up to study about the modernisation of pharmaceutical Factory attached to Government Medical Store Depot., Madras;

(b) if so, when it was appointed and when the report was submitted;

(c) the expenditure incurred by Government on the Committee;

(d) whether it is also a fact that Government do not intend to implement the report during the current financial year, if so, why; and

(e) whether it is also a fact that there is a proposal to wind up the Government Medical Stores Organisation, and if so, why?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH (SHRI NIHAR RANJAN LASKAR): (a) and (b). Yes. A "Committee of Experts" was set up to study about the modernisation of Pharmaceutical Factory attached to Government Medical Store Depot., Madras in July, 1978. The said Committee submitted their report in November, 1978.

(c) No expenditure on the Committee has been incurred except the T.A. and D.A. of the Members.

(d) The report is still being examined.

(e) Yes. This is also being examined.

Conversion of Vasco-Miraj Line

3653. SHRIMATI SANYOGITA RANE: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Union Government have assured the Goa administration to meet the

demand of conversion of Vasco-Miraj metre-gauge line into broad-gauge; and

(b) if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) and (b). Updating of the Preliminary Engineering-cum-traffic survey for conversion of the Sections Hospet-Murmagao-Miraj-Londa and Anaver-Dandeli, has been included in the budget 1980-81. Further action will be taken when the survey is completed and report examined.

Drink Addicts among Medical Men

3654. SHRI B. K. NAIR: Will the Minister of HEALTH be pleased to state:

(a) whether Government have seen Press reports on the increasing number of drink addicts among medical men including students; and

(b) if so, what steps are being taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH (SHRI NIHAR RANJAN LASKAR): (a) No, it has not come to Government's notice.

(b) Does not arise.

Payment of Wages to Godown Mazdoors by F.C.I.

3655. SHRI INDRAJIT GUPTA: Will the Minister of LABOUR be pleased to state:

(a) whether he is aware that the Food Corporation of India authorities are not paying even the notified minimum wages to their godown mazdoors at Shillong;

(b) whether it is a fact that the minimum wages notified for unskilled labour by the Meghalaya Government is Rs. 8 per day, while the Food Corporation of India is paying less than Rs. 6; and

(c) if so, whether any action will be taken to guarantee the payment of minimum wages to the workers concerned?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR (SHRI T. ANJIAH): (a) to (c). The information is being collected and will be laid on the Table of the House when received.

पालनपुर और डीसा के बीच चलने वाली गाड़ियों को फिर से प्रारम्भ करना

3656. श्री मोती साईं आर 0 चौधरी : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या पालनपुर और डीसा (गाधी-धाम पालनपुर) के बीच की रेलवे लाइन पर चलने वाली एक मात्र गाड़ी को बन्द कर दिया गया है; और

(ख) यदि हां, तो इसे कब से बन्द किया गया है और कब से इसे फिर से चलाना प्रारम्भ किया जायेगा ?

रेल मंत्रालय में उप-मंत्री (श्री मल्लिकार्जुन) :

(क) और (ख). लगानार कम यातायात होने के कारण 1.4.80 से 63/64 पालनपुर-डीसा मिश्रित गाड़ियों को स्थायी रूप से रद्द कर दिया गया था। इस खण्ड पर अभी भी 3 जोड़ी यात्री गाड़ियां चल रही हैं, जो वर्तमान स्तर के यातायात को संतोषजनक ढंग से सम्भालने के लिए सामान्तः यथेष्टपाई गई हैं। इसलिए 63/64 पालनपुर-डीसा गाड़ी को फिर से चलाने का कोई प्रस्ताव नहीं है।

Railway Officers sent to Phillipines

3657. SHRI N. DENNIS: Will the Minister of RAILWAYS be pleased to state:

(a) whether officers working in Zonal Railways were sent to Phillipines during 1978-79 period;

(b) the departments of Railways from which these officers were sent;

(c) whether seniority was maintained in selecting officers for such assignments; and

(d) the basis on which the selections were made?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Yes.

(b) Mechanical Engineering.

(c) and (d). The selection of officers for such assignments is made keeping in view strictly the job requirements and Officers' suitability therefor.

Recruitment Rules for the Employees of Sucheta Kripalani Hospital, New Delhi

3658. SHRI DILIP SINGH BHURIA: Will the Minister of HEALTH be pleased to refer to the reply given to Starred Question No. 471 on the 22nd March, 1979 regarding recruitment rules for the employees of Sucheta Kripalani Hospital, New Delhi and state:

(a) the latest progress about the framing of recruitment rules for the Group C & D categories of the employees in the Sucheta Kripalani Hospital, New Delhi; and

(b) whether Government propose to introduce selection grade in respect of these categories of employees and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH (SHRI NIHAR RANJAN LASKAR): (a) Recruitment Rules for 28 Categories of Group 'D' posts covering 542 posts have since been finalised and notified. Recruitment Rules for 39 categories of Group 'C' posts covering 395 posts are being processed in consultation with the Department of Personnel and Administrative Reforms.

(b) Yes.

भोपाल से प्रकाशित होने वाले "बी हितवद" द्वारा मजिस्ट्रेट निति की राशि जमा कराया जाना

3659 . श्री एन 0 के 0 शंकर : क्या भ्रम मंत्री यह बताने की कृपा करेंगे कि :

(क) भोपाल से प्रकाशित होने वाले अंग्रेजी दैनिक, "बी हितवद" के कर्मचारियों के वेतन से

काटी गई भविष्य निधि की राशि कब से जमा नहीं कराई गई है ;

(ख) यदि हां, तो उक्त राशि कितनी है और उसे वसूल करने के लिये सरकार ने क्या कार्यवाही की है ;

(ग) क्या यह सच है कि नौ राज्यों की विधान सभाओं को भंग किये जाने से पूर्व डी० आई० पी० भूगतानों से काटी जाने के बाद भविष्य निधि की राशि इंदौर स्थित डिवीजनल कार्यालय को भेजी जाती थी परन्तु नौ विधान-सभाओं के भंग होने के बाद ये आदेश रद्द कर दिये गये थे ; और

(घ) यदि हां, तो इन आदेशों को रद्द करने के क्या कारण हैं ; उनको किस प्राधिकारी ने रद्द किया और इन आदेशों को रद्द करने के लिये उत्तरदायी अधिकारी के विरुद्ध क्या कार्यवाही की जा रही है ?

अम मंत्रालय में राज्य मंत्री (श्री टी० अंजैया) (क) भविष्य निधि प्राधिकरणों ने सूचित किया है कि प्रतिष्ठान ने मार्च, 1979 से कर्मचारियों के वेतन से काटे गए भविष्य निधि अंशदानों को जमा नहीं कराया है ।

(ख) अप्रैल, 1980 के अन्त तक उनकी और भविष्य निधि, परिवार पेंशन तथा कर्मचारी जमा संबद्ध बीमा अंशदानों के 59573/- रुपया बकाया था । कर्मचारी भविष्य निधि और प्रकीर्ण उपवन्ध अधिनियम, 1952 की धारा 14 के अधीन अक्टूबर, 1979 तक की बकाया राशियों के लिये अभियोजन मामले दायर किए गए हैं । अनुवर्ती अर्वाध के लिए अभियोजन चलाने की मंजूरी और प्रथम सूचना रिपोर्ट दायर करने की सूचना क्षेत्रीय निरीक्षक को भी दे दी गई है । इसके अतिरिक्त, जनवरी, 1980 तक की अर्वाध के लिए अधिनियम की धारा 8 के अधीन राजस्व वसूली प्रमाण-पत्र जारी किए गए हैं । अधिनियम की धारा 14-ख के अधीन हर्जाने भी लगाए हैं ।

(ग) और (घ). सूचना एकत्र की जा रही है और मदन की मेज पर रख दी जाएगी ।

Payment of Bonus to Teaching and Non-Teaching Staff of FACT

3660. SHRI DINEN BHATTACHARYA: Will the Minister of LABOUR be pleased to state:

(a) whether a memorandum dated the 14th March, 1980 from FACT

School Employees' Association, Udyogmandal has been received by Government demanding suitable amendment to the proposed payment of Bonus Act to include within its ambit teaching and non-teaching staff of Educational Institutions also where such institutions are established as a part of its welfare activities with the funds of an Industrial undertaking and are maintained primarily for providing facilities to the employees of such Undertakings; and

(b) if so, whether Government are considering their demands favourably?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR (SHRI T. ANJIAH): (a) Yes, Sir.

(b) The suggestions of FACT School Employees' Association along with other proposals for amendment of the Payment of Bonus Act are under consideration of the Government.

लापता पोत एम० टी० बी० केंराली

1661. श्री राम बिलास पासवान : क्या नौबहन और परिवहन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या एम० बी० केंराली नामक पोत अपने 51 चालक कर्मचारियों सहित 30 जून, 1979 को बम्बई से गोआ के रास्ते रोस्टोक (पश्चिम जर्मनी) के लिए रवाना हुआ था ;

(ख) क्या यह सच है कि उक्त पोत 3-7-1979 से लापता है ;

(ग) क्या लापता पोत और उसके चालक कर्मचारियों का पता लगा लिया गया है ; और

(घ) यदि नहीं ; तो क्या सरकार इस संबंध में न्यायिक जांच करेगी ?

नौबहन और परिवहन मंत्रालय में राज्य मंत्री (श्री बृटा सिंह) : (क) जी हां । लेकिन जहाज पर 49 कर्मचारी और इनके अलावा एक इंजीनियर की पत्नी और बच्चा सवार थे । यह जहाज बिजबौलि होते हुए रोस्ताक को मार्गमाओ से 30 जून, 1979 को रवाना हुआ था ।

(ब) बी, हां।

(ग) बी, नहीं।

(घ) केंद्रीय सरकार मचेंट क्षिपिंग एक्ट, 1958 की धारा 361 के तहत इस घटना की औपचारिक जांच करने के लिये एनाकुलम के चीफ जुरिडिसियल मैजिस्ट्रेट को नियुक्त कर चुकी है।

बिहार में टी० बी० से पीड़ित लोग

3662. श्रीमती कृष्णा साही : क्या स्वास्थ्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या बिहार में टी० बी० से लगभग छ लाख लोग पीड़ित हैं; और

(ख) यदि हा, तो इस बीमारी पर नियंत्रण पाने के लिए सरकार का क्या उपाय करने का विचार है ?

स्वास्थ्य मंत्रालय में राज्य मंत्री (श्री निहार रंजन लस्कर : (क) जी हा।

(ख) राज्य सरकार ने क्षय रोगियों का पता लगाने, उपचार तथा रोग निवारक सुविधाएं उपलब्ध करने के लिए 13 जिला क्षयरोग केन्द्र और क्षयरोग से पीड़ित बाह्य रोगियों का इलाज करने के लिए 22 क्षयरोग केन्द्र, रेफरल, प्रशिक्षण तथा उपचार केन्द्रों के रूप में कार्य करने के लिए 2 क्षयरोग प्रशिक्षण तथा प्रदर्शन केन्द्र स्थापित किए हैं और गंभीर रूप से बीमार तथा विषाक्त रोगियों का अस्पताल में भर्ती करके इलाज करने के लिए लगभग 1600 क्षयरोग पलंग लगाये हैं। उनका झगड़े राज्य में शीघ्र ही और 9 जिला क्षयरोग केन्द्र स्थापित करने का विचार था। 18 बी० सी० जी० दल बी० सी० जी० का टीका लगाने तथा प्राथमिक स्वास्थ्य केन्द्रों के स्वास्थ्य कार्यकर्ताओं को बी० सी० जी० का टीका लगाने की तकनीक का प्रशिक्षण देने का कार्य कर रहे हैं।

Medical facilities to Central Government retired employees

3663. SHRI H. N. NANJE GOWDA:
SHRI K. LAKKAPPA:

Will the Minister of HEALTH be pleased to state:

(a) whether it is a fact that Uttar Pradesh Government have decided to provide free medical facilities to retir-

ed Government employees and their dependents;

(b) if so, whether Central Government propose to provide such medical facilities to the Central Government retired employees and also advise States and Union Territories to follow suit; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH (SHRI NIHAR RANJAN LASKAR): (a) Yes.

(b) and (c). At present retired Central Government employees are already entitled to the medical facilities under the C.G.H.S. where the same is in operation. The provision of medical coverage to retired employees of the State Governments/U.Ts. is a matter for the State Governments/U.Ts. to consider.

Railway Territorial Army Unit

3664. SHRI NATHU RAM SHAK-YAWAR. Will the Minister of RAILWAYS be pleased to state:

(a) whether the 988 Railway Territorial Army unit posted in Assam was to be relieved therefrom by June, 1980;

(b) if so, whether the same has been relieved and some other unit has been posted there by now; and

(c) if not, the reasons therefor and the time by which the said unit will be relieved therefrom?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) to (c). Territorial Army Units are embodied and deployed in aid of Civil power, wherever considered necessary, to maintain the line of communication. Deployment of the embodied Units and their disembodiment are decided depending upon the exigencies. Information about embodiment of Territorial Army Units, their deployment and disembodiment are secret, and it is regretted that the same cannot be divulged in public interest.

Provident Fund accumulated with Dock Labour Board

3665. SHRI K. A. RAJAN: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) what are the amounts of provident fund accumulated with each Dock Labour Board as on 31st March, 1980;

(b) whether the amounts are deposited with banks; and

(c) what was the interest declared to be paid to the workers/employees by each Dock Labour Board for the years 1977-78 and 1978-79 separately?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):

(a) The amounts of Provident Fund accumulated with each Dock Labour Board as on 31-3-80 are indicated below:—

Dock Labour Board	Amount
	Rs.
(1) Bombay	11,64,25,000/-
(2) Calcutta	14,33,46,000/-
(3) Cochin	1,45,67,309/-
(4) Kandla	57,82,000/-
(5) Madras	4,24,69,325/-
(6) Mormugao	3,27,90,100/-
7) Visakhapatnam	3,23,00,000/-

(b) Cochin, Visakhapatnam and Kandla Dock Labour Boards have deposited the amounts with the banks. Bombay, Madras and Mormugao Dock Labour Boards have deposited the amounts with the banks and in Government Securities/Post Office deposits. Calcutta Dock Labour Board has deposited the amounts in Central and State Government Promissory Notes, Calcutta Port Trust Debentures, State Electricity Board Bonds and Post Office Time Deposits.

(c) The interest declared to workers/employees by each Dock Labour Board for the years 1977-78 and 1978-79 is given below:—

Dock Labour Board	Interest Paid for	1977-78	1978-79
(1) Bombay		6%	6%
(2) Calcutta		8.75%	9%
(3) Cochin		8%	8%
(4) Kandla		10.2%	10.4%
(5) Madras			
(i) Registered Workers		7½%	9½%
(ii) Listed Workers		5½%	8½%
(6) Mormugao		9%	9%
(7) Visakhapatnam		10%	10%

South African ban on Mrs. Mandela

3666. SHRI N. E. HORO:
SHRI ARJUN SETHI:
SHRI A. A. RAHIM:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Government's attention has been drawn to the news-item appearing in the 'Hindustan Times' dated 12th June, 1980 that South African authorities have turned down a request by Nelson Mandela's wife to let her travel to India to receive the Jawaharlal Nehru Award for International Understanding for her husband; and

(b) if so, the details thereof and the reaction of Indian Government thereto?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) Yes, Sir.

(b) On receipt of an invitation from the Indian Council for Cultural Relations, to come to India to receive the Jawaharlal Nehru Award for

International Undertaking 1979, on behalf of her husband, Mr. Nelson Mandela, Mrs. Winnie Mandela applied to the South African authorities for a passport to travel to India. Subsequently, an item appeared in the South African press towards the end of May, 1980, stating that Mrs. Mandela's application had been turned down by a South African authorities. Mrs. Mandela's attorneys have sought confirmation from the South African authorities. Government is also in touch with the African National Congress.

Overbridge at Cuddalore

3667. SHRI R. MUTHUKUMARAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is a proposal pending for the past over one decade, for an overbridge to be constructed at the District Headquarters in Cuddalore New Town, Tamilnadu;

(b) if so, at what stage the matter stands; and

(c) whether Government propose to take urgent steps to start with the construction work of the overbridge?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) No.

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

Proposal to run Marudhar Express between Jodhpur and Jaipur Daily

3668. SHRI VIRDHI CHANDER JAIN: Will the Minister of RAILWAYS be pleased to state:

(a) whether Railways have fulfilled the demand of the people of the area by introducing a Marudhar Express train between Jodhpur and Jaipur in May, 1980;

(b) whether it is also a fact that this express train does not run on Wednesday and if so, the reasons therefor and whether Government will take steps to run this train daily; and

(c) whether it is also a fact that this train after reaching Phulera station in time becomes late by an hour or more?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Yes.

(b) Yes. The schedule of the trains provides for maintenance of coaches at night. It is considered necessary to give day maintenance to all coaches on one day in a week.

(c) No. The punctuality performance of 504 Dn. Marudhar Express has by and large been very satisfactory.

News item captioned "Pull and Pressure cases in T.B. Hospitals"

3669. SHRI JANARDHANA POOJARY: Will the Minister of HEALTH be pleased to state:

(a) whether Government's attention has been drawn to the news item published in local daily of 5th April, 1980 regarding 'Pull and Pressure cases in T.B. Hospitals';

(b) if so, what are the facts in this regard; and

(c) whether Government propose to open another T.B. Hospital in the Capital?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH (SHRI NIHAR RANJAN LASKAR): (a) Yes.

(b) Delhi has quite satisfactory Tuberculosis services. A chain of 11 T.B. Clinics run by different organisations are functioning in different areas/zones of the Union Territory of Delhi to undertake domiciliary treatment of T.B. patients. There are two T.B. Hospitals in the Capital. One is the Lala Ram Sarup T.B. Hospital run by the T.B. Association in Mehrauli with 306 sanctioned beds and the other is the Rajen Babu T.B. Hospital run by the Municipal Corporation of Delhi in Kingsway Camp area with 1113 sanctioned beds. In addition

there are 74 T.B. beds for observation cases etc. in the other T.B. Clinics in the capital.

As the T.B. Institutions of Delhi are well reputed, a large number of patients from adjacent States come here to seek treatment. These outside patients cannot avail of domiciliary treatment facilities on a long term basis as they have no place of stay in Delhi, and hence they approach various authorities etc. for getting admission to the T.B. Hospitals. Many of such patients have to be admitted by the hospital authorities on compassionate grounds because they are in very poor general health and need immediate inpatient treatment.

It is expected that as and when treatment facilities in adjacent States further improve in course of time, a significant number of T.B. patients from these States who, at present, come to Delhi would approach their local institutions for treatment.

(c) There is no proposal under consideration of Government of India to open another T.B. Hospital in the Capital.

Movement of foodgrains

3670. SHRI SUBHASH CHANDRA BOSE ALLURI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Railways have drawn up a plan to undertake massive movement of foodgrains following a bumper rabi crops in all parts of the country; and

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

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) and (b). Yes. However, plans for movement are finalised every month by the Food Corporation of India and the Railways in consultation with each other.

Cases of Jaundice in States

3671. SHRI OSCAR FERNANDES: Will the Minister of HEALTH be pleased to state:

(a) whether Government have conducted any survey regarding the cases of jaundice in various States;

(b) if so, the details thereof;

(c) the steps Government have taken in this regard to extend its co-operation in favour of States; and

(d) whether the World Health Organisation has also extended its assistance to India and if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH (SHRI NIHAR RANJAN LASKAR): (a) and (b). No. However, the Central Bureau of Health Intelligence in the Directorate General of Health Services collects data on cases and deaths due to jaundice from the States and Union Territories. The information to the extent available pertaining to the years 1977, 1978 and 1979 is enclosed.

(c) The Central Government, if the State Governments/Union Territories so require, renders the following assistance for the effective prevention and control of the disease:—

(i) Assistance in conducting epidemiological investigations when an out-breaks occurs by deputing team from National Institute of Communicable Diseases, Delhi, The All India Institute of Hygiene and Public Health, Calcutta and other Institutions. Such teams also assist the States/Union Territories in the prevention and control activities.

(ii) Assistance in obtaining drugs, reagents for diagnosis and other supplies.

(b) No assistance has been sought from the World Health Organisation so far.

Cases and deaths due to Jaundice Infections hepatitis Reported by states U.T's. During the Year 1977 to 1979

Sl. No.	States/U.Ts.	1977		1978		1979	
		C	D	C	D	C	D
1.	Andhra Pradesh . . .	7058	152	13024	10	8796	27
2.	Assam	7651	35	+	+	+	+
3.	Bihar	+	+	+	+	+	+
4.	Gujarat	1713	1	1626	4	2010	87
5.	Haryana	2945	15	4691	24	2210	10
6.	Himachal Pradesh . . .	2121	9	2372	12	3273	14
7.	Jammu & Kashmir . . .	+	+	+	+	+	+
8.	Karnataka	26009	139	21087	225	18268	245
9.	Kerala	20611	34	15972	12	16453	44
10.	Madhya Pradesh	16945	136	24698	192	33758	268
11.	Maharashtra	3983	398	17812	852	40465	894
12.	Manipur	+	+	4	+	+	+
13.	Meghalaya	73	-	1844	-	+	+
14.	Nagaland	500	-	4369	3	+	+
15.	Orissa	8610	161	5857	63	12851	157
16.	Punjab	1629	13	1948	2	2362	8
17.	Rajasthan	4057	44	4528	61	687	3
18.	Sikkim	+	+	174	4	1063	4
19.	Tamil Nadu	7861	83	252	10	928	25
20.	Tripura	260	3	422	4	680	-
21.	Uttar Pradesh @	5290	20	+	+	3267	238
22.	West Bengal	17240	80	+	+	+	+
UNION TERRITORIES :							
23.	A & N Islands	+	+	433	6	607	6
24.	Arunachal Pradesh . . .	810	2	+	+	+	+
25.	Chandigarh	421	2	2059	5	1810	-
26.	Dadra & N. Haveli . . .	-	-	48	-	108	1
27.	Delhi	3226	9	4659	145	2078	27
28.	Goa, Daman and Diu . . .	93	-	156	-	500	2
29.	Lakshadweep	91	-	229	-	38	-
30.	Mizoram	+	+	1460	2	2046	20
31.	Pondicherry	1781	-	2175	+	3597	3
ALL INDIA		149339	1550	132899	1799	1,57,113	2083

+Data is incomplete and provisional

C=Cases D=Deaths

@—Relate to January to June, 1977.

Source : C. B. H. I. (D. G. H. S.)

Demand for an Employment Office at Cochin

3672. SHRI M. M. LAWRENCE:
Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Forward Seamen's Union has demanded the opening of Seamen's registration and employment office at Cochin to cater to the needs of large number of Seamen from Kerala;

(b) whether it is a fact that the Seamen from Kerala are subject to a lot of difficulties, and unnecessary expenses at Bombay because of the lack of facilities at Cochin; and

(c) what is the reason for not opening an employment office in Cochin?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):
(a) Yes, Sir.

(b) No, Sir. As in the case of Seamen from other parts of the country, Seamen from Kerala are also paid rail and bus fare by the Shipping company from their Home Town to the port of engagement after their selection as per National Maritime Board Agreement. Each Seamen selected for a vessel is also paid subsistence allowance from the date he is found fit medically by Company's Doctor to the date of his commencement of wages.

(c) Cochin does not satisfy the conditions required for setting up a separate Seamen's Employment Office viz (i) sufficient number of ships should call at that port (ii) sufficient number of seamen in all categories should be available and (iii) there should be a demand from the shipowners for the supply of crew from that Port.

Eradication of Leprosy from the Country

3673. SHRI HARI NATH MISRA:
Will the Minister of HEALTH be

pleased to refer to the reply given to Unstarred Question No. 483 on the 12th June, 1980 regarding eradication of leprosy from the country and state:

(a) the number of hospitalised patients receiving treatment in Government hospitals/hospitals run by non-official organisation; including those run by voluntary organisations in each State;

(b) the expenditure being incurred per bed in the above mentioned hospitals in each State; and

(c) the number of patients receiving treatment as out-door patients in the above hospitals in each State?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH (SHRI NIHAR RANJAN LASKAR): (a) to (c). The information is being collected from the State Governments and will be laid on the Table of the Sabha.

सवारी गाडियों का बेरी से चलना

3674. श्री मूल चन्द्र डागा : क्या रेल मंत्री यह बताने की कृपा करेंगे कि .

(क) पिछले वर्ष कितनी सवारी गाडियां दिल्ली रेलवे स्टेशन पहुंची और वहां से रवाना हुई,

(ख) कितनी गाडियां देरी से आई और देरी से रवाना हुई ;

(ग) क्या यह सच है कि गाडिया पहने के मुकाबले अब ज्यादा देरी से चल रही है ; और

(घ) यदि हा, तो गाडियां समय पर चलाने के लिए क्या कदम उठाए जा रहे हैं ?

रेल मंत्रालय में उपमंत्री (श्री मल्लिकार्जुन) :
(क) और (ख) . अप्रैल 1979 से मार्च, 1980 तक की अवधि में दिल्ली रेलवे स्टेशन पर 23725 यात्री गाडियां पहुंची और वहां से 23725 गाडियां रवाना हुईं जिनमें से 10961 यात्री गाडिया देर से पहुंची और 9358 यात्री गाडियां देर से रवाना हुईं ।

(ग) और (घ) : जी, नहीं । इसके अलावा उनके निष्पादन में और अधिक सुधार लाने के प्रयास भी किये जा रहे हैं ।

Wages in Bauxite, Fire Clay and China Clay Mines

3675. SHRI SHIV PRASAD SAHU: Will the Minister of LABOUR be pleased to refer to the reply given to a supplementary Question arising out of the reply given to S.Q. No. 228 on the 27th March, 1980 and state:

(a) whether Government have issued any orders for increasing the wages of workers of the Bauxite, Fire Clay and China Clay mines and if so, the details thereof; and

(b) whether Government propose to issue suitable orders for increasing the minimum wages of these workers immediately in view of the fact that the minimum wages being paid to the workers of the other mines have been increased many time and if so, by what time and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR (SHRI T. ANJIAH): (a) and (b). The Central Government have already notified proposals to revise the minimum rates of wages for the workers employed in different mines including Bauxite, Fire Clay and China Clay mines. The existing and the proposed rates of minimum wages for different categories of workers in these mines are as follows:—

Sl. No.	Category of workers	Existing rates in Rs. per day	Proposed rates in Rs. per day
1.	Unskilled . . .	5.80	6.65
2.	Semi-skilled . . .	7.25	8.35
3.	Skilled/Clerical . . .	8.70	10.00

The final notification regarding the revision of wages is expected to be issued soon.

Vacancies in Clerical Cadre of Central Railway

3676. SHRIMATI PRAMILA DANDAVATE: Will the Minister of RAILWAYS be pleased to state:

(a) the number of vacancies prevailing in clerical cadre of Cash & Pay Department on the Central Railway;

(b) whether the present strength of clerical staff is being compensated for undertaking extra work of existing vacancies; and

(c) if not, the reasons thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Nine vacancies

(b) and (c). Whenever the staff are required to sit late, they are being compensated by payment of over-time.

हुसैनीवाला सीमा का खोला जाना

3677. श्री कृष्ण चन्द्र पांडे : क्या विदेश मंत्री यह कताने की कृपा करेंगे कि :

(क) क्या भारत और पाकिस्तान का बंधन करने वाले यादियों और इन दोनों देशों के बीच माल के यातायात के लिए हुसैनीवाला सीमा चौकी शीघ्र ही खोले जाने की संभावना है ; और

(ख) यदि हां, तो कब तक और उसमें देश को क्या लाभ मिलेगा ।

विदेश मंत्री (श्री पी० बी० नरसिंह राव) :

(क) जी नहीं ।

(ख) प्रश्न नहीं उठता ।

New Additions to the Existing National Highways

3678. SHRI AMARSINH V. RATHAWA: Will the Minister of SHIPPING AND TRANSPORT be pleased to state.

(a) whether there is any proposal under Government's consideration to make new additions to the existing

National Highways in the country during the next Five Year Plan; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):
 (a) Next 5-Year Plan (1980—85) has yet to be finalised and the provision, if any, which might be available for new additions to the existing N.Hs in that is not known at this stage.

(b) Does not arise.

Wagon Tipling System in Paradip Port

3679. SHRI KRUPASINDHU BHOI:
 Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) when the wagon tipling system is likely to be commissioned in Paradip Port;

(b) the reasons for delay in installing the equipment; and

(c) what facilities are contemplated for efficient loading of chrome ore in Paradip Port?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):

(a) By about February, 1982.

(b) Delay in completion of the system is due to:

(i) Non-availability of steel and structurals in time;

(ii) Unprecedented rain in 1977 resulting in re-excavation of pit for dumper house;

(iii) Unforeseen appearance of an artisan well at —9.25 metre depth; and

(iv) Suspension of work till revised cost estimate were approved in November, 1979.

(c) For efficient loading of Chrome Ore high capacity shore cranes of 13 ton, payloader and dumpers have been deployed.

Conduct of Drivers and Conductors of DTC Buses

3680. SHRI CHHITUBHAI GAMIT:
 Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether any steps have been or are being taken to train drivers and conductors of DTC buses, including those of private buses on contract with DTC, to deal in courteous manner with passengers and to abide by rules to stop at every bus stop, to wait till children, women and old passengers get in, etc.;

(b) whether the DTC authorities are aware that when one bus has stopped at bus stop the next for other destinations would certainly by-pass and overtake without bothering for its passengers; and

(c) what steps have been taken to arrange orderly queue system at Delhi bus stops?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):

(a) Yes, Sir. DTC Drivers and Conductors are given training for 2 months for this purpose. The drivers employed on private buses under DTC control have instructions to be courteous and polite and be helpful to passengers and more particularly to ladies, children and aged persons and to ensure stoppage of buses at proper stands. Inspectoral staff is also deputed at important stops during rush hours for this purpose.

(b) It is not correct that the next bus by-passes a bus stop if one bus is standing there. Drivers have strict instructions to stop buses at all bus stops where passengers are waiting for it. Occasionally, some drivers resort to by-passing the bus of the same route already picking up passenger at a stop.

(c) During peak periods in the morning and in the afternoon at important bus stops. Inspectoral Staff

is deputed to ensure orderly clearance of traffic and maintenance of passenger queue.

Number of Indians in U.A.E.

3681. SHRI AHMAD MOHD. ASRAR: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) the total number of Indians residing in U.A.E. (United Arab Emirate) as on date;

(b) the number of Indians who have been ordered by U.A.E. Government to leave that country by 21-6-80;

(c) whether U.A.E. Government has started fresh recruitment of Indians;

(d) if so, the number of Indians to be recruited this year and in future years, year-wise and mode and agencies for recruitment; and

(e) whether recruitment is being done under any agreement and, if so, the details thereof?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) Since Indian nationals abroad are not required to register themselves with the Indian Embassy, the precise number of Indian nationals in U.A.E. is not known. Their number, however, is estimated to be approximately 200,000.

(b) In accordance with the recent measures announced by the U.A.E. many Indian nationals who did not have proper authorisation to stay in U.A.E. have left. Their number is not known.

(c) Employers in U.A.E. have been recruiting fresh workers from India.

(d) The recruitment of workers for deployment in U.A.E. is not channelised through Government of India. The U.A.E. employers normally recruit workers from open market in India through their duly appointed

recruiting agents. It is, therefore, not possible to give the number of Indian workers to be recruited in future.

(e) Recruitment of Indian workers for deployment in U.A.E. is not done under any agreement between the two countries.

Flag Station at Durgachak

3682. SHRI SATYAGOPAL MISRA: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal under the consideration to build a Flag Station at Durgachak (near Tamluk-Haldia Bus line) of the Panskura-Hatiberia (Haldia) section of the South Eastern Railway;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) No.

(b) Does not arise.

(c) South Eastern Railway has decided to open a passenger halt at Silpa Pradesh between Durgachak and Haldia stations. In view of one passenger halt being opened on this section, there is no justification for opening yet another flag station in such close proximity.

Overbridge near Karur Railway Station

3683. SHRI S. A. DORAI SEBASTIAN: Will the Minister of RAILWAYS be pleased to state:

(a) when the construction of overbridge near Karur Railway Station on Karur-Salem Highway, Southern Railway for which survey has been completed, will be taken up for execution; and

(b) the reasons, if any, for the delay?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) and (b). This is a proposal for a new road over-bridge, the initial as well as recurring costs of which have to be entirely borne by the State Government. The costs were advised to the State Government by the Railway in June, 1977. So far there has been no response from the State Government. The work can be taken up by the Railways only after the State Government agrees to pay the initial as well as recurring charges and deposits the required amount.

Kothagudem-Kovur Line

3684. SHRI V. KISHORE CHANDRA S. DEO: Will the Minister of RAILWAYS be pleased to state:

(a) whether the survey of a new railway line between Kothagudem and Kovur in Andhra Pradesh has been completed; and

(b) if not, the present position of the proposed new railway line?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) and (b). Feasibility-cum-cost study carried out some time ago for a BG line from Bhadrachalam Road (Kothagudem) to Kovur revealed that the project would not be economically viable. No proposal for the said line is at present under consideration.

Implementation of Recommendation of Conference of Labour Secretaries

3685. SHRI CHITTA BASU:

DR. VASANT KUMAR PANDIT:

Will the Minister of LABOUR be pleased to state:

(a) whether Government have accepted the recommendations made by Conference of the Labour-Secretaries of different State Governments held in New Delhi in April last; and

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(b) whether any enforcement mechanism and coordination procedure was set up to implement the decisions of the Committee?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR (SHRI T. ANJIAH): (a) and (b). The discussions held with the Labour Secretaries of different States/Union Territories, in New Delhi on 18th April, 1980 were in the nature of exchange of views on problems faced in the implementation of certain labour laws. The conclusions have been taken note of by the Central Government and also have communicated to the State Governments/Union Territories for appropriate action.

Unemployed Farm Labour and Apprenticeship Scheme for them

3686 DR. VASANT KUMAR PANDIT: Will the Minister of LABOUR be pleased to state:

(a) the total number of unemployed and partially employed farm labour in the country as on the 31st March, 1980;

(b) whether a new scheme of Apprenticeship Training of rural labour has been undertaken by Government; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR (SHRI T. ANJIAH): (a) Information regarding the total number of unemployed and partially employed farm labour in the country as on the 31st March, 1980 is not available. However, the number of unemployed persons of age 15—59 in the rural areas according to 'daily activity' status was 12.8 million as revealed by the results of the 32nd Round of the National Sample Survey conducted during 1977-78.

(b) and (c). No, Sir. However, apprenticeship training facilities are

available under the Apprentices Act, 1961 in the trades of Agricultural Mechanic, Mechanic (Tractor) etc. to meet the training requirements of rural areas.

Alarming Growth in Population

3687. SHRI G. Y. KRISHNAN: Will the Minister of HEALTH be pleased to state:

(a) whether Government are aware that the population of India has gone beyond 62 or 63 crores; and

(b) whether Government have recently proposed some steps, while contemplating the Sixth Five Year Plan in view of the alarming growth in population?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH (SHRI NIHAR RANJAN LASKAR): (a) Yes Sir. According to the estimate of the Expert Committee on Population Projections (appointed by the Planning Commission under the Chairmanship of Registrar General of India), the population of India was 65.9 crores as on 1st March, 1980.

(b) The Government attaches great importance to the success of the Family Welfare Programme and as such its strategy is to control population growth through the willing acceptance of the small family norm by the people through a process of motivation and education. The success of the programme depends to a large extent on the change of social attitudes in favour of acceptance of the small family norm which again is linked with other socio-economic factors. Government are hopeful that through a process of education and motivation of the people the conviction can be brought home to them of the benefits of the small family norm. The programme is being pursued as a wholly voluntary programme and as integral part of a comprehensive policy covering education, health, maternity and

child care, family welfare, women's right and nutrition. Particular emphasis is being laid on the promotion of maternal and child health.

All media resources of Government are being utilised for promoting the programme. A large number of opinion camps are being held throughout the country to motivate and educate the people. A large infrastructure for delivery of services has been built up and people are given the choice to accept on a free and a voluntary basis, the method acceptable to them for limiting the family. Special drives are also launched during the year in certain periods for high-lighting the beneficial aspects of the programme. All these measures, it is felt, will make a dent on the rate of growth of the population

Assault by R.P.F. at Baruipara on Eastern Railways

3688. SHRI AHMED M. PATIL: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that at Baruipara on Eastern Railway an incident occurred on the 14th May, 1980 in which several passengers, including a lady travelling by 245 Howrah-Bardwan local train were assaulted by R.P.F. personnel;

(b) if so, the details thereof; and

(c) the action taken against the culprits?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) to (c). On 14-5-80, four Railway Protection Special Force personnel were returning to Baruipara Camp after performing patrolling duty in between Liluah and Belur by local train No. C-245 Up. At about 8.30 hrs. two lady passengers alongwith others boarded the IInd class compartment at Begumpur Railway Station in which the Railway Protection Spe-

cial Force personnel were also travelling. Since it was morning rush hour, two of the Railway Protection Special Force men were standing near the door of the compartment. The saree of one of the lady passengers got entangled with the shoulder badge of one of the Railway Protection Special Force personnel and as a result thereof the lady fell down. The passengers seated in the compartment started accusing the Railway Protection Special Force personnel and this resulted in exchange of hot words. On arrival of the train at Baruipara Station some more passengers and vendors rushed to the compartment and a tussle started between Railway Protection Special Force men and passengers. Finding the situation grave, the Railway Protection Special Force men opened fire in self defence and to protect their lives, arms and ammunition causing injuries to 4 persons including two ladies. The Railway Protection Special Force men then took shelter in their barracks near railway station in which 14 other Railway Protection Special Force men were already present. The mob followed them and started heavy brick bating. The temporary kitchen of the barrack as well as the 1st class waiting hall which was under the control of R.P.S.F. were set on fire. The mob also threw burning materials into the barracks through the windows. Finding their lives in danger, the Railway Protection Special Force personnel inside the barrack had to open fire again. The Superintendent of Police and District Magistrate, Hooghly reached spot with force and tackled the situation and took the Railway Protection Special Force personnel to Serampur as a measure of the personal safety. When the Railway Protection Special Force personnel were being taken away by the Police in their van, the mob which was about 5000 to 6000 pelted stong resulting in injuries to Superintendent of Police, Hooghly

and others. The Police had to fire tear gas shells to disperse the mob.

The Government Railway Police, Howrah, West Bengal have registered a case of Crime No. 73 dated 14-5-80 u/s 354/307 IPC against 4 Railway Protection Special Force personnel. These 4 Railway Protection Special Force personnel were arrested by the Government Railway Police. They have been placed under suspension and further investigation is in progress. Stern action will be taken against those found guilty. On a complaint launched by the Station Master, Baruiparm, Local Police Station, Serampur has registered a separate case No. 16 dated 14-5-80 u/s 147|426|323|337|IIC against the mob No arrests have so far been made.

National Rail Heads

3689. SHRI K. P. SINGH DEO: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Government of Orissa have urged the Railway Ministry to declare 244 blocks headquarters as national rail heads to facilitate transport fertiliser to the interior of the State;

(b) if so, whether Government have considered the matter; and

(c) if so, the decision in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) No.

(b) No.

(c) Does not arise.

बुन्देलखण्ड क्षेत्र में नई रेल लाइन

3690. श्री प्रभु नारायण टण्डन : क्या रेल मंत्री यह बताने की कृपा करेंगे कि क्या मध्य प्रदेश और उत्तर प्रदेश के बुन्देलखण्ड क्षेत्र में नई रेल लाइन बिठाने के लिए कोई सर्वेक्षण किया गया है और क्या हातापत्ता (मध्य प्रदेश) रेल लाइन के लिए कोई सर्वेक्षण किया जायेगा ?

रेल मंत्रालय में उपमंत्री (श्री मल्लिकार्जुन) : बन्देलखण्ड क्षेत्र झांसी-मानिकपुर-कटनी, कटनी-बीना और बीना-झांसी रेलवे लाइनों द्वारा सेवित है। विगत 50 वर्षों के दौरान इस क्षेत्र में अनेक रेलवे लाइनों के बारे में सर्वेक्षण किये गये हैं लेकिन अर्थक्षम न पाये जाने के कारण इन लाइनों का निर्माण नहीं किया गया।

बहरहाल, दिसम्बर, 1978 में ललितपुर से सिंगरीली बरास्ता खजुराहो, सतना और रीवा 455 कि० मी० लम्बी एक नयी लाइन के लिए प्रारम्भिक इंजीनियरी-एवं-यातायात सर्वेक्षण का काम प्रारम्भ किया गया था और आशा है कि यह काम मार्च, 1981 तक पूरा कर लिया जायेगा।

National Highways in India

3691. SHRI GHUFRAN AZAM: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) the number of National Highways in India;

(b) the percentage of roads which are classed as National Highways;

(c) the measures proposed to provide two traffic lanes;

(d) whether there is a proposal to increase the amount allocated for National Highways; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):

(a) 57.

(b) 6 per cent

(c) subject to the availability of resources every effort is being made to provide two-lane carriageway on National Highways wherever justified by traffic requirements and with the completion of 'on-going works' sanctioned during the 4th and 5th Plan periods and in the 1st two years of the Five Year Plan 1978-83, a length of about 21,500 Kms. (roughly 73 per cent of the National Highways Net-work) is expected to have two-lane carriageway.

(d) and (e). There is a provision of Rs. 90 crores for National Highway original improvement works in the Budget Estimates 1980-81 and the question of increasing existing allocation can be considered only at the Revised Estimates 1980-81 stage depending upon the actual requirements of the States and availability of resources.

Increase in the Prices of Biochemic Salts

3692. SHRI PIUS TIRKEY: Will the Minister of HEALTH be pleased to state:

(a) whether the price of Bio-chemic salts is increasing rapidly;

(b) whether it is because the sugar of milk, a carrier base is imported;

(c) what efforts have already been made by Government to find a substitute of sugar of milk; and

(d) what control has been exercised by Government both on price and quality and how many companies have been brought to book during the last three years for marketing substandard stuff?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH (SHRI NIHAR RANJAN LASKAR): (a) and (b). No.

(c) Dr. Schussler who introduced 'The Twelve Tissue Remedies' has unambiguously stipulated the use of sugar of milk in preparation of 'The Twelve Tissue Remedies'. The question of finding a substitute, therefore, does not arise.

(d) Homoeopathic drugs including Bio-chemic remedies are exempt from the operation of the Drugs (Prices Control) Order, 1979. Regarding their quality control, replies received from most of the States/Union Territories have stated that no company was brought to book during the last three years.

लखनऊ-बरीनी लाइन को बड़ी लाइन में बदलना

3693. प्रो० सत्यदेव सिंह : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) लखनऊ-बरीनी मीटर गेज लाइन को बड़ी लाइन में बदलने की दिशा में अब तक कितनी प्रगति हुई है; और

(ख) लखनऊ-बरीनी रेल लाइन को कब तक बड़ी रेल लाइन में बदल दिया जायेगा?

रेल मंत्रालय में उपमंत्री (श्री मल्लिकार्जुन) :

(क) और (ख) लखनऊ से बाराबंकी पहले ही बड़ी लाइन से जुड़ा है। गोंडा और मोरखपुर के रास्ते बाराबंकी-सोनपुर मी० ला० खंड का आमान परिवर्तन किया जा रहा है और इसके 1981-82 तक पूरा हो जाने की संभावना है। सोनपुर हाजीपुर से बड़ी लाइन द्वारा जुड़ा है। हाजीपुर-बछवारा मी० ला० खंड को ब० ला० में बदलने के लिए सर्वेक्षण का काम 1980-81 के बजट में शामिल है। बछवारा और बरीनी पहले ही ब० ला० से जुड़े हैं। जब बाराबंकी-समस्तीपुर खंड के आमान परिवर्तन का काम पूरा हो जायेगा तो बरीनी-कटिहार आमान परिवर्तन परियोजना के निर्माण कार्य को तेजी से पूरा किया जायेगा।

Introduction of Computerised Reservation

3694. PROF. MADHU DANDA-VATE: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal to introduce computerisation of reservation on an experimental measure in some Zone or Division; and

(b) if so, what concrete steps have been taken in this direction?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) and (b). The question of computerisation of reservation on Indian Railways is actively under consideration and once the Macrolevel plan gets finalised, pilot projects, which will fit in with the overall scheme, would be taken up in some zones and/or divisions.

पूर्वी रेलवे में क्योल-साहेबगंज-बरहरवा लूप लाइन पर गाड़ियों का देरी से चलना

3695. श्री हरिकेश बहादुर : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या पूर्वी रेलवे में क्योल-साहेबगंज-बरहरवा लूप लाइन पर गाड़ियाँ शीघ्र से अधिक देरी से चल रही हैं;

(ख) यदि हाँ, तो क्या सरकार ने इन गाड़ियों को समय पर चलाने के सभी प्रयास छोड़ दिये हैं और यदि नहीं, तो 330 डाउन मुजफ्फरपुर-हावड़ा पैसेंजर गाड़ी, 328 डाउन दानापुर-हावड़ा तेज पैसेंजर गाड़ी और 331 अप सियालदह-गया पैसेंजर गाड़ी गन 5-6 महीनों में एक बार भी भागलपुर समय पर किस कारण से नहीं पहुंची; और

(ग) क्या सरकार यह सुनिश्चित करेगी कि बिना और आगे विलम्ब के इस अनियमितता को दूर किया जाये?

रेल मंत्रालय में उपमंत्री (श्री मल्लिकार्जुन) :

(क) से (ग). क्योल-साहेबगंज-बरहरवा (लूप लाइन) खंड पर चलने वाली गाड़ियों का समय पालन पिछले छ महीनों के दौरान सतोषजनक नहीं रहा है। इस असंतोषजनक स्थिति का मुख्य कारण यह है कि 331 अप हावड़ा-गया पार्सल गाड़ी और 328 डाउन दानापुर तेज सवारी गाड़ी साहेबगंज लूप लाइन पर चलती है और इन दोनों को काफी दूर तक इकहरी लाइन वाले खंडों पर चलना पड़ता है। 331 अप और 330 डाउन गाड़ियाँ पार्सल यातायात भी ले जाती हैं और इसलिए अन्य कारणों के अतिरिक्त स्टेशनों पर पार्सल लादने-उतारने के लिए भी इन्हें रुकना पड़ता है। इकहरी लाइन वाले इस खंड पर यदि कभी किसी गाड़ी को रोकना पड़ जाता है तो निर्धारित स्थान से भिन्न स्थान पर क्रॉसिंग की व्यवस्था करने और रास्ते में दूसरी गाड़ियों के आगे निकालने के कारण इतनी गुंजाइश नहीं रहती कि उस कमी को पूरा किया जा सके।

फिर भी, इस खंड पर चलने वाली गाड़ियों के समय पालन में सुधार के लिए सभी प्रयास किये जा रहे हैं और गाड़ियों के रुकने के परिहार्य मामलों में उपयुक्त कार्यवाही क जाती है।

Project Consciousness

3696. DR. KARAN SINGH: Will the Minister of HEALTH be pleased to state:

(a) whether some years ago a project called Project Consciousness was

launched at the National Institute of Mental Health and Neuro-sciences in Bangalore; and

(b) if so, why this unique project has been allowed to languish subsequently?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH (SHRI NIHAR RANJAN LASKAR): (a) Yes.

(b) Question does not arise as the work on the project is in progress.

Amravati-Narkhed Railway Line

3697. SHRIMATI USHA PRAKASH CHOUDHARY: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that several representations have been made by the people of Amravati District, for construction of Amravati-Narkhed railway line; and

(b) if so, the action taken or proposed to be taken by Government in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) and (b). Several representations were received in the past for the construction of a new line from Amravati to Narkhed. It has not been possible to consider this line as there is severe constraint of financial resources and the already heavy commitments entered into have to be first liquidated.

Introduction of Four Seater Autorickshaws

3698. SHRI K. MALLANNA: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether there is any proposal under consideration to introduce four-seater autorickshaws in the Capital; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND

TRANSPORT (SHRI BUTA SINGH):

(a) Yes. The proposal has been formulated by Delhi Administration.

(b) The broad features of the Scheme are given below:—

(i) To begin with, it is proposed to grant 50 permits to 6/4 seater Vikram auto-rickshaws, manufactured by Scooters India Ltd.

(ii) Vikram auto-rickshaws will initially be introduced on 10 routes and the average route length will not exceed 6 kms.

(iii) The maximum chargeable fare for Vikram auto-rickshaws will be 60 paise from one end to the other end of the route, average length of which will be 6 kms. and 40 paise from end to points falling on the route.

(iv) The allotment of permits will be decided by Delhi State Transport Authority.

The manufacturers of these vehicles have assured the Administration that availability of these vehicles will be arranged.

The applications were invited for allotment of permits through national dailies and the last date for receipt of applications was 27th June, 1980. The number of applications received for Vikram auto-rickshaws is 126.

नीलाचल एक्सप्रेस और दिल्ली रेलगाड़ियों का कोडरमा स्टेशन पर रुकना

3699. श्री रीत लाल प्रसाद वर्मा : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) धनबाद डिवीजन (पूर्वी रेलवे) के स्टेशनों और जंक्शनों के नाम क्या हैं, और इनसे कितना मासिक/वार्षिक राजस्व प्राप्त होता है ;

(ख) क्या हजारीबाग कमिश्नरी (58 कि० मी० की दूरी पर), कोडरमा सब डिवीजन और झुमरिलैया के लिए, जो एक अन्तर्राष्ट्रीय अवरक बाजार भी है, केवल कोडरमा ही एक मात्र स्टेशन है ;

(ग) क्या लोगों ने 81 अप, 82 डाउन दिल्ली और नीलाचल एक्सप्रेस रेलगाड़ियों

के इस स्टेशन पर रुकने की आवश्यकता की ओर ध्यान दिवाने के विचार से दो बार सभी गतिधियों को 8-10 घण्टे तक रोक के रखा था ;

(घ) क्या गत कुछ वर्षों के दौरान रेल में चढ़ने की जल्दबाजी के कारण सैकड़ों लोगो को अपनी जान गंवानी पड़ी ; और

(ङ) यदि भाग (क) से (घ) तक का उत्तर स्वीकारात्मक हो तो क्या सरकार का विचार लोकहित में कोडरमा स्टेशन पर डीलक्स रेलगाडी के 5 मिनट तक रुकने की व्यवस्था करने का है ?

रेल मंत्रालय में उपमंत्री (श्री मल्लिकार्जुन) :
(क) से (ङ) सूचना एकट्ठी की जा रहा है और सभा पढल पर रज दी जायेगे।

Memorandum from All India Co-ordination Committee of Working Women

3700. SHRI SOMNATH CHATTERJEE: Will the Minister of LABOUR be pleased to state:

(a) whether Government have received any memorandum from the All India Co-ordination Committee of Working Women on the 25th March, 1980;

(b) if so, the salient points in the memorandum; and

(c) the reaction of Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR (SHRI T. ANJIAH): (a) Yes, Sir.

(b) The main points of the memorandum are as under:

- (i) Security of Working Women;
- (ii) Contract Labour and denial of minimum wage to women workers.
- (iii) Strict enforcement of the Minimum Wages Act.

(iv) Implementation of the Equal Remuneration Act.

(v) Provision of Creches wherever women need them at the place of work or, colonies of employees.

(vi) Reduction of working hours of Nurses to 7 hours and increase in the number of Nurses in hospitals.

(c) The memorandum is receiving the attention of Government.

Improvement of Janakadirpur Railway Station

3701. SHRI BRAJA MOHAN MOHANTY: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have any proposal under consideration to improve Janakadirpur Railway Station in Puri District of Orissa;

(b) whether Government have stopped Betel leaf booking in the station; and

(c) if so, the reasons thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Janakadirpur is a passenger halt station only. At present there is no proposal for upgradation/augmentation of existing facilities at this station.

(b) and (c). Being only at passenger half station, no goods or parcels booking is done at this station. The question of stopping betel leaf booking therefore does not arise.

Bhavnagar-Tarapur Line

3702. SHRI NAVIN RAVANI: Will the Minister of RAILWAYS be pleased to state:

(a) at what stage the matter regarding Bhavnagar-Tarapur broad gauge railway line is lying;

(b) how many times different surveys were undertaken and how much

expenditure was incurred thereon; and

(c) whether Government are aware that people in this area strongly feel about railway's attitude towards the needs of trade and commerce of Bhavnagar district by rejecting this scheme demanded since 30 years?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) to (c). There is no proposal to lay a broad gauge line from Bhavnagar to Tarapur. So far four surveys were done in 1953, 1957-58, 1968 and 1977 at a cost of Rs. 13,559, 1,31,000, 71,652 and 5,06,195 respectively. The Final location survey done in 1977 revealed that this 149 kms. line will cost Rs. 33.65 crores and even with 100 per cent inflation of fares in distance, this would give return of only 1.77 per cent (DCF). Therefore this was not processed.

मीनाक्षी ट्रेन का चलना

3701. श्री गिरधारी लाल श्याम : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या मीनाक्षी ट्रेन सप्ताह में केवल दो बार ही अजमेर (राजस्थान) से आती-जाती है ;

(ख) क्या अजमेर और खंडवा के बीच कोई तेज रेलगाड़ी नहीं चलती है ; और

(ग) क्या अजमेर से आने-जाने के लिए मीनाक्षी ट्रेन प्रतिदिन चलाने का प्रबन्ध किया जायेगा ?

रेल मंत्रालय में उपमंत्री (श्री मल्लिकार्जुन) :

(क) 69/70 अजमेर-काचेगुडा एक्सप्रेस, एक तेज अनुसूची के अनुसार, सप्ताह में दो बार अजमेर से आती-जाती है।

(ख) सप्ताह में दो बार चलने वाली 69/70 अजमेर-काचेगुडा एक्सप्रेस के अतिरिक्त अजमेर-खण्डवा खंड पर 71/72 फास्ट पैसेंजर चलती है।

(ग) मार्गवर्ती खंडों पर जो प्रायः संतुष्टि बिन्दु तक काम कर रहे हैं, लाइन क्षमता की तंगी होने के कारण, वर्तमान में, 69/70 अजमेर-काचेगुडा एक्सप्रेस के चक्कर बढ़ाना परिचालनिक दृष्टि से व्यवहारिक नहीं है।

Demurrage Accounted against F.C.I.

3704. SHRI GADADHAR SAHA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government's attention has been drawn to a News-item in the *Economic Times* dated the 18th June, 1980 that an average of daily demurrage of Rs. 16,000 is being accounted against the Food Corporation of India;

(b) if so, the reasons therefor;

(c) the steps taken, so far, for lifting the consignment;

(d) whether it is also a fact that some of the wheat has been damaged and pilfered and if so, whether any connivance of Railway Protection Force has been found; and

(e) if so, the steps taken in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Yes.

(b) The detention to loaded wagons at Rae Bareli was on account of difficulties in unloading of wagons by the Food Corporation of India within the permissible free time after these were placed in the goods shed siding for unloading on 14-6-1980. The wagons were released by Food Corporation of India on 17-6-1980 after being replaced at the goods shed as wanted by them.

(c) The consignments were taken delivery of and removed by Food Corporation of India on 19-6-1980 after paying demurrage amounting to Rs. 52,386.60.

(d) and (e). While there was no damage to the consignments, a case of pilferage with suspected connivance of Railway Protection Force staff has been registered under Section 3 RP (UP) Act on 15-6-1980. The concerned Railway Protection Force staff have been placed under suspension and transferred from Rae Bareli. The case is under investigation.

Darbhanga-Jay Nagar Ely. Line

3705. SHRI BHOGENDRA JHA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is proposed to extend the conversions of meter gauge line into broad gauge line from Darbhanga to Jay Nagar after completing the conversion upto Darbhanga;

(b) whether it is also proposed to extend the conversion from Darbhanga to Raxaul via Sitamarhi;

(c) if so, details and time-schedule of the above conversion; and

(d) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) to (d). A survey for the conversion of the Darbhanga-Jayanagar section from MG to BG has been included in the Budget (1980-81) and will be taken up shortly after the estimate is sanctioned. There is no proposal to convert the section from Darbhanga to Raxaul via Sitamarhi. However, a survey is in progress to convert the Muzaffarpur-Raxaul section via Sagauli from MG to BG.

DTC Buses for Ghaziabad, Gurgaon and Faridabad Routes

3706. SHRI BHEEKHABHAI: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that large number of Central Government employees come from adjoining towns of U.P. and Haryana to Delhi by buses for attending their offices;

(b) whether there is any proposal to provide D.T.C. buses at convenient frequencies on the routes of Ghaziabad, Gurgaon and Faridabad etc. for the use of office goers; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND

TRANSPORT (SHRI BUTA SINGH):

(a) Yes, Sir.

(b) and (c). Operation of services on inter-State routes is decided by the State concerned on the basis of bilateral agreement between the Govts. of Haryana, U.P. and Delhi. Administration. The DTC is operating 26 buses between Delhi and Faridabad and 12 buses between Delhi and Ghaziabad. Further, these two townships are also served by Haryana Roadways and UPSRTC with a ten minutes service. In addition, private buses also ply on these routes. Gurgaon is served by high frequency services of different State Road Transport Corporations and private operators. The buses of DTC for Jaipur Rewari, Khetri and Alwar also pass through Gurgaon. The Commuters also use railways.

The above services are adequately meeting the transport requirements of commuters from adjoining towns of U.P. and Haryana.

Special Trains on Western Railway to meet summer exodus

3707. SHRI R. P. GAEKWAD: Will the Minister of RAILWAYS be pleased to state:

(a) how many special trains had to run from Bombay to Ahmedabad and other places in Saurashtra and North Gujarat on the Western Railway to meet summer exodus;

(b) the total number of passengers carried by these special trains; and

(c) whether the Railway Administration propose to increase the number of special trains for the next summer season in the light of the experience gained during this summer season to give relief to the passengers?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) & (b). A total of 266 special trains were run for and from Gujarat area during this summer and these were availed of by

about 1,84,000 passengers. Of these 182 special trains were run from Bombay Central to Ahmedabad and Gandhidham and back which were availed of by about 1,40,000 passengers.

(c) The routes and number of special trains during next summer season will be decided before the season depending upon traffic offering and availability of resources in consultation with the local bodies.

More Shuttle Trains between Delhi and Ghaziabad

3708. SHRI CHINTAMANI JENA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that large number of Central Government employees come to Delhi to attend their offices from adjoining towns of Ghaziabad and Gurgaon, etc. on trains;

(b) whether it is also a fact that there is over-crowding in the shuttle trains especially coming from Ghaziabad;

(c) whether there is any scheme to provide more commuter trains on this route; if so, the details thereof and if not, the reasons therefor;

(d) whether there is any scheme to connect Gurgaon with New Delhi Railway Station;

(e) if so, the details thereof; and

(f) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) & (b). Yes.

(c) Not at present. Introduction of any new train between Ghaziabad and Delhi|New Delhi is at present operationally not feasible for want of spare line capacity enroute and due to lack of terminal facilities at the terminals.

(d) to (f). No, However, conversion of Delhi Gurgaon-Rewari-Jaipur-Sabarnatti MG line into BG is an ap-

proved work having been included in the budget estimates for 1977-78. This is a major scheme costing about Rs. 250 crores and is yet to be cleared by Planning Commission. It is not possible at this stage to say if it will become feasible to run trains between Gurgaon and New Delhi on conversion of the line into B.G. but this aspect will be kept in view when finalising detailed plans.

Bhavnagar Port

3709. SHRI NAVIN RAVANI: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether under the Gujarat Government's request his Ministry had sent any ship for any hydrographic survey at the port of Bhavnagar; if so, what was the report of that survey;

(b) had they found any point of anchorage or fault in any stream;

(c) is it a fact that they have not indicated another point of anchorage for foreign steamers:

(d) is it a fact that foreign steamers have issued circular not to touch port of Bhavnagar as some steamers had suffered breaking of anchor because of changing currents; and

(e) what steps Government propose to take to revive port of Bhavnagar?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):

(a) & (b). On request from Government of Gujarat, survey ship 'DARSHAK' was deployed to carry out hydrographic survey of Bhavnagar. Preliminary results of the Survey reveal that lot of changes have occurred in the bottom topography of the area and the existing anchorage was no longer safe and poses hazards to shipping.

(c) No.

(d) The Government of Gujarat have intimated that they have no knowledge of foreign steamers having

issued any circular that they should not touch at Bhavnagar.

(e) The Port of Bhavnagar is functioning.

Talks between Indian and USSR Officials in Commercial, Industrial and Scientific Fields

3710. SHRI MADHAVRAO SCINDIA: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether it is a fact that the proposal for cooperation with USSR in commercial, industrial, scientific and technological fields for a five year term is under consideration of Government;

(b) if so, details therefor;

(c) whether talks between the officials of the two Governments were held recently; and

(d) if so, the outcome thereof?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) No. Sir. Apart from the Long-Term Programme of Economic Trade, Scientific and Technical Co-operation between India and the USSR which was signed on March 14 1979, no other proposal for Co-operation in commercial, industrial, scientific and technological fields with USSR for a five year term is under the consideration of the Government of India.

(b) Does not arise.

(c) No, Sir.

(d) Does not arise.

Whitewashing Contract in Katihar Railway Colony

3711. SHRI RAMAVATAR SHASTRI: Will the Minister of RAILWAYS be pleased to state:

(a) whether there are New Colony and Driver Tola colony in Katihar on N. F. Railway;

(b) if so, whether repairing and whitewashing of those colonies have been done during the last 20 years;

(c) if so, where and if not, the reasons thereof;

(d) whether the repairing and whitewashing work is done under the contract system;

(e) whether the contracts are given at Katihar to the same contractor every time;

(f) whether the contractor who executed agreement is untraceable since last one year; and

(g) if so, what steps have been taken to complete the work and apprehend the contractor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) & (b). Yes.

(c) Repairs and whitewashing of the quarters are done on a continuing basis as per need and schedule laid down for the purpose.

(d) Yes.

(e) No.

(f) Yes.

(g) Contractor is untraceable. Several letters sent to him by Post have been received back undelivered. Damages will be recovered from him as per terms and conditions of the contract for failure to take up the works. The works will be taken up and completed through another agency (contractor and/or departmentally) after the monsoons.

Murder of A.S.M. on Duty at Sijua

3712. SHRI A. K. ROY: Will the Minister of RAILWAYS be pleased to state:

(a) the details regarding the brutal murder of the A.S.M. on duty at Sijua, Eastern Railway in Dhanbad District on the 21st April, 1980;

(b) the reasons for not ordering CBI enquiry for such planned murder of the Railway official on duty when the Government Railway Police has failed to

trace out the murderers demoralising the whole railway staff; and

(c) the action taken by Government to ensure security of life of the staff at the road side station?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) to (c). According to information collected from State Police authorities on 21-4-80, at about 21.30 hrs. when Assistant Station Master, Shri A. K. Bera of Sijua (Dhanbad Division) was counting station earnings in his office alone, three miscreants appeared there and charged bomb on him. He was seriously injured. Station Porter on duty hearing the sound of explosion arrived there and informed the Station Master, Sijua. On receipt of information. Officer-in-charge Government Railway Police Station Dhanbad, Officer-in-charge, Local Police, Assistant Divisional Medical Officer, Katras and other railway officers reached there. The Medical Officer examined the Assistant Station Master and declared him dead. Railway Protection Force Dog was requisitioned and put on the job of tracking. Government Railway Police, Dhanbad has also registered case No. 5 dated 22-4-80 u/s 302/394 I, P. C. and 3/4 Explosive Act and is vigorously pursuing investigation and making efforts to find out clues in this case. According to the State Police authorities they are quite competent to investigate this case, and there is no need to hand over this case to the C.B.I.

As a preventive measure, the Government Railway Police are patrolling the area. Patrolling is also being done by local Police in the vicinity of Railway Stations in the coal field area of Dhanbad and Jharia. Besides, the Government Railway Police and Civil Police have been alerted to be on the look out for criminals and prevent such occurrences.

Assault on A.S.M. on Duty at Ferozepur

3713. SHRI A. K. ROY: Will the Minister of RAILWAYS be pleased to state:

(a) the details about the brutal assault on the Assistant Station Master on duty at Ferozepur, Northern Railway on the 27th February, 1980, resulting in suspension of train movements in Ferozepur and Delhi Division by the aggrieved railwaymen; and

(b) the action taken by the Government against the assailants?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) and (b) A Divisional PNM meeting was fixed with Uttariya Railway Mazdoor Union at Ferozepur on 27th and 28th Feb. 1980. A coach was allotted to the Union representatives for their stay on these two days. However, when they approached the ASM on 27-2-80 to allot them the coach there was an altercation between the two parties. The Union representatives complained of rude behaviour and use of foul language by the ASM while the ASM complained of having been manhandled by the Union workers. As a result of this altercation the Shunting and Cabin staff started their agitation at about 14.30 hours on 28-2-80 in Ferozepur which later on spread to other places on the division like Amritsar and Ludhiana. After negotiations, however, the normal working was restored at 20.40 hours on 28-2-80.

An inquiry was held into the incident and chargesheets for major penalty have been issued to the employees who were found guilty by the Fact Finding Enquiry Committee. The principal of 'no work no pay' has been applied in respect of the employees who participated in unauthorised stoppage of work.

M. V. "Kedarnath"

3714. SHRI S. M. KRISHNA: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that M.V. 'KEDARNATH' went down in the Bay of Bengal on the night of 6th June, 1980;

(b) if so, the name of the owners of this vessel and the loss caused thereby;

(c) whether it has been possible to salvage the vessel;

(d) whether any enquiry has been ordered into this mishap; if so, the outcome thereof and if not, the reasons therefor; and

(e) what preventive measures have been or are proposed to be taken to prevent such mishaps occurring in future?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH): (a) M. V. KEDARNATH did not go down in the Bay of Bengal but stranded on the rocks of Preparis Island, north of Andaman Islands, at 0120 hrs. on 7-6-1980.

(b) M/s. Himalaya Shipping Company are the owners of the vessel. The vessel had no cargo on board. The vessel was abandoned by the crew and may be treated as total constructive loss. There was no loss of life.

(c) No, Sir.

(d) A Preliminary Inquiry under the Merchant Shipping Act, 1958 is being conducted by the Principal Officer, Merchantile, Marine Department, Calcutta.

(e) Measures and actions, if any, to prevent such occurrences depends on the findings of the Inquiry.

Accidents in Kanpur-Achenera Section of North-Eastern Railway during 1979

3715. SHRI DAYA RAM SHAKYA: Will the Minister of RAILWAYS be pleased to state:

(a) the details of accidents occurred in Kanpur-Achenera section of North-Eastern Railway during 1979;

(b) the causes of the accidents;

(c) the loss of life and property in each accident; and

(d) the steps taken by the railway administration to check and avoid accidents?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) From 1-1-79 to 31-12-79 there were 10 train derailments and 1 level crossing accident on Kanpur Achnera section of North-Eastern Railway.

(b) Of these 11 accidents, 8 were due to failure of railway staff, 2 were due to persons other than railway staff and one was due to failure of mechanical equipment.

(c) Loss of life and cost of damage to railway property involved in these accidents are given below:—

Category of Accidents	Persons Killed	Approximate cost of damage to Railway property
Deraillments	1	1,94,500
Level Crossing Accident	1	10,050

(d) Since failure of railway staff is the largest single factor responsible for accidents, Safety Organisation on the railway has been engaged in a relentless campaign to create greater safety consciousness amongst the staff connected with running of trains.

and to ensure that staff do not violate rules or indulge in short cut methods that may lead to accidents. Examination of trains and spot checks in carriage and wagon depots have been intensified and greater care is being paid to the proper maintenance of track. In order to reduce dependence on the human element, sophisticated aids like ultrasonic flaw detectors for wheels, axles and rails, track circuiting etc. are being introduced progressively.

As most of the accidents at level crossings are caused by rash and negligent acts of road users, the railway has been conducting educative campaigns amongst the road users advising them to be more careful while passing through the level crossings. Surprise checks are also conducted in coordination with the police authorities to ensure rigid compliance with Motor Vehicle Rules by road users.

Additional N.G. Diesel Engine on Pathankot-Joginder Nagar Section

3716. PROF. NARAIN CHAND PARASHAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether the non-availability of 2 additional narrow gauge Diesel Engines has rendered the services of the trains on the Pathankot-Joginder Nagar Section, only partly useful to the public, in as much as only one train is reaching Joginder Nagar and only 2 trains reach Baijnath, Paprola out of the 4 trains, after the re-opening of the section to passenger traffic with effect from 29-12-1976 whereas previously 2 trains used to reach Joginder Nagar and all the 4 reached Baijnath, Paprola; and

(b) if so, the likely date by which the 2 additional N.G. diesel engines would be provided, so as to make the 3 trains run up to Baijnath, Paprola and one upto Joginder Nagar, as was the case prior to the closing down of this section?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Yes.

(b) Narrow Gauge Diesel Locomotives are now being taken up for manufacture and higher priority is being accorded for Jogindernagar-Pathankot section so that additional services on this section can be planned.

Regional Office of Northern Railway Public Service Commission

3717. PROF. NARAIN CHAND PARASHAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether a request for opening a Regional Office of the Railway Public Service Commission, Northern Railway at Simla, Jullundur or Pathankot, has been received by Government;

(b) if so, whether Government have taken any decision in this regard;

(c) if so, the nature of the decision; and

(d) if not, the reasons therefor and the likely date on which the decision would be taken?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Yes

(b) Not yet.

(c) Does not arise.

(d) This question is being examined.

Jobless Doctors in the Country

3718. SHRI K. PRADHANI: Will the Minister of HEALTH be pleased to state:

(a) the number of jobless doctors in the country as on the 31st December, 1979;

(b) the number of doctors who have gone abroad during the last two years;

(c) the steps which Government have taken to provide job opportunities to unemployed doctors; and

(d) the facilities which are available for higher training to the deserving medicos?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH (SHRI NIHAR RANJAN LASKAR): (a) The number of medical graduates and post-graduates on the live registers of Employment Exchanges as on 31-12-79 is 13,847.

(b) The Government is not maintaining any record regarding the number of doctors going abroad. As such no firm estimate is possible. However, a statement showing the doctors enrolled on the Indians Abroad Section of the National Register of the Scientific and Technical Personnel (CSIR) as on 1-1-79 and 1-1-80 is attached.

(c) Under the Community Health Volunteers Scheme, there is a provision for the appointment of an addi-

tional third doctor at the PHCs in which the scheme is being implemented. The third doctor can be from any system of medicine which is popular in the area of the PHC and a decision in this regard has been left to the discretion of the concerned State Governments. Health is a State Subject and, therefore, the State Governments are in the best position to evolve suitable employment schemes, in consultation with the concerned Central Government organisation, if necessary.

(d) Detailed information regarding the facilities being provided by different institutions in India, relating to various postgraduate diploma/degree courses in medical sciences can be found in the "Directory of Postgraduate Medical Education in India, (1977)", published by the Union Ministry of Health and Family Welfare.

Statement

Doctors enrolled in the Indians Abroad Section of the National Register of the Scientific and Technical Personnel (CSIR) as on January, 1, 1979 and January 1, 1980.

Name of the Country	As on 1-1-79		As on 1-1-80	
	T	R	T	R
1. U.S.A.	956	489	971	494
2. Canada	163	65	164	66
3. U.K.	2967	1614	3045	1630
4. Germany	62	22	64	24
5. OEC	126	58	143	63
6. ANZ	32	3	32	3
7. Others	83	16	91	21
Total :	4389	2267	4510	2301

Notes : T-Total R-Returned, OEC-Other European countries.
ANZ -Australia and Newzeland.

Road Communication in Orissa during the Sixth Plan

3719. SHRI GIRIDHAR GOMAN-
GO: Will the Minister of SHIPPING
AND TRANSPORT be pleased to
state:

(a) the net work of road communica-
tion during the 6th plan prepared by
the Government of Orissa and submit-
ted to his ministry for funds;

(b) the net work of road communi-
cation prepared for tribal sub-plan of
the State in 5th Plan and completed
the work and proposal made for 6th
Plan; and

(c) whether it is a fact that the
road net work in tribal areas of that
State is less than the other areas and
the steps taken by the State and his
ministry to provide the communica-
tion link between tribal areas and
other areas of that State?

THE MINISTER OF STATE IN
THE MINISTRY OF SHIPPING AND
TRANSPORT (SHRI BUTA SINGH):

(a) to (c). The Orissa Governmen-
have made no such reference. In fact
the 6th Plan (1980—85) is yet to be
finalised and the provision to be made
under that Plan for Tribal Sub-Plans
in various States, including that of
Orissa, is not yet known. However,
according to the strategy chalked out
since the 5th Plan, a new approach
to the development of Tribal Areas
has been evolved by the Government
of India and accordingly all areas
having more than 50 per cent Tribal
concentration have been included
under Tribal Sub-Plans of the con-
cerned States. These Tribal Sub-
Plans have been prepared in various
States and Union Territories including
the State of Orissa. The Tribal Sub-
Plan covers all aspects of develop-
ment including development of road
communication. The Orissa Govern-
ment who are essentially concerned
with the formulation of sub-plans
would no doubt, try to make neces-
sary provision for inter-communica-
tion links between Tribal areas and
other areas in the State within their

available resources under the guide-
lines which the Planning Commission
may lay down for the purpose from
time to time. The State Government
have, however submitted no specific
proposals in this regard also.

During the 5th Plan (1974—79), 4/5
Kms. of roads were constructed,
90 Kms. black topped and 123 kms. of
katcha road metalled in the Tribal
Sub-Plan areas of Orissa.

**Overbridge between Waltair and
Titlagarh Line**

3720. SHRI GIRIDHAR GOMAN-
GO: Will the Minister of RAIL-
WAYS be pleased to state:

(a) whether the S.E. Railway autho-
rity prepared the schemes to replace the
existing level crossings by over-bridge
between Waltair and Titlagarh line;

(b) if so, the place selected for the
construction of over-bridges and steps
taken for sanction of the bridges so
far; and

(c) the steps taken by the concern-
ed State Governments for inclusion of
the said bridges in their State budget
as their share in the construction
work?

THE DEPUTY MINISTER IN THE
MINISTRY OF RAILWAYS (SHRI
MALLIKARJUN): (a) Yes.

(b) Places selected for construction
of road over-bridges in replacement
of level crossings are Rayagada,
Kesinga and Titlagarh. The proposals
were sent by the Railway to the
Government of Orissa for acceptance
and making provision for matching
funds in their Budget.

(c) In the case of the proposed
road over-bridge at Rayagada, the
State Government have advised that
the proposal has been dropped due to
paucity of funds. As regards pro-
posals for construction of road over-
bridges at Kesinga and Titlagarh, no
advice has so far been received from
the State Government.

Amendment to Delhi Shops and Establishments Act

3721. SHRI RAM LAL RAHI: Will the Minister of LABOUR be pleased to state:

(a) whether the New Delhi Trade Employees' Association (Regd.) has submitted a memorandum in March, 1980, demanding certain changes in the existing Delhi Shops and Establishments Act in order to improve their service conditions;

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

(c) the total number of employees likely to be benefited in case the demands are accepted by Government; and

(d) if not, by what time Government propose to take a final decision in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR (SHRI T. ANJIAH): (a) to (d) No such memorandum has been received by the Ministry of Labour, Government of India, nor has the Delhi Administration, which is concerned with the implementation of the Delhi Shops and Establishments Act, received any such memorandum. However, it appears that a Resolution passed in the Annual General Meeting of the Association contains certain demands regarding increase in salaries of employees, linkage of dearness allowance with cost of living index, etc. These demands can be appropriately considered only if industrial disputes are raised under the Industrial Disputes Act. Some of the other demands involve amendment of various labour laws which cannot be considered in isolation for Delhi alone and an overall view has to be taken after consulting all concerned.

Zonal Training School, Dhanbad

3722. SHRI A. K. ROY: Will the Minister of RAILWAYS be pleased to state:

(a) the details of Railway Vigilance case against Zonal Training School,

Eastern Railway, Bhuli Dhanbad regarding leaking out of the question papers for passing the trainees by illegal gratification since January, 1979 to December, 1979; and

(b) the action taken by Government against the concerned persons?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) only one complaint was received from the Zonal Training School Teaching Staff Association, Dhanbad containing, *inter-alia*, allegations of extraction of money from the trainees, and leakage of question papers.

(b) The complaint is under investigation. During investigation, it was found that there were certain lacunae in the procedure of conducting the examinations. Suitable procedure order defining the system of conducting examinations at the Zonal Training School was framed and implemented. In regard to leakage of question papers and extraction of money from the trainees action would be taken based on the findings when the investigation is completed.

Sweden's contribution for sterilisation programme in India

3723. SHRI MANPHOOL SINGH CHAUDHRY: Will the Minister of HEALTH be pleased to state:

(a) whether it is a fact that Sweden had retracted from its contribution to help sterilisation programme in India;

(b) if so, the reasons thereof; and

(c) the reaction of Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH (SHRI NIHAR RANJAN LASKAR): (a) No. There was no contribution or offer of assistance from Sweden to help the sterilisation programme in India. Hence the question of retracting from such contribution for this purpose does not arise.

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

Restoration of train running between Samdari and Palanpur

3724. SHRI MOTIBHAI R. CHAUDHRY: Will the Minister of RAILWAYS be pleased to state:

(a) when the train running between Samdari and Palanpur (N. R.) was cancelled;

(b) whether this is the only train which links these above two stations; and

(c) if so, when it is likely to be restored?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) to (c) 239/240 Palanpur-Samdari passenger trains were cancelled from 13-6-80 due to strike of loco running staff. These trains were however restored with effect from 23-6-80. Besides, 4 through coaches are also running between Jodhpur and Ahmedabad by 265/266 Passenger and 65A/66A Bhuj Fast passenger which provide another direct service between Samdari and Palanpur.

Amount of PF outstanding against Jute Industries in West Bengal

3725. SHRI R. P. YADAV: Will the Minister of LABOUR be pleased to state:

(a) whether Government are aware that there is heavy default of Employees provident fund dues in jute Industries and if so, what are the names, the amount due in Jute factory in West Bengal; and

(b) what concrete steps are being considered to wipe out the default in the Jute Industries as also levy of penal damages under section 14B of the Act?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR (SHRI T. ANJIAH): (a) and (b) According

to the information furnished by the Employees Provident Fund Organisation 16 Jute mills in West Bengal, 3 in Andhra Pradesh and 2 in Bihar are in default of payment of provident fund contributions. Particulars of the 16 West Bengal Jute mills in default are given in the statement enclosed. Of these, 15 mills are "exempted" and the default in their case is non-transfer of provident fund contributions to their own boards of trustees. In such cases the possible lines of action are:—

(1) prosecution under section 14 of the Employees Provident Fund and Miscellaneous Provisions Act, 1952;

(2) filing F.I.Rs. in term of section 406/409 of the Indian Penal Code;

(3) bringing defaults to the notice of the employees' and employer's organisations;

(4) approaching courts under section 110 of the Criminal Procedure Code to bind the accused employers for good conduct;

(5) Cancellation of exemptions; and

(6) filing of appeals to secure enhanced punishments.

The above steps are being taken by the Employees' Provident Fund Organisation. As regards the one unexempted jute mill necessary legal action in terms of the Employees Provident Fund and Miscellaneous Provisions Act, 1952 is reported to have been taken.

Statement

Names of the Establishments Engaged in Jute Industry in West Bengal which have Defaulted in payment of the Provident Fund dues

Sl. No.	Name of the establishment	Whether exempted or unexempted	Amounts in default i.e. Amounts not transferred by the Management to the Board of the Trustees (Rs. in Lakhs)
1.	M/s. Alexandra Jute Mill Co. Ltd.	Exempted	26.06
2.	M/s. Kelvin Jute Co. Ltd.	Do.	80.26
3.	M/s. Kinnison Jute Co. Ltd.	Do.	98.16
4.	M/s. Khardah Co. Ltd.	Do.	19.16
5.	M/s. Megna Mills Ltd.	Do.	113.72
6.	M/s. National Co. Ltd.	Do.	51.66
7.	M/s. Sree Ambica Jute Co. Ltd.	Do.	54.69
8.	M/s. Union Jute Co. Ltd.	Do.	6.35
9.	M/s. Dalhousie Jute Co. Ltd.	Do.	12.46
10.	M/s. Eastern Mfg. Co. Ltd.	Do.	32.74
11.	M/s. North Brook Jute Mills Ltd.	Do.	32.92
12.	M/s. Empire Jute Co. Ltd.	Do.	62.42
13.	M/s. Naskarpara Jute Co. Ltd.	Do.	15.41
14.	M/s. Gouri Sankar Jute Mill	Do.	34.09
15.	M/s. Bird Jute & Export Ltd.	Do.	2.26
16.	M/s. Bharat Jute Mills	Unexempted	8.42

Steps to improve sanitary surroundings of Delhi

3726. SHRI BHIKHU RAM JAIN:
Will the Minister of HEALTH be pleased to state:

(a) the measures which are being adopted to improve insanitary surroundings in the city of Delhi and provide public urinal, lavatories and storm water drains in several colonies and areas where there are non-existent;

(b) whether Government propose to constitute committee of experts to address itself primarily to the task of

improving insanitary conditions and ensure minimum health facilities in all parts of the city; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH (SHRI NIHAR RANJAN LASKAR): (a) The areas within the jurisdiction of Municipal Corporation of Delhi can be classified as:—

(1) Old built-up Abadies e.g. City Zones, S. B. Zone, part of Karol Bagh Zone and Civil Lines Zone;

(2) Rehabilitation colonies;

- (3) Approved Colonies;
 (4) Unauthorised regularised colonies;
 (5) Unauthorised colonies;
 (6) J.J. and Resettlement colonies.

To improve the sanitation, the Municipal Corporation of Delhi has prepared a Pilot Project for mechanisation of refuse removal and collection. The Government of India has approved the pilot project and the various equipments etc. are being procured. Mechanisation is proposed to be introduced in the various operations connected with Solid Waste Management. The refuse disposal is now being carried out on a scientific basis by Sanitary Land Fill method and a Plant for converting refuse into compost is also being set up. Public Urinals, lavatories and Storm Water drains are in existence in the above mentioned (1), (2) and (3) areas. However, they are yet to be developed in (4) and (5) areas. J.J. and Resettlement Colonies are maintained by D.D.A. where public urinals and lavatories have been provided as per approved plan. Storm Water drains have also been provided in most of these colonies. Wherever these are yet to be provided, Kucha drains have been/are being dug to avoid flooding.

In the New Delhi Municipal Committee area, there are adequate number of public conveniences and drainage system is also satisfactory.

(b) and (c) There is no proposal so far in the Ministry of Health and Family Welfare to constitute such a committee.

Strike by Insurance Medical Practitioners

3727. SHRI R. K. MHALGI:
 PROF. MADHU DANDA-
 VATE:

Will the Minister of LABOUR be pleased to state:

(a) whether it is a fact that Insurance Medical Practitioners in Maharashtra have gone on an indefinite strike from 1st May, 1980 to press settlement of their demands;

(b) whether it is a fact that the Indian Medical Association has also warned of an All India strike if the grievances of these practitioners are not redressed early;

(c) if so, the demands of the striking practitioners; and

(d) what action Government have taken or propose to take in near future in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR (SHRI T. ANJIAH): (a) Yes.

(b) Yes.

(c) The main demands are:

(i) Increase in capitation fees;

(ii) Change in procedure for dis-entitlement of insured persons for medical benefits;

(iii) Representation of IMPs Association on the ESIC etc.;

(iv) Improvement in the terms and conditions of service.

(d) The strike was called off from the 17th June, 1980 in pursuance of an appeal by the Labour Minister and a meeting of the Standing Committee of the Employees' State Insurance Corporation is being held on the 11th July, 1980 to consider the question of payment of capitation fees, change in procedure for dis-entitlement and other grievances of the IMPs.

Modernisation Programme of Chittaranjan Locomotive Works

3728. SHRI P. M. SAYEED:

SHRI M. V. CHANDRASHEKHARA MURTHY:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Chittaranjan Locomotive works has launched a large-scale modernisation programme which is to be completed during 1980;

(b) if so, the details of the proposed programme;

(c) the extent to which the proposed scheme will reduce the diesel locomotive manufacturing period; and

(d) what will be the other benefits derived out of this?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) The scheme for modernisation of the Chittaranjan Locomotive Works was included in the Works Programme, 1979-80 and the work is in progress. It is expected to be completed by 1982-83, subject to the availability of adequate funds in the successive years.

(b) The modernisation programme envisage an investment of Rs. 7.33 crores. The bulk of the investment will go towards procurement and installation of new machines. 150 machines are planned for procurement, out of which 40 will be imported special purpose machines.

(c) Reduction in cycle time for the manufacture of Diesel Locomotives is expected to be about 15 per cent after the Modernisation Programme has been put through.

(d) The cycle time for the manufacture of Electric Locomotive is also expected to get reduced by about 15 per cent. In addition, the production of Traction Motors, Cylinder Heads and Cylinder Liners is expected to increase by about 10 per cent due to

improvements in machining process and better internal movement.

Power shortage affects production of Locomotives

3729. SHRI R. K. MHALGI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the recent power shortage has affected the production of locomotives;

(b) if so, what has been the production of these during the last six months; and

(c) whether Government have taken any steps to increase its production?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Due to Electric power shortage in different parts of the country, supply of vital components by vendors situated in public/private sector to Chittaranjan Locomotive Works (CLW) has been seriously affected. The situation got further compounded due to CLW's own Electric Power Supply from Damodar Valley Corporation (DVC) deteriorating since May, 1979.

Similarly, output of Diesel Locomotives from Diesel Loco Works, Varanasi (DLW) suffered a set-back due to inadequate supply of traction equipment by BHEL/Bhopal, reportedly on account of Electric power supply restrictions.

(b) The production of Electric Locomotives at CLW during the year 1979-80 was 51 against a target of 60 resulting in a shortfall of 9 locomotives in annual production. Similarly 37 Diesel Locomotives could not be got ready and despatched from DLW during 1979-80 due to short supply of electrical equipment by BHEL and due to delay in shipments of imported balance equipment.

Production of Locomotives during the last 6 months i.e. January to June

1980 has been 50 from CLW and 70 from DLW.

(c) With the increase in hydel generation, it is expected that Electric power supply position will improve in the coming months. With improved supply of equipment by BHEL and other vendors, shortfalls of 1979-80 in Locomotive Production are proposed to be made good during the current year (1980-81). The concerned Power Supply Authorities have also been urged at all levels to supply full power to Railways Workshops. In addition standby generating sets are being arranged for the Workshops.

मैसर्स विनोद मिल्स लिमिटेड और मैसर्स विमल टैक्सटाइल मिल्स लिमिटेड, उज्जैन द्वारा भविष्य निधि तथा कर्मचारी राज्य बीमा योजना की राशि का जमा कराया जाना

3730. श्री निहाल सिंह : क्या अन्न मंत्री मैसर्स विनोद मिल्स लिमिटेड और मैसर्स विमल टैक्सटाइल मिल्स लिमिटेड, उज्जैन द्वारा भविष्य निधि तथा कर्मचारी राज्य बीमा योजना की राशि जमा कराये जाने के बारे में 20 मार्च, 1980 के अतारंकित प्रश्न संख्या 1305 के उत्तर के सम्बन्ध में बहु बताने की कृपा करेंगे कि मैसर्स विनोद मिल्स लिमिटेड और विमल टैक्सटाइल मिल्स लिमिटेड, उज्जैन (मध्य प्रदेश) पर भविष्य निधि तथा कर्मचारी राज्य बीमा योजना की बकाया राशि वसूल करने के लिए सरकार ने क्या कार्यवाही की है ?

अन्न मंत्रालय में राज्य मंत्री (श्री टी० अंबेबा) : जैसा कि कर्मचारी भविष्य निधि संगठन और कर्मचारी राज्य बीमा निगम ने सूचित किया है, बकाया राशि को वसूल करने के लिए की गई कार्यवाही निम्न प्रकार है :—

कर्मचारी भविष्य निधि संगठन :

कर्मचारी भविष्य निधि और प्रकीण उपबन्ध अधिनियम, 1952 की धारा 14(2) के अधीन नियोजकों को कारण बताओ नोटिस जारी किए गए हैं। भारतीय वंड संहिता की धारा 406 और 409 के अधीन प्रबन्धतंत्र के विरुद्ध कार्यवाही की गई है। अधिनियम की धारा 17(1) (क) के अधीन छूट प्रदान करने के, जो रद्द कर दी गई थी, प्रश्न पर विचार किया जा रहा है।

कर्मचारी राज्य बीमा निगम :

(i) मैसर्स विनोद मिल्स, लिमिटेड, उज्जैन।

कर्मचारी राज्य बीमा अधिनियम, 1948 की धारा 45-ख के अधीन मई, 1979 से सितम्बर, 1979 तक की अवधि के लिए बकाया अंशदानों और कुछ पिछली अवधि के लिए अंशदानों की देरी से अदायगी हेतु ब्याज के लिए वसूली कार्यवाही की गई है। नवम्बर, 1979 और मार्च 1980 को समाप्त हुई अवधियों के लिए अंशदानों की अदायगी न करने के लिए कारण बताओ नोटिस जारी किए गए हैं। इस अधिनियम की धारा 85 के अधीन नियोजक के विरुद्ध अभियोजन मामला भी दाखर किया जा रहा है।

(ii) मैसर्स विमल टैक्सटाइल लि०, उज्जैन :

कर्मचारी राज्य बीमा अधिनियम, 1948 की धारा 45-ख के अधीन मई, 1979 से मार्च, 1980 तक की अवधि के लिए बकाया अंशदानों, इसमें जनवरी, 1980 का अंशदान शामिल नहीं है जिसके लिए पहले ही अंशदानों का भुगतान किया जा चुका है, और अंशदानों की देरी से अदायगी हेतु ब्याज के लिए वसूली कार्यवाही शुरू की गई है। अधिनियम की धारा 85 के अधीन नियोजन के विरुद्ध अभियोजन मामला भी दाखर किया जा रहा है।

राज्य पेपर स्टोर, बम्बई पर बकाया भविष्य निधि और कर्मचारी राज्य बीमा योजना की राशि

3731. श्री निहाल सिंह : क्या अन्न मंत्री यह बताने की कृपा करेंगे कि :

(क) गत तीन वर्षों के दौरान कर्मचारी राज्य बीमा योजना और कर्मचारी भविष्य निधि के अन्तर्गत राज्य पेपर स्टोर, 187, अशुल रह स्ट्रीट, बम्बई-2, द्वारा कितनी राशि जमा कराई गई थी और इसकी कितनी राशि अभी बकाया है ; और

(ख) इस बकाया राशि की वसूली के लिये क्या कार्यवाही की गई है ?

अन्न मंत्रालय में राज्य मंत्री (श्री टी० अंबेबा) : (क) और (ख). कर्मचारी राज्य बीमा निगम और कर्मचारी भविष्य निधि संगठन ने सूचित किया है कि यह प्रतिष्ठान क्रमशः कर्मचारी राज्य बीमा अधिनियम, 1948 और कर्मचारी भविष्य निधि अधिनियम, 1952 के अन्तर्गत नहीं आता, क्योंकि उनके द्वारा नियोजित व्यक्तियों की संख्या बीस से कम है। अतः बकाया राशि वसूल करने का प्रश्न ही नहीं उठता।

इंडियन मैडिसिनल फार्मास्यूटिकल्स कारपोरेशन लिमिटेड, उत्तर प्रदेश द्वारा जमा कराई गई भविष्य निधि तथा कर्मचारी राज्य बीमा योजना की राशियां

3732. श्री निहाल सिंह : क्या भ्रम मंत्री यह बताने की कृपा करेंगे कि इंडियन मैडिसिनल फार्मास्यूटिकल्स कारपोरेशन लिमिटेड, उत्तर प्रदेश द्वारा कर्मचारी राज्य बीमा योजना तथा भविष्य निधि के अन्तर्गत कितनी धन राशियां जमा कराई गई हैं और कितनी धनराशि अभी जमा कराई जानी है ?

भ्रम मंत्रालय में राज्य मंत्री (श्री टी० अंबेडकर) : जैसा कि कर्मचारी राज्य बीमा निगम और कर्मचारी भविष्य निधि संगठन द्वारा सूचित किया गया है, मैसर्स इंडियन ड्रग्स एण्ड फार्मास्यूटिकल्स कारपोरेशन लिमिटेड, ऋषिकेश (इंडियन मैडिसिनल फार्मास्यूटिकल्स कारपोरेशन लिमिटेड, उत्तर प्रदेश नाम का कोई प्रतिष्ठान नहीं है) से देय राशियों की वसूली संबंधी स्थिति इस प्रकार है :

कर्मचारी राज्य बीमा निगम

कर्मचारी राज्य बीमा योजना 25 नवम्बर, 1979 से उत्तर प्रदेश में ऋषिकेश में लागू की गई थी। उत्तर प्रदेश में इस प्रतिष्ठान के चार एकक हैं। नियोजक ने इन यूनिटों के संबंध में कर्मचारी राज्य बीमा अधिनियम, 1948 के उपबन्धों का अनुपालन करने के बारे में अभी तक सूचित नहीं किया है। अतः कर्मचारी राज्य बीमा निगम चार यूनिटों के रिकार्डों के निरीक्षण की व्यवस्था कर रहा है, जिसके पश्चात् अनुपालन कराने के लिए आवश्यक कार्यवाही की जाएगी।

कर्मचारी भविष्य निधि संगठन

इस प्रतिष्ठान को तब तक के लिए छूट दी गई है जब तक कि कर्मचारी भविष्य निधि और प्रकीर्ण उपबन्ध अधिनियम, 1952 की धारा 17(1) के अधीन छूट प्रदान करने के लिए प्रतिष्ठान के अनुरोध पर निर्णय नहीं ले लिया जाता। यह प्रतिष्ठान न्यासी बोर्ड को, जो भविष्य निधियों की व्यवस्था करता है, भविष्य निधि अंशदानों के हस्तांतरण के संबंध में अधिनियम के उपबन्धों का अनुपालन नियमित रूप से कर रहा है।

Textile Goods

3733. SHRI CHIRANJI LAL SHARMA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Textiles and Luxury goods worth Rs. 65 crores

are reported to be lying at the Indian rail head of Raxaul on the border, as these have not been cleared by Nepalese importers;

(b) if so, its effect on movement of wagons; and

(c) the steps taken or proposed to be taken to clear them?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) A large number of packages have been awaiting clearance at Raxaul-Nepal siding by Nepalese importers. The aggregate value of such goods could not be assessed.

(b) This has also resulted in detention to loaded wagons off and on for unloading for want of space with consequent regulation of traffic to Raxaul.

(c) The following steps have been taken to expedite clearance of goods at Raxaul:

(i) Imposition of special higher rate of wharfage, i.e. Rs. 1.50 per 50 Kg. or part thereof per day or part of a day with effect from 15-5-1980.

(ii) Auctioning from time to time, of packages remaining uncleared for over six months, after completing all formalities.

(iii) Liaison with customs officials/ consignees and officials of His Majesty's Government of Nepal to assist in quick clearance.

Loading facilities at Madras Outer Harbour

3734. SHRI M. V. CHANDRASHEKHARA MURTHY:

SHRI P. M. SAYEED:

SHRI BALASAHEB VIKHE PATIL:

Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether a proposal to improve the loading facilities for iron-ore from the Madras outer Harbour is before the Union Government;

(b) if so, the main features of the proposal;

(c) whether a detailed report in this regard was submitted by the team of Japanese experts who had made a study in this regard; and

(d) if so, the details thereof and when a final decision is likely to be taken?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):

(a) No.

(b) Does not arise.

(c) and (d). Japanese steel mills have sent a proposal to the Minerals and Metals Trading Corporation for depending the Outer Harbour so that loading can be done in bigger size of ships. The proposal will be considered on merit in due course, if recommended by the M.M.T.C.

रेलव अस्पतालों में डाक्टरों की नियुक्ति

3735. श्री रामलाल राहो : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार को पता है कि अनुसूचित जातियों और अनुसूचित जनजातियों के व्यक्तियों की विभिन्न अस्पतालों और अस्पतालों में डाक्टरों की नियुक्ति के मामले में उपेक्षा की गई है ; और

(ख) यदि हां, तो क्या इसके परिणामस्वरूप अस्पतालों में अनुसूचित जातियों और अनुसूचित जनजातियों के डाक्टरों की संख्या इस संबंध में उनके आरक्षित कोटे से कम है ?

रेल मंत्रालय में उप मंत्री (श्री मल्लिकार्जुन) :

(क) और (ख) . भारतीय रेलों पर सहायक मंडल चिकित्सा अधिकारियों (श्रेणी- 1) की भर्ती संघ लोक सेवा आयोग की सिफारिशों पर की जाती है । अनुसूचित जाति के उम्मीदवारों की भर्ती में जो नाम-मात्र की कमी है, उसका कारण यह है कि इस कोटि के लिए उपयुक्त उम्मीदवार उपलब्ध नहीं हुए । बहरहाल, रिक्तियों को अग्रप्रेषित कर लिया जाता है और जैसे ही अतिरिक्त उम्मीदवार उपलब्ध होते हैं, उन्हें समय-समय पर नियुक्ति का प्रस्ताव भेज दिया जाता है ।

Downgrading of Brand name of Drug Labels

3736. SHRI GHULAM RASOOL KOCHACK:

SHRI P. M. SAYEED:

SHRI CHANDRA BHAN ATHARE PATIL:

Will the Minister of HEALTH be pleased to state:

(a) whether medical profession in the country has strongly resented Government's proposal to downgrade the brand name of drug labels and they have urged the Government to withdraw the move immediately;

(b) if so, whether any representation has been forwarded by them to the Union Government in this regard; and

(c) if so, what are the main points mentioned therein and the action taken thereon?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH (SHRI NIHAR RANJAN LASKAR): (a) to (c). The present proposal of the Government is that the proper name of the drug shall be printed or written in a more conspicuous manner than the trade name, if any, which shall be shown immediately after or under the proper name. Representations have been received from members of the medical profession against Government's proposal which are under examination.

Release of American Hostages

3737. SHRI GHULAM RASOOL KOCHACK:

SHRI P. M. SAYEED:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether India has opposed the action U.S. Government took to free the hostages in Iran;

(b) if so, whether it is also a fact that now U.S. Government has declared that U.S. will not use force for getting hostages released;

(c) if so, whether in view of this changed attitude of the U.S., India has agreed to help and assist in getting those hostages released from Iran;

(d) whether U.S. had approached India for the same; and

(e) what is the stand India has taken in this regard?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) The Government of India have clearly stated that they are against the violation of diplomatic immunities and threats to the safety and life of diplomats. At the same time, Government noted with concern and regret the U.S. military attempt to rescue the hostages, and have expressed the earnest hope that the U.S. will desist from resorting to any further military means in dealing with the situation concerning U.S. hostages and that the parties concerned will respect the imperative need for peaceful negotiations and will not act in contravention of the requirements of international law and humanity.

(b) U.S. have informed us that they would continue to seek a resolution of the hostage issue through peaceful and diplomatic means.

(c), (d) and (e). India has been approached and we have informed them of our position.

Total allocation for new lines in Five Year Plans

3738. PROF. NARAIN CHAND PARASHAR: Will the Minister of RAILWAYS be pleased to state:

(a) the total allocation for the construction of New Railway lines in the various five year plans of the Railways, beginning with the first five year plan;

(b) the ratio of expenditure on new lines to the total budget of the railways in each one of these successive plans;

(c) whether the new lines would be given greater allocations in the Sixth Five Year Plan on account of the comparative small route kilo-metrage of the India Railways system, keeping in view the vast size and the large population of the country and especially in view of the observation made by the Railway Traffic Committee, that the route kilometrage of the Indian Railway compares unfavourably not only with the advanced countries but also with that of Malaysia, Algeria and Sri Lanka; and

(d) if so, the total amount proposed by the Railways to the Planning Commission for expenditure to the construction of new Railway lines in the Sixth Five Year Plan?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) and (b). The total outlay, provision and expenditure on New Lines with percentage to total outlay from 1st Plan onwards are as under:—

(Rs. in crores)

Plan	Total outlay	New Lines Provision Expenditure	%age of Expd. to Total outlay
I (1951—56)	400	33*	8.3
II (1956—61)	1125	66	6.9
III (1961—66)	1581.5	206	13.4
IV (1969—74)	1400	86	4.8
V (1974—79)	2152	97	3.7

*Includes Electrification also.

@Fifth Plan was terminated one year earlier.

(c) and (d). The recommendations made by the Rail Tariff Enquiry Committee will be duly examined and taken into consideration while finalising Railways Sixth Five Year Plan, 1980—85, in consultation with Planning Commission. Indian Railway network covers the vast Indian Sub-Continent and their problems are different in depth and dimension as compared to countries like Malaysia, Algeria and Sri Lanka.

Vacancies existing in DTC Board

3739. SHRI R. P. YADAV: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that in the existing DTC Board there are two vacancies of members for the last 8-9 months;

(b) whether Members of Parliament have repeatedly urged for giving representation of Inter-State, Educational, and Scheduled Tribe Organisations on the said Board during the last one year;

(c) whether the Inter-State interest was represented on the D.T.C. Advisory Council during 1975-76 and 1976-77, and so also the interests of Education etc;

(d) is it a fact that nearly half of the term of the Board has elapsed;

(e) by what time the Government will grant representation to these interests; and

(f) whether the Government will give preference to those persons who have experience of Membership of the D.T.C. Advisory Council?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):
(a) to (c). Yes Sir.

(d) No, Sir. The Board was last reconstituted for a period of three years with effect from 1st May, 1979.

(e) and (f). Two persons are likely to be nominated by the Government shortly for appointment on DTC

Board. The operation of DTC services on inter-State routes is of limited nature and it is not considered essential that this interest should also be represented on the DTC Board. The functions of a member of the DTC Advisory Council are also of limited nature and that experience itself cannot be considered as a criterion to appoint a person on the DTC Board. The members of the Board are appointed as per guidelines laid down by Bureau of Public Enterprises.

Staff in Sub-Regional Offices of EPF Organisation

3740. SHRI R. P. YADAV: Will the Minister of LABOUR be pleased to state:

(a) whether it is a fact that various Sub-Regional Offices opened in the Employees' Provident Fund Organisation, the number of Senior Head Clerks and U.D.Cs. is far less in proportional percentage of the Regional Office with the result that the very intention to help the poor workers by way of quick settlement of payments and advances, has been defeated;

(b) whether Government propose to transfer senior Head Clerks and U.D.Cs. from the Regional Office to Sub-Regional Office for quick processing of claims, advance-applications and issue of annual statement of accounts; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR (SHRI T. ANJIAH): (a) Efforts are made to provide adequate staff in the Sub-Regional Centres to cope with expanding activities and growing workload. The Central Provident Fund Commissioner has sent instructions to all Regional Provident Fund Commissioners that the staffing position in the Sub-Regional Offices should be reviewed and any imbalances corrected, to the extent possible.

(b) and (c). There are 53 posts of special Head Clerks in the various

Regional Offices in the scale of Rs. 470—750. The posts of Special Head Clerks and the Upper Division Clerks are to be allotted to the Sub-Regional Offices by the Regional Commissioners concerned, depending on their workload.

Conveyance allowance to EPF Staff

3741. SHRI R. P. YADAV:
SHRI P. J. KURIEN:

Will the Minister of LABOUR be pleased to state:

(a) whether it is a fact that there is a proposal to extend conveyance allowance facility to the Inspectors, Assistant Commissioners and Regional Commissioners in the Employees' Provident Fund Organisation under consideration;

(b) whether this proposal is pending since some time ago although the implementation of this proposal would have immensely enhanced the efficiency of the staff and officers;

(c) whether the proposal has been examined and if so, what expenditure is likely to be incurred on this account;

(d) whether this proposal has been examined with reference to other organisations e.g. B.C.C.L. Mecon and other similar Government undertakings; and

(e) if so, what immediate steps are being taken to implement the same?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR (SHRI T. ANJIAH): (a) A recommendation for payment of conveyance allowance to the employees of the Employees Provident Fund Organisation has been made in the interim report of the Sub-Committee constituted by the Central Board of Trustees.

(b) to (e). The above recommendation and some other recommendations of the Sub-Committee are being examined with reference to their financial implications and the practice in some

other undertakings. The financial cost of the recommendation concerning payment of conveyance allowance is estimated at Rs. 28 lakhs per annum.

Vessels stationed at Colgong (Bhagalpur)

3742. SHRI RAMAVATAR SHASTRI: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) the number of vessels stationed at Colgong (Bhagalpur);

(b) the actual number in operation at present at Colgong;

(c) the reasons for keeping the remaining vessels idle and failure to repair the defective vessels; and

(d) the remedial action proposed to be taken for ensuring proper and prompt maintenance of all vessels?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):

(a) 12 vessels (5 powered and 7 dumb).

(b) 10 vessels (3 powered and 7 dumb).

(c) The two powered vessels need dry-docking for carrying out the repairs to them. Hence repairs can be carried out only after requisite space in the Railway dry-dock at Mokameh becomes available for these vessels as there is no other dry-dock upstream of Farakka and it is not possible to take these vessels to Calcutta for repairs due to non-availability of water route.

(d) The Ministry of Railways (Rly. Board) were requested on 18-3-80 to dry-dock I.W.T. Directorate's vessels in Mokameh Dry-dock. The Railway Board have forwarded on 15-4-1980 the request of the Ministry of Shipping and Transport to the General Manager(M) North Eastern Railway, Gorakhpur for necessary action. The vessels laid up for repairs are thus expected to be dry-docked shortly. In

order to reduce the laid up period, it is proposed to undertake minimum essential repair and replacement of underwater parts by beaching in respect of one of the two powered vessels. The other powered vessel can be docked only in the Rai'way Dry-dock at Mokameh.

Posts in the Regional Office of the IWT, Patna

3743. SHRI RAMAVATAR SHASTRI: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that according to the general orders of the Ministry of Home Affairs, all posts in existence for more than two years and which are likely to be continued are to be made permanent leaving only a margin of 10 per cent of total posts (permanent) and (temporary);

(b) whether it is also a fact that in the Regional Office of the IWT, Patna, most of the posts are still temporary, and

(c) if so, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):

(a) Yes, Sir. According to the orders on the subject 90 per cent of the temporary posts which have been in existence for a continuous period of not less than 3 years and which are required for work of permanent nature may be converted into permanent ones.

(b) No, Sir. 136 posts in all the 4 Groups (A to D) out of the total number of 294 posts are temporary in the Regional Office of the I.W.T. Directorate.

Out of the 136 temporary posts 59 are on workcharged and the remaining 77 are regular temporary ones.

(c) The question of conversion of these work charged/temporary posts

into permanent ones depends on the decision regarding continuance of river services/LCT ferry services being run by the IWT Directorate, Patna on a regular basis, which is currently being run on a experimental-cum-promotional basis.

Recruitment rules of the I.W.T. Directorate

3744. SHRI RAMAVATAR SHASTRI: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether the question of revision of the Recruitment Rules for recruitment to the posts of the Executive Officers, Asstt. Traffic Officers, Asstt. River Surveyor etc. of the I.W.T. Directorate, and others was taken up by the Ministry in the preceding year;

(b) whether it is a fact that Recruitment Rules relating to the post of the Executive Officers have since been finalised so as to give weightage to the subordinate officers working in the I.W.T. organisation such as Asstt. Marine Engineer, Asstt. River Surveyor and Dredging Master etc.; and

(c) if the reply to the (a) and (b) is in affirmative, the reasons for non-revision of Recruitment Rules for recruitment to the posts of Asstt. Traffic Officers, Asstt. River Surveyor and others on the same pattern as done in the case of the Executive Officers and the probable time by which the said revision is likely to be done?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):

(a) and (b) Yes, Sir.

(c) Revision of Recruitment rules of the posts of Asstt. Traffic Officer, Assistant River Surveyor & others

have also been taken up on the same pattern as was done in the case of Executive Officer so as to provide promotion avenue for the incumbents of the feeder grade posts. These revised rules are expected to be finalised shortly.

Amount sanctioned for Development of National Highways in Orissa

3745. SHRI CHINTAMANI PANIGRAHI: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) the total amount sanctioned during 1978-79 and 1979-80 for the development of National Highways in Orissa;

(b) which of the Highways were improved and developed and the amount utilised in respective years; and

(c) what is the programme for 1980-81?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):

(a) to (c). During 1978-79 and 1979-80, Rs. 392.40 lakhs and Rs. 370 lakhs, respectively, were sanctioned for the development of National Highways in Orissa. These funds were utilised on the improvement/development of National Highways Nos. 5, 5A, 6, 23, 42; and 43 in Orissa State. During 1978-79 and 1979-80, expenditure of Rs. 392.01 lakhs and Rs. 370.31 lakhs, respectively, was incurred.

For 1980-81, a sum of Rs. 370 lakhs has been tentatively allocated for the development of National Highways in Orissa.

Violent clash at Paradip Port

3746. SHRI LAKSHMAN MALLIK: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that a violent clash occurred during the day

time of the 26th March, 1980, causing three murders and burning of houses of dock workers at Paradip Port; and

(b) if so, the details thereof and the action taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):

(a) and (b). There were violent clashes between two groups of workers, mainly outside the Port area and, later, in the Port township on 26-3-80. Some hutments were burnt in the violent clashes. Three workers were killed and 42 injured.

Paradip Port Authorities have reported that 69 persons were apprehended by State Police Authorities and cases under different sections of Indian Penal Code started against them. Order under section 144 Cr.P.C. was clamped in the Port township. Police force was also augmented immediately. State Government provided financial help to the workers whose houses were gutted. Port Trust also provided some relief to feed the affected workers and their families.

Strikes and man-days lost

3747. SHRI P. RAJAGOPAL NAIDU: Will the Minister of LABOUR be pleased to state:

(a) the number of strikes which took place during 1979-80; and

(b) the loss of man-days due to these strikes?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR (SHRI T. ANJIAH): (a) and (b). A Statement giving the number of strikes and the number of mandays lost due to them during 1979 and January—March, 1980 is attached.

Statement

Number of strikes and the number of mandays lost due to them during 1979 and January—March, 1980.

Period	No. of Strikes	No. of mandays lost (in millions)	
1	2	3	
1979 (P)		2774	35.12
January—March, 1980(P)		525	1.19

(P)—Provisional.

Railway accidents during 1979-80

3748. SHRI P. RAJAGOPAL NAIDU:

SHRI M. RAM GOPAL REDDY:

Will the Minister of RAILWAYS be pleased to state:

(a) the number of railway accidents occurred during 1979-80; and

(b) the number of persons killed and total loss to railway property and the total amount paid as compensation?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) During the year 1979-80, there were 900 train accidents in the categories of collisions, derailments, level crossing accidents and fires in trains on the Indian Government Railways.

(b) In these accidents, 282 persons were killed and the cost of damage to railway property has been estimated at approximately Rs. 5,82,27,000. Total amount of Rs. 3,97,650 has so far been paid to victims of these accidents as compensation under Indian Railways Act, 1890.

Replacement of Railway Track

3749. SHRI P. RAJAGOPAL NAIDU: Will the Minister of RAILWAYS be pleased to state the length of the track replaced on South-Central Railway during 1979-80?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): The length of the track replaced on South Central Railway during 1979-80 is as under:—

(Figures in Kms.)

Complete track renewal.	Through Rail renewal.	Through sleeper renewal.
25 31	103 50	57 87

Conversion of Hyderabad-Bangalore Line

3750. SHRI P. RAJAGOPAL NAIDU: Will the Minister of RAILWAYS be pleased to state:

(a) whether the metre gauge from Hyderabad to Bangalore is being made broad gauge; and

(b) if so, when will it be completed?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) and (b). Conversion of Bangalore-Guntakal line is already in progress, and it is expected to be completed by 1981-82 subject to the availability of funds. There is already a BG line from Guntakal to Secunderabad. No proposal is under consideration for the conversion of the existing MG line connecting Guntakal and Secunderabad as it is the main MG link connecting the Northern & Southern MG systems.

Payment of Cyclone/Flood advance to the workers in Nellore and Prakasam districts

3751. SHRI K. A. RAJAN: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) is it a fact that the Government have issued instructions in the month of May, 1980 to the Visakhapatnam Dock Labour Board directing them to pay Cyclone/flood advance to the workers/employees for the cyclone/flood in Nellore and Prakasam Districts;

(b) whether the payment of advance has been made;

(c) if so, the number of workers/employees of Visakhapatnam Dock Labour Board and the Visakhapatnam Port Trust Board separately to whom the advance was paid;

(d) is it a fact that the Cyclone/flood had taken place in the month of May, 1979 in Prakasam and Nellore Districts of Andhra Pradesh;

(e) whether it is a fact that the distance from Visakhapatnam to Prakasam and Nellore districts is about 400 miles; and

(f) the name of the Trade Union and its affiliation which made the representation to the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):
 (a) The Visakhapatnam Dock Labour Board was advised on 25-4-1980 to adopt the instructions issued by the Government of India, Ministry of Finance (Deptt. of Expenditure) on 1-6-1979 regarding grant of advance to non-gazetted employees of Central Government whose property, moveable or immovable, had been substantially affected or damaged by cyclone in Nellore and Prakasam Districts of Andhra Pradesh, and sanction advance immediately to employees eligible for the said advance.

(b) Yes, Sir.

(c) 3400 employees and workers of Visakhapatnam Dock Labour Board and 9300 employees and workers of Visakhapatnam Port Trust have been paid the advance.

(d) and (e) Yes, Sir.

(f) Port Khalasis Union affiliated with Indian National Trade Union Congress.

Implementation of the recommendations of wage revision committee

3752. SHRI K. A. RAJAN: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) the dates on which the recommendations of wage revision Committee, modified by the agreement dated 14th July, 1977 were implemented to the employees/workers of New Tuticorin Port Trust and New Mangalore Port Trust;

(b) whether the said recommendations were implemented in the case of cargo handling workers on shore and on board the vessel in these two ports;

(c) if not, what are the reasons for the same; and

(d) what steps the Government proposed to take to implement the same?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):
 (a) The wage structure evolved by the Wage Revision Committee for Port and Dock Workers at Major Ports, as modified from time to time, has been implemented in respect of Class III and Class IV employees of Tuticorin Port Trust w.e.f. 1-4-1979 viz., the date of setting up of Major Port Trust Board at Tuticorin. Major Port Trust was set up at New Mangalore on 1-4-1980. The wage structure applicable to other Major Port Trusts is proposed to be extended to New Mangalore Port Trust w.e.f. 1-4-1980.

(b) No, Sir.

(c) The cargo handling workers in Tuticorin and New Mangalore Port Trusts are not the employees of the Port but are engaged by private employers.

(d) Government is examining the matter in consultation with the concerned Port Authorities.

Central aid to Orissa Government for Medical units and hospitals

3753. SHRI K. PRADHANI: Will the Minister of HEALTH be pleased to state:

(a) the details regarding the amount of Central aid given to Orissa Government during the last three years for the Government medical units and hospitals in that State; and

(b) the percentage of population at present covered by the Government medical units and hospitals in that State?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH (SHRI NIHAR RANJAN LASKAR): (a) The central assistance to the state is given in two ways (i) for the Centrally Sponsored Health Schemes sponsored by the Central Government and (ii) for State Health Plan Schemes which is given in bulk each year on the overall outlays agreed for their annual Plans for all the Sectors put together and not allocated for the individual sectoral programmes. The approved outlay for State Health Plan Schemes of Orissa State along-

with the amount allocated for hospitals and dispensaries is as follows:—

Year	Approved outlay	(Rs. in lakhs) Amount allocated for Hospital & Dispensaries out of Total health allocation
1977-78	302.00	58.36
1978-79	368.60	75.64
1979-80	460.45	78.49

(b) A table indicating the population covered by Government medical units and hospitals in Orissa State is given below:—

	Number as on 1-1-79	Population served per unit
(i) Govt. Hospitals	239	107439
(ii) Govt. Dispensaries	269	95457
(iii) Primary Health Centres	314	81777
TOTAL	822	284673

पाक अधिभूत काश्मीर में बाबाल का भारत की ओर फैलना

3754. श्री निहाल सिंह : क्या विदेश मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि पाक अधिभूत काश्मीर के जंगल में 5.6 जून, 1980 को आग लग गई थी और अब यह आग काश्मीर के भारतीय क्षेत्र में फैल गई है तथा आग को बुझाने के कोई प्रयास नहीं किये गये हैं ; और

(ख) यदि हाँ, तो क्या सरकार ने ऐसी बटनाओं की भावना को रोकने के विचार से

पड़ोसी देश के साथ बातचीत प्रारम्भ की है और इसके परिणामस्वरूप जान और माल की कितनी हानि हुई ?

शिवेश मंत्री (श्री पी० बी० नरसिंह राव) :
(क) 5 और 6 जून, 1980 के बीच की अवधि में पाक अधिकृत काश्मीर की ओर से प्राग भारतीय क्षेत्र के पुंछ जिले के मेन्धर वन क्षेत्र की ओर फैल गई। वन विभाग, पुलिस, सेना, सीमा सुरक्षा दल और वहां की जनता ने मिलकर तीन दिन के अन्दर इस प्राग पर काबू पा लिया था। यह प्राग जमीन पर लगी थी इसलिए जंगल के पेड़ों को कोई नुकसान नहीं पहुंचा है।

(ख) पाकिस्तान की सरकार ने हमें सूचित किया है कि मई और जून के महीनों में प्रश्नगत क्षेत्र में जंगल में प्राग लगना एक सामान्य बात है और जब भी इस प्रकार की प्राग लगती है तो वन प्राधिकारी इस बात का सुनिश्चय करने के लिए तत्काल एहतियाती कदम उठाने हैं कि प्राग और न फैले।

Double line between Madras and Villupuram

3755. SHRI R. MUTHUKUMARAN:
Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that there is a proposal to construct a double line between Madras and Villupuram so as to avoid delay in running time due to crossing of trains;

(b) if so, at what stage the matter stands; and

(c) whether any amount has been allotted for this work during 1980-81?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) No.

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

Pathetic and shocking condition prevailing in J.P. Hospital

3756. SHRI M. RAM GOPAL REDDY:

SHRI JANARDHANA POOJARY:

Will the Minister of HEALTH be pleased to state:

(a) whether Government are aware of the pathetic and shocking conditions prevailing in J.P. Hospital; and

(b) if so, the steps being taken to improve the conditions of the hospital?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH (SHRI NIHAR RANJAN LASKAR) (a) It is admitted that the conditions in this hospital run by the Delhi Administration are not very satisfactory, but that is mainly because the hospital is functioning in an old building with limited facilities. The building is at present housing 1175 beds officially with an average bed occupancy of 1325 beds per day.

(b) The following steps are being taken to improve the condition of the hospital:—

- (i) 210 bedded Guru Nanak Eye Centre is under construction.
- (ii) A 380 bedded ward is nearing completion.
- (iii) It is proposed to construct a new Casualty and Emergency Centre.
- (iv) It is proposed to provide additional toilet facilities in the existing old hospital.
- (v) In order to ease the physical accommodation in the Out patient Department, it is proposed to construct third floor on the present OPD building.
- (vi) Additional staff for casualty and emergency Department has been sanctioned.
- (vii) Proposals for sanction of additional staff for purchase and store organisation, account department, nursing services and other ancillary services are under active consideration of Delhi Administration.

Professional blood donors

3757. SHRI JANARDHANA POOJARY: Will the Minister of HEALTH be pleased to state:

(a) whether it is a fact that the department of Biochemistry, All India

Institute of Medical Sciences has recruited professional donors who turn up every third day to sell blood; and

(b) if so, the steps taken to remedy this unethical practice?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH (SHRI NIHAR RANJAN LASKAR): (a) No.

(b) Does not arise.

Retrenchment of Gangmen

3758. SHRI A. K. ROY: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that a large number of gangmen have been retrenched in the Asansol Division after the Congress Ministry has come to power;

(b) if so, number of such retrenched gangmen, date of retrenchment with their average period of service; and

(c) reasons for such large scale retrenchment in this period of severe employment crisis in towns and drought in the villages?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) to (c). About 300 casual Gangmen were engaged in the Engineering Department from 26-3-80 at different places on Asansol Division. On expiry of the sanction and completion of the work for which it was sanctioned, all these Gangmen were discharged on 15-5-1980. These gangmen have been re-engaged with effect from 16-6-1980 for newly sanctioned works.

Decline in volume of cargo handled by Coastal Shipping

3759. SHRI B. K. NAIR: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether there has been a decline in the volume of Cargo including

Coal handled by Coastal Shipping during current year;

(b) if so, the details thereof and the reasons for the same; and

(c) the measures taken or contemplated to remedy the situation?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH): (a) No, Sir.

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

Manufacture of ships at cheaper cost

3760. SHRI SUBHASH CHANDRA BOSE ALLURI: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether there is any proposal under consideration to manufacture ships at cheaper cost in the country; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH): (a) Yes, Sir.

(b) With a view to rationalising and standardising their designs to reduce the cost of construction, Government had already directed the four major public sector shipyards to specialise in building particular type of vessels so that they can optimally use the resources available to them. The shipyards have already done considerable amount of work on this basis. All efforts for reducing the cost of construction such as improved methods of construction, advanced outfitting and standardisation of components, quicker turn-round and improvement in productivity resulting in lesser man-hour utilisation and lower over-heads, etc. are being attempted.

Movement of Wagons to Assam

3761. SHRI SUBHASH CHANDRA BOSE ALLURI: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are making any efforts to persuade agitators in Assam to allow movement of 1000 Rail Wagons loaded with goods which are reported to have been held up there; and

(b) if so, with what results?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) and (b). The matter has been brought to the notice of Government of Assam. Some attempts were made to move trains containing the detained wagons in consultation with the State Government. However, in spite of assistance from the Police and Civil authorities, these attempts have not succeeded so far.

Nationalisation of Private Parcel Transport Industry

3762. SHRI M. M. LAWRENCE: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether there is any proposal before the Government to nationalise the private parcel Transport Industry;

(b) how many companies are engaged in the private parcel transport industry;

(c) what are the annual volume and tonnage of goods handled by these firms;

(d) what are the proportion of total goods traffic by these firms; and

(e) the break-up figures of goods traffic through railway and road?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):
(a) No, Sir.

(b) to (d). No such statistics are maintained by the State Governments which are empowered to make rules in this regard.

(e) The share of Rail and Road Transport for which the figures are available is as under:—

Share of Rail and Road Transport

Year	Rail Good traffic	Road (Billion tonne-kms)	Total
1975-76	148	73	221
1976-77	157	76	233
1977-78	163	77	240

Employees of Private Parcel Transport Companies

3763. SHRI M. M. LAWRENCE: Will the Minister of LABOUR be pleased to state:

(a) whether Government are aware that the employees engaged under private parcel transport companies are working without any service protection and with low wages;

(b) if so, what Government propose to do to better the service conditions, to get living wages etc. for these employees; and

(c) what is the total number of employees engaged in this industry?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR (SHRI T. ANJIAH): (a) and (b). The conditions of workers and welfare of employees in the motor transport industry are regulated by the Motor Transport Workers Act, 1961, which is administered by the States/Union Territories. The Act lays down the hours of work, daily intervals for rest, weekly rest, etc. and provides for extra wages for overtime, annual leave with wages, etc. The Inspec-

torates in the States/Union Territories carry out inspections to ensure that there were no infringements. The question of revision of wages in private motor transport companies can be considered by the concerned State Government or Administration if the matter is taken up with them.

(c) According to the Pocket Book of Labour Statistics—1980, the estimated average daily employment in motor transport undertakings in 1977 was about 3.62 lakhs.

Funds for the treatment of Leprosy Patients in States

3764. SHRI HARI NATH MISRA: Will the Minister of HEALTH be pleased to state:

(a) the names of the non-official organisations with the funds received

by them during the last three years; for the treatment of indoor and outdoor leprosy patients in each State;

(b) whether it is a fact that in the State of Bihar no money for the treatment of leprosy patients—indoor or outdoor—has been made available to the non-official organisations during the above period; and

(c) if so, the reasons for the same?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH (SHRI NIHAR RANJAN LASKAR): (a) A statement showing the names of the non-official organisations with the funds sanctioned to them year-wise, state-wise during the last three years is enclosed.

(b) No.

(c) Does not arise.

Statement

Names of non-official organisations state-wise with the funds received by them for treatment of Leprosy patients during 1977-78, 1978-79 and 1979-80

1977-78

Sl. No.	Names of the States & Institutions	Amount of grant sanctioned
<i>Andhra Pradesh</i>		
1	Hind Kusht Nivaran Sangh, Hazurabad, Karim Nagar	45,396
2	Andhra Kesari Yuvajan Samiti, Rajamundry	3,493.92
3	Philadelphia Leprosy Hospital, Salur.	7,075
<i>Assam</i>		
1	Mikkir Hills Seva Kendra, Distt. Mikkir Hills	17,600
<i>Bihar</i>		
1	Santhal Paharia Sewa Mandal, Baidyanath	3,70,463.52
2	Rajendra Sevasharam, Mairwa	2,77,142.00
3	Gandhi Kausht Nivaran Pratisthan, Bhabua, Distt. Rohtas	3,03,449.00
4	Kausht Sewa Samiti, Kapasia	70,335
<i>Gujarat</i>		
1	Baroda Distt. Anti-Leprosy Association, Raopura	3,516.00

Sl. No.	Name of the States & Institutions	Amount of grant sanctioned
<i>Maharashtra</i>		
1	Kothera Leprosy Hospital, Leprosy Mission, Distt. Amravati	67,189.00
2	Gandhi Memorial Lep. Foundation, Wardha	80,500
<i>Kerala</i>		
1	Holy Cross Convent, Kottiyam, Quilon	7,000
2	Damien Institute, Kozhukully, Trichur	66,960
<i>Tamil Nadu</i>		
1	Deenabandhu Medical Mission Distt. R.K.Pet.	28,300
2	Sacred Heart Leprosy Hospital, Kumbakonam	5,400
3	Leprosy Mission, Vadatharaosalur	5,275
4	Christian Fellowship Hospital, Ambilikai	8,325
<i>West Bengal</i>		
1	Bankura Lep. Control Programme, Bankura	91,975.00
<i>Uttar Pradesh</i>		
1	BRD, Kusht Sevashram, Deoria	27,650.00
2	Kausht Sevashram, Gorakhpur	58,400

Statement

Names of non-official Organisations Statewise with the funds received by them for treatment of Leprosy patients during 1977-78, 1978-79, and 1979-80.

1978-79

Sl. No.	Name of the States & Institutions	Amount of grant sanctioned
<i>Andhra Pradesh</i>		
1	Hind Kusht Nivaran Sangh, Hazurabad, Karim Nagar	50,950
2	Philadelphia Lep. Hospital, Salur	33,300
3	Sri Gauthami Jeevanakarunaya Sangham, Rajamundri	21,100
<i>Assam</i>		
1	Sreemanta Sankar Mission, Nowgong	26,100
<i>Bihar</i>		
1	Gandhi Kusht Nivaran Pratishtham, Distt. Rohtas	1,31,250
2	Santhal Paharia Sewa Mandal, Baidyanath	2,19,037
3	Kusht Sewa Samiti, Kapasia	68,037.58
4	Rajendra Sevasharam, Mairwa	6,20,623

Sl. No.	Name of the States & Institutions	Amount of grant sanctioned
<i>Gujarat</i>		
1	Baroda Distt. Anti Lep. Association, Raopura	51,097
<i>Kerala</i>		
1	Holy Cross Convent, Kottiyam , Quilon.	28,375
<i>Maharashtra</i>		
1	Hind Kusht Nivaran Sangh, Bombay	19,900
2	Kothara Leprosy Hospital, Leprosy Mission, Amravati	17,150
<i>Tamil Nadu</i>		
1	Dayapuram Leprosy Hospital, Manamadurai	61,000
2	Deenabandhu Medical Mission, Distt. R.K. Pet	28,300
3	Leprosy Mission, Vadatharaosalur	7,075
<i>Uttar Pradesh</i>		
1	BRD Kusht Sevasharam, Deoria	2,75,450
2	Kusht Sevasharam, Gorakhpur	27,950
3	Lep. Mission, Faizabad	1,13,100
4	Poorvanchal Seva Sansthan, Deoria	90,533.30
<i>West Bengal</i>		
1	Bankura Leprosy Control Programme.	16,650

Statement

Name of Non-Official Organisations State-wise with the Funds received by them for treatment of Leprosy Patients during 1977-78, 1978-79 and 1979-80.

1979-80

Sl. No.	Name of the States & Institutions	Amount of grant sanctioned
1	2	3
<i>Andhra Pradesh</i>		
1	Hind Kusht Nivaran Sangh , Hazurabad, Krimnagar	68,600
2	Sri Gauthami Jeevanakarunaya Sangham, Rajamundry	21,100
3	Philadelphia Leprosy Hospital, Salur	32,470
<i>Assam</i>		
1	Sreemanatha Sankar Mission, Nowgong	24,147.88
<i>Bihar</i>		
1	Gandhi Kusht Nivaran Pratisthan, Distt. Rohtas	2,70,396
2	Kusht Sewa Samiti, Kapasia	1,04,776
3	Rajendra Sevashram, Mairwa	1,42,470

1	2	3
<i>Gujarat</i>		
1	Baroda Distt. Anti Leprosy Association, Raopura	15,736.60
<i>Kerala</i>		
1	Pocr Leprosy Hospital, Green Gardens, Shertally	56,600
2	Holy Cross Convent, Kottiyam, Quilon	32,600
3	Damien Institute, Kozukully, Trichur	67,519
<i>Madhya Pradesh</i>		
1	Visarjan Ashram, Indore.	12,197.88
<i>Maharashtra</i>		
1	Kothara Leprosy Hospital, Leprosy Mission Amaravati	1,31,070
2	Richardson Leprosy Hospital, Miraj	67,100
3	Gandhi Memorial Leprosy Foundation Wardha	21,714.93
4	Vadala Leprosy Control Unit, Vadala Mission, Ahmed Nagar	1,00,541.57
5	Hind Kusht Nirvan Sangh , Bombay	13,761.38
<i>Tamil Nadu</i>		
1	Dayapuram Leprosy Manamadurai	49,756.75
2	Rawttakkuppan Hemenjack Rural Centre	68,250
3	Leprosy Mission, Vadatharosalur	44,250
4	Christian Fellowship Hospital, Abillikai	50,460.76
<i>Uttar Pradesh</i>		
1	BRD Kusht Sevashram, Deoria	2,09,452.50
2	Kusht Sevashram, Gorakhpur	93,410
3	Poorvanchal Sewa Sansthan, Deoria	28,800
4	Leprosy Mission, Faizabad.	13,550
<i>West Bengal</i>		
1	Bankura Leprosy Control Programme, Bankura	77,260
2	Mahakumma Kusht Nivaran Samithi	97,250

बेरोजगार लोगों की संख्या में वृद्धि

3765. श्री श्रीराम शर्मा : क्या भ्रम मंत्री यह बताने की कृपा करेंगे कि :

(क) राजस्थान में शिक्षित और अशिक्षित लोगों की संख्या अलग अलग क्या है ;

(ख) क्या पांचवीं पंचवर्षीय योजना काल में बेरोजगार लोगों की संख्या में वृद्धि हुई है अथवा कमी और कितनी वृद्धि या कमी हुई है ;

(ग) क्या सरकार का विचार राज्य सरकार को सहायता देने का है जिससे वह बेरोजगारी की समस्या का हल कर सके ; और

(घ) यदि हां, तो तत्संबंधी ब्योरा क्या है और यदि नहीं, तो इसके क्या कारण हैं ?

भ्रम मंत्रालय में राज्य मंत्री (श्री टी० अंजैया) :

(क) शिक्षा के स्तर से जनसंख्या के वितरण संबंधी उपलब्ध आंकड़े 1971 की जनगणना से संबंधित हैं। ये विवरण में दिए गए हैं।

(ख) पांचवीं पंचवर्षीय योजना के दौरान राजस्थान में बेरोजगार व्यक्तियों की संख्या में वृद्धि और कमी के ठीक ठीक अनुमान उपलब्ध नहीं हैं। तथापि, राजस्थान में रोजगार कार्यालयों के पास पंजीकृत रोजगार चाहने वाले (यह जरूरी नहीं है कि वे सभी बेरोजगार हों) व्यक्तियों की

संख्या 31-3-1974 में 1.67 लाख से बढ़कर 31-3-1978 को 2.87 लाख हो गई, जबकि पांचवीं पंच वर्षीय योजना समाप्त हुई।

(ग) और (घ). नयी योजना 1980-85 सूत्रीकरण की अवस्था में है तथा रोजगार संबंधी योजनाओं के तत्व तथा सम्बद्ध नीति पहलुओं की इस सूत्रीकरण प्रक्रिया के भाग के रूप में जांच की जाएगी।

विवरण

राजस्थान में शिक्षित तथा अशिक्षित व्यक्तियों की संख्या — 1971

व्यक्तियों के वर्ग— अशिक्षित/पढ़े-लिखे/प्राप्त शिक्षा का स्तर	व्यक्तियों की संख्या लाखों में
1. अशिक्षित	208.52
2. पढ़े-लिखे तथा शिक्षित व्यक्ति	49.14
* (i) पढ़े-लिखे (शैक्षिक स्तर के बिना)	22.77
(ii) प्राथमिक स्तर शिक्षा	13.24
(iii) माध्यमिक स्तर शिक्षा	6.01
(iv) मैट्रिकुलेशन या हायर सेकेण्डरी और समकक्ष तथा शिक्षा के उच्च स्तर	7.12

*ऐसे शैक्षिक स्तर के आंकड़े शामिल हैं जो वर्गीकरण योग्य नहीं हैं।

हज यात्रियों के लिए आवेदन पत्रों की संख्या

3766. श्री भीष्मा भाई : क्या विदेश मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि मुसलमानों को हज यात्रा के लिए अनुमति प्राप्त करनी होती है ;

(ख) यदि हां, तो वर्ष 1979-80 के दौरान सरकार को कुल कितने आवेदन-पत्र प्राप्त हुए जिनमें यात्रा करने की अनुमति मांगी गई थी और कितने व्यक्तियों को यात्रा करने की अनुमति दी गई थी ; और

(ग) शेष आवेदन-पत्रों पर कब तक कार्यवाही करने का सरकार का विचार है ?

विदेश मंत्री (श्री पी० बी० नरसिंह राव) :
(क) जी नहीं।

(ख) हज के लिए आवेदन-पत्र हज समिति, बम्बई द्वारा मांगे जाते हैं जो हज समिति अधिनियम, 1959 के अन्तर्गत गठित एक सांविधिक निकाय है और जिसे हज तथा जियारत के लिए प्रबंध करने का उत्तरदायित्व सौंपा गया है। आवेदन के लिए पहले सार्वजनिक घोषणा की जाती है जिसमें तीर्थयात्रियों की संख्या बताई जाती है जिनके लिए, सरकार योजित विचार के बाद, अपेक्षित विदेशी-मुद्रा देने का निर्णय करती है। चूंकि आवेदन-पत्रों की संख्या उन व्यक्तियों की संख्या से सामान्यतः अधिक होती है जिनके लिए विदेशी मुद्रा उपलब्ध करायी जाती है, इसलिए राज्यवार कुर्रा (लाटरी) निकाला जाता है। सीटों का राज्यवार आवंटन इनकी वहां की विगत जनगणना में दिखाई गई मुस्लिम आबादी के अनुपात में किया जाता है।

हज वर्ष 1979-80 के दौरान हज समिति को 37,854 आवेदन-पत्र प्राप्त हुए जिनमें से 19,975 व्यक्तियों का कुर्रा के आधार पर चयन किया गया जो हज करने चले गए।

(ग) 1979-80 के लिए कुर्रा मई, 1979 में निकाला गया था और उसी वर्ष अक्टूबर में ये लोग हज के लिए चले गए थे। इसलिए पिछले वर्ष के असफल आवेदकों के मामले पर इस समय विचार करने का प्रश्न ही नहीं उठता। लेकिन इन व्यक्तियों का 1980 के हज के लिए बम्बई में 5 जून को हुए कुर्रा में भाग लेने का अवसर दिया गया था।

रांची-लोहारडांगा मीटर लाइन को बड़ी लाइन में बदलना

3767. श्री शिव प्रसाद साहू : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या रांची लोहारडांगा मीटर लाइन को बड़ी लाइन में बदलने को एक योजना सरकार के विचाराधीन है ;

(ख) यदि हां, तो उसका व्यौरा क्या है और लाइन को कब तक बदल दिया जायेगा ; और

(ग) यदि नहीं, तो उसके क्या कारण हैं ?

रेल मंत्रालय में उपमंत्री (श्री मल्लिकार्जुन) :
(क) से (ग). रांची-लोहारडांगा छोटी लाइन (69 कि० मी०) को बड़ी लाइन में बदलने के लिए जुलाई, 1975 में एक यातायात सर्वेक्षण

किया गया था और सर्वेक्षण से पता लगा था कि यह परियोजना अर्थक्षम नहीं होगी क्योंकि इस पर 4.84 करोड़ रुपये का पूंजीनिवेश अपेक्षित है, केवल 6.96 प्रतिशत (डी० सी० एफ०) वित्तीय प्रतिफल प्राप्त होगा जबकि न्यूनतम प्रतिफल 10 प्रतिशत निर्धारित है।

इस समय इस छोटी लाइन के प्रामाण-परिवर्तन पर लगभग 7 करोड़ रुपये लागत आयेगी। इस परियोजना के प्रलाभप्रद होने तथा संसाधनों की तंगी के कारण इस बारे में आगे कार्यवाही नहीं की गयी।

Madras Port Trust's tender for procurement of Container Handling Equipment

3768. SHRI H. N. NANJE GOWDA:
SHRI K. LAKKAPPA:

Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that recently Madras Port Trust issued Tender No. TS/3/80 EME for procurement of container handling equipment, if so, the details thereof;

(b) whether Government are aware that the name of Sealand Company which owns Sealand containers has been mentioned in the tender notice;

(c) if so, whether it amounts to giving publicity to the products of a private company while inviting quotations only for their brand; and

(d) the action proposed to be taken in the matter?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):

(a) and (b). Yes. Global tenders were invited for Top Lift Trucks and Tyre-mounted Transtainers with the specification that the equipment should be capable of handling ISO 20 ft. ISO 40 ft. and Sealand Containers.

(c) No. Sealand Company are not manufacturers of container handling equipment.

(d) Does not arise.

Name and Number of Posts without Recruitment Rules

3769. SHRI H. N. NANJE GOWDA:
SHRI K. LAKKAPPA:

Will the Minister of HEALTH be pleased to state:

(a) the designations and number of posts in his Ministry for which recruitment rules have not been framed so far; and

(b) how many of such posts have been filled without the recruitment rules and the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH (SHRI NIHAR RANJAN LASKAR): (a) and (b). The requisite information is being collected and will be placed on the Table of the House as soon as possible.

Road Communication Schemes and Programmes in Tribal Sub-Plan Areas

3770. SHRI GIRIDHAR GOMANGO:
Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) the net-work of road communication schemes and programmes prepared by his Ministry in tribal sub-plan areas, State-wise; in Sixth Plan;

(b) the amount earmarked by his Ministry for tribal sub-plan areas in Sixth Plan and released to the States for tribal areas road programmes; and

(c) road communication policy adopted by his Ministry for tribal areas, if any?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):

(a) and (b). Central Sector Roads

Programme handled by the Ministry of Shipping and Transport includes National Highways and Centrally Sponsored Schemes such as State Roads of Economic and Inter-State Importance, Strategic Roads, and Sensitive Boarder Areas roads etc. Under this Programme, a number of roads also serve tribal areas and on all such roads Rs. 38.00 crores were spent from 1-4-1969 to 31-3-1980. Sixth Plan 1980—85 is yet to be finalised and the position has not yet crystallized.

(c) Since the 5th Plan, new approach to the development of Tribal Areas has been evolved by the Government of India and accordingly all areas having more than 50 per cent Tribal concentration have been included under Tribal Sub-Plans of the concerned States. These Tribal Sub-Plans have been prepared in the States of Andhra Pradesh, Assam, Bihar, Gujarat, Karnataka, Kerala, Himachal Pradesh, Madhya Pradesh, Maharashtra, Manipur, Orissa, Rajasthan, Tamil Nadu, Tripura, Uttar Pradesh, West Bengal and Union Territories of Andaman and Nicobar Islands and Goa, Daman and Diu. The Tribal Sub-Plans cover all aspects of development, including development of road communication. For the year 1979-80, an amount of Rs. 43.87 crores was allocated for Transport and Communication Programme in the Tribal Sub-Plan areas from out of State Plans and Special Central Assistance administered by the Ministry of Home Affairs.

विदेशी नागरिकता प्राप्त डाक्टरों और इंजीनियरों की संख्या

3771. श्री छीतूभाई गामित : क्या विदेश मंत्री यह बताने की कृपा करेंगे कि :

(क) इस समय यूरोप और अमरीका में ऐसे भारतीय व्यक्तियों की संख्या कितनी है जो इंजीनियर, डाक्टर और अन्य व्यवसायों में कार्यरत हैं और जिन्होंने गत तीन वर्षों में वहां की नागरिकता प्राप्त कर ली है ;

(ख) क्या यह सच है कि यूरोप और अमरीका में भारतीय नर्सों की सेवाओं की बहुत अधिक सराहना की गई है और यदि हां, तो इस समय

पश्चिमी देशों में कितनी भारतीय नर्स कार्यरत हैं ; और

(ग) गत तीन वर्षों में एसी कितनी नर्सों ने वहां की नागरिकता प्राप्त कर ली है ?

विदेश मंत्री (श्री पी० बी० नरसिंह राव) :
(क) से (ग). अपेक्षित सूचना के सहज उपलब्ध होने की सम्भावना नहीं है। लेकिन विदेश स्थित भारतीय मिशनरों से इसे एकत्र करने की कोशिश की जा रही है। प्राप्त होने ही इसे सदन की मेज पर रख दिया जाएगा।

रोजगार के लिए विदेश गए व्यक्तियों की संख्या

3772. श्री छीतूभाई गामित : क्या विदेश मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार को इस बात की जानकारी है कि अपने देश में रोजगार के पर्याप्त अवसरों के न होने के कारण आज कल लोगों में विदेश जाने की प्रवृत्ति बढ़ती जा रही है ; और

(ख) यदि हां, तो गत छः महीनों के दौरान कितने तकनीकी तथा दूसर व्यक्ति विदेश गये हैं ?

विदेश मंत्री (श्री पी० बी० नरसिंह राव) :

(क) काफी बड़ी संख्या में कामगार रोजगार के लिये विदेश जा रहे हैं।

(ख) नवम्बर 1979 से अप्रैल 1980 के बीच डिप्लोमाधारी 1,18,297 कुशल तथा अर्ध-कुशल कामगारों ने, जिन्हें उत्प्रवासी संरक्षक के पास अपने को पंजीकृत कराना था, भारत में उत्प्रवासी संरक्षक के पास विदेश में रोजगार के अपने करारों को पंजीकृत कराया।

Underground Bridge on Bareilly-Badaun Route

3773. SHRI MOHD. ASRAR AHMAD: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government propose to construct an under-ground bridge on Bareilly-Badaun route near Bareilly passing over Northern Railway and North Eastern Railway level crossings to ease the vehicular and pedestrian traffic;

(b) if so, when; and

(c) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) No.

(b) Does not arise.

(c) Construction of road over/under-bridges in replacement of existing level crossings is jointly financed and executed by the Railways and the State Government/Road Authority. Proposals therefor have to be sponsored by the latter together with an undertaking to bear their share of the cost as per extent rules. So far no definite proposals have been received from the State Government/Local authorities regarding these level crossings.

Name of Institutions engaged in Research of Contraceptives

3774. SHRI BHIKHU RAM JAIN:
SHRI CHHITUBHAI GAMIT:
SHRI JANARDHANA
POOJARY:

Will the Minister of HEALTH be pleased to state:

(a) the names of the institutions which are engaged in research projects for the preparation of non-hormonal oral and other contraceptives with the Central financial assistance;

(b) the success achieved by these projects;

(c) whether the efficacy and suitability of their actual application has been tested; and

(d) what efforts have been made to popularise and make available these contraceptives to the people?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH (SHRI NIHAR RANJAN LASKAR): (a) The Central Drug Research Institute, Lucknow and the Central Council for Research in Ayurveda and Siddha are getting central financial assistance for developing non-hormonal contraceptives. Besides this, the assistance is also provided for contraceptive research to ICMR, New Delhi/ Central Councils for Research in Ayurveda/ Homoeopathy/Unani.

(b) and (c) The initial clinical trials have shown encouraging results. Fur-

ther trials are going on. The clinical trials with centchroman—a non-hormonal pill developed by Central Drugs Research Institute, Lucknow are in an advanced stage and final report is likely to be available soon.

(d) Question does not arise.

Multiplicity of Road Transport Taxes

3775. SHRI BHIKHU RAM JAIN: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) what concrete steps the Government propose to take to reduce the multiplicity of road transport taxes, rationalise the rate structure, simplify the methods of assessment and centralise collection for smooth inter-State road movement; and

(b) what measures are proposed to bring in uniformity in the basic rates of tax structure among State; and

(c) the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):

(a) In order to facilitate smooth inter-State movement in the road transport sector, the Government of India has introduced two schemes i.e. National Permit Scheme (for goods vehicles) and All India Tourist Permits (for Omni buses and tourist cabs) under which the taxes are to be paid only in the Home State. Similar facility is also available in the case of transport vehicles operating under the zonal permit schemes.

The rate of composite tax, under these schemes, is uniform.

(b) and (c) Levying of taxes for motor vehicles is within the competence of the State Governments in terms of the provisions of the constitution.

Gross and Net Profits of Railways

3776. SHRI B. R. NAHATA: Will the Minister of RAILWAYS be pleased to state:

(a) what are the gross and net profits of all the Railways during the

last three years and also its gross and net losses;

(b) the amount of development expenditure being spent on different Railways during the last three years for expansion of the Railway lines; and

(c) what is the expenditure on expansion of Ajmer-Khandwa Metre Gauge Section for the last three years?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) A statement is laid on the Table of the House. [*Placed in Library. See No. LT-1057/80.*]

(b) A statement is laid on the Table of the House. [*Placed in Library. See No. LT-1057/80.*]

(c) Total expenditure incurred on the various works on Ajmer-Khandwa Metre Gauge Section, during the last three years, is given as under:—

(Rupees in lakhs)

Year	Expenditure incurred
1977-78	70.62
1978-79	83.86
1979-80	67.54 (This figure is provisional as accounts for the year have yet to close finally.)
Total	222.02

Overbridge at Manapparai

3777. SHRI S. A. DORAI SEBASTIAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether any action has been taken on the representations for an overbridge in Manapparai level-crossing (Southern Railway) on National Highway-45; and

(b) if so, the result thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) No representation has been received regarding provision of overbridge in replacement of level crossing on National Highway No. 45 at Manapparai.

(b) Does not arise.

Places of Sub-Regional Offices in EPF Organisation

3778. SHRI V. KISHORE CHANDRA S. DEO: Will the Minister of LABOUR be pleased to state:

(a) whether it is a fact that several Sub-Regional Offices have been opened in the Employees Provident Fund Organisation as a matter of policy of decentralisation and quick

settlement of final payments; and

(b) if so, what are the places where Sub-Regional Offices in the Employees Provident Fund Organisation have been opened and what is the strength of employees category-wise and percentage-wise in proportion to the Regional Office of the same State?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR (SHRI T. ANJIAH): (a) and (b) Eighteen Sub-Regional Offices have been set up in various parts of the country. A statement showing the names of Sub-Regional Offices and the staff posted, is enclosed. The Sub-Regional Offices are concerned with the maintenance of accounts, issue of annual statement of accounts, grant of loans/advances and settlement of claims. The number of staff to be provided depends upon the number of accounts handled which varies from office to office. The staff provided to the Sub-Regional Offices cannot also be compared with that of the Regional Offices as the latter deal with many other items of work. Efforts are, however, made to ensure that Sub-Regional Offices get adequate staff to cope with the work.

Statement
Sub-Regional Offices in the Employees' Provident Fund Organisation with strength of employees category-wise and percentage-wise.

STRENGTH OF EMPLOYEES

Sl. No.	Region	Places where sub-Regional Offices are functioning	3	4	5	6	7	8	9	10	11	12	13.
			Dy.R.C.	A.C.	* Officer-in-charge	* A.O.	Spl. H.C.	H.C.	U.D.C.	J.S.	LDC	Peon Choukidar	sweeper
1.	Andhra Pradesh	1. Cuddapah	..	1	..	1	..	..	5	16	..	23	6
		2. Guntur	1	..	..	2	..	..	13	49	..	48	9
		3. Visakhapatnam	..	1	..	2	..	..	8	16	1	32	7
2.	Assam (N.E. Region)	4. Shillong	..	..	1	1	..	..	2	17	..	2	6
3.	Bihar	5. Ranchi	1	..	..	2	..	..	4	6	..	62	8
4.	Gujarat	6. Surat	..	1	..	1	..	..	8	25	1	29	7
		7. Rajkot	..	1	..	1	..	..	4	15	..	22	4
5.	Karnataka	8. Mangalore	..	1	..	1	..	..	8	14	1	68	9
6.	Kerala	9. Kozhikode	1	..	..	3	1	1	16	48	1	77	16
7.	Maharashtra	10. Nagpur	..	1	..	2	..	..	11	64	1	32	13
		11. Pune	1	..	..	3	..	..	13	44	1	68	11
8.	Punjab & Haryana	12. Amritsar	..	1	..	2	..	..	8	57	1	31	9
		13. Faridabad	..	1	..	2	..	..	8	61	1	33	10
9.	Uttar Pradesh	14. Meerut	..	1	..	2	2	2	7	11	..	82	8
		15. Varanasi	1	..	..	..	1	1	1	8	..	6	1
10.	Tamil Nadu	16. Coimbatore	1	..	..	5	..	..	23	30	1	188	15
		17. Madurai	..	1	..	2	..	..	10	32	1	57	10
11.	West Bengal	18. Siliguri	..	1	..	1	..	..	7	17	1	40	11

*Deputy Regional Commissioner.
*Assistant Provident Fund Commissioner.
*Accounts Officer.
*Spl. Head Clerk.
*Head Clerk.
*Upper Division Clerk.
*Junior Stenographer.
*Lower Division clerk.

Development of Vaccine for Human Leprosy Patients by U.S. Medical Research Scientists

3779. DR. VASANT KUMAR PANDIT: Will the Minister of HEALTH be pleased to state:

(a) whether Government's attention has been drawn to the fact that U.S. Medical Research Scientists have developed the first Vaccine for human leprosy patients; and

(b) if so, whether Government have ascertained the utility of such vaccine in India?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH (SHRI NIHAR RANJAN LASKAR): (a) The Government is aware of the fact that several groups of scientists all over the world are involved in developing a vaccine.

(b) No effective vaccine against leprosy is at present available and so the question of its utility in India does not arise.

Shifting of Divisional Office of South Eastern Railway

3780. DR. VASANT KUMAR PANDIT: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have decided to shift the Divisional Office of South Eastern Railway from Nagpur to Nayanpur;

(b) if so, the reasons therefor; and

(c) whether it is a fact that the Divisional Office of the Satpura Division has been functioning in Nagpur since 1973?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) No.

(b) Does not arise.

(c) Divisional office has, in fact, been functioning at Nagpur since 1963.

Wagons for turmeric transportation

3781. SHRI S. M. KRISHNA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that wagons had not been made available for April and May, 1980 to transport turmeric from Erode to North Indian centres;

(b) whether this has led to piling up of turmeric worth Rs. 5 crores; and

(c) if so, the steps proposed to be taken for allotting more wagons to Erode for transporting turmeric?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) No. A total of 172 wagons were supplied for loading of turmeric at Erode during April and May, 1980 as against 100 wagons supplied during the corresponding period of the previous year.

(b) Railways are not aware.

(c) Does not arise.

Stone cutters as bonded labours

3782. SHRI G. Y. KRISHNAN: Will the Minister of LABOUR be pleased to state:

(a) whether Government are aware that the stone cutters in the country are still being treated as bonded labours; and

(b) the steps which Government propose to take to eradicate the same?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR (SHRI T. ANJIAH): (a) and (b) Information is being collected and will be laid on the Table of the House in due course.

केन्द्रीय सरकार स्वास्थ्य योजना के अंतर्गत आयुर्वेदिक विशेषज्ञों की नियुक्ति

3783. श्री बयाराम शाक्य : क्या स्वास्थ्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या केन्द्रीय सरकार स्वास्थ्य योजना के अंतर्गत आयुर्वेदिक शोधालयों के लिए नियमित पूर्णकालिक आयुर्वेदिक विशेषज्ञ नियुक्त किये गये हैं ;

(ख) यदि नहीं, तो उसके क्या कारण हैं ;

(ग) क्या अवैतनिक आयुर्वेदिक विशेषज्ञों की नियुक्ति की गई है और यदि हां, तो दिल्ली में उसकी संख्या कितनी है और उनमें से प्रत्येक पर मासिक कितना व्यय किया जाता है ;

(घ) यदि नियमित नियुक्ति की जाती है तो प्रत्येक विशेषज्ञ पर सरकार को कितना कम व्यय करना पड़ेगा ; और

(ङ) क्या सरकार इन पदों पर नियमित नियुक्ति करेगी और इम संबंध में कब तक निर्णय किया जायेगा ?

स्वास्थ्य मंत्रालय में राज्य मंत्री (श्री निहार रंजन लस्कर (क) और (ख) केन्द्रीय सरकार स्वास्थ्य योजना, दिल्ली के अंतर्गत 3-2-1979 से तदर्थ आधार पर दो पूर्णकालिक आयुर्वेदिक विशेषज्ञ कार्य कर रहे हैं

(ग) और (घ) 1-2-1969 से एक अवैतनिक आयुर्वेदिक विशेषज्ञ को केन्द्रीय सरकार स्वास्थ्य योजना के अंतर्गत नियुक्त किया गया है । अवैतनिक आयुर्वेदिक विशेषज्ञ को हर महीने 930 रु० की समकित राशि दी जा रही है और नियमित विशेषज्ञ को वेतनमान के न्यूनतम स्तर पर 1885 रुपये का भुगतान किया जाता है ।

(ङ) सरकार ने इन पदों को नियमित आधार पर भरने के लिये पहले ही कार्रवाई प्रारम्भ कर दी है ।

रोगियों के सम्बन्धियों द्वारा रक्तदान

3784. श्री बयाराम शाक्य : क्या स्वास्थ्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सफदरजंग, अखिल भारतीय आयुर्विज्ञान संस्थान तथा डा० राम मनोहर लोहिया अस्पतालों में अखिल रोगियों के संबंधियों से

रोगियों के आपरेशनों के बारे में अन्तिम निर्णय किये जाने से पहले ही रक्त दान करने के लिए कहा जाता है ;

(ख) जनवरी, 1980 से ऐसे रोगियों/व्यक्तियों की संख्या कितनी है जिनके लिए उनके संबंधियों से रक्त लिया गया था । लेकिन बाद में बिना आपरेशन किये डिस्चार्ज कर दिया गया था ।

(ग) ऐसे रोगियों की संख्या कितनी है जिन्हें बिना आपरेशन के डिस्चार्ज कर दिया गया था क्योंकि वे उस अवधि में रक्त की व्यवस्था न कर सके ;

(घ) क्या सरकार ने ऐसे आदेश जारी किए हैं कि जब तक रक्त दान न किया जाये तब तक रोगियों का आपरेशन न किया जाये ; और

(ङ) ऐसे रोगियों के बारे में रक्त की क्या व्यवस्था है जिनके सम्बन्धी रक्त देने के योग्य नहीं हैं ?

स्वास्थ्य मंत्रालय में राज्य मंत्री (श्री निहार रंजन लस्कर) : (क) जी नहीं ।

(ख) सफदरजंग अस्पताल तथा डा० राम मनोहर लोहिया अस्पताल में किसी को ऐसा नहीं कहा गया है । अखिल भारतीय आयुर्विज्ञान संस्थान में दो व्यक्तियों को कहा गया जिनमें से एक की भर्ती होने के थोड़े समय बाद मृत्यु हो गई तथा दूसरे को इलाज के बाद छुट्टी दे दी गई थी और उसकी अभी भी अनुवर्ती जांच की जा रही है उसे आपरेशन के वक्त रक्त की व्यवस्था करने के लिए नहीं कहा जाएगा ।

(ग) शून्य ।

(घ) जी नहीं ।

(ङ) रिश्तेदारों की गैरमौजूदगी अथवा रिश्तेदारों को स्वस्थता की दृष्टि से अयोग्य पाये जाने की सूरत में रोगियों को रक्त निःशुल्क दिया जाता है ।

रेल दुर्घटनाओं पर सीकरी समिति का प्रतिबन्धन

3785. श्री बयाराम शाक्य : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार ने रेल दुर्घटनाओं के संबंध में सीकरी समिति द्वारा प्रस्तुत किये गये प्रतिवेदन में निहित सिफारिशों तथा तथ्यों पर

विचार कर लिया है और यदि हां, तो तत्संबंधी ब्यौरा क्या है तथा क्या सिफारिशों को लागू कर दिया गया है ; और

(ख) रेल दुर्घटनाओं को रोकने के लिये सरकार द्वारा दूमरे क्या ऐहतीयाती उपाय किये गये है और क्या सरकार दुर्घटनाओं के लिये उत्तरदायी पाये गये अधिकारियों तथा कर्मचारियों को कठो, दंड दिये जाने की व्यवस्था करेगी ताकि लापरवाही के कारण होने वाली दुर्घटनाओं से बचा जा सके ?

रेल मंत्रालय में उपसंत्री (श्री मल्लिकार्जुन) :
(क) सीकरी समिति ने अपनी अन्तिम रिपोर्ट 31-5-1980 को प्रस्तुत कर दी है जिसकी सरकार द्वारा जांच की जा रही है। स्वीकृत सिफारिशों के कार्यान्वयन के लिए उपयुक्त कार्रवाई की जायेगी।

(ख) दुर्घटनाओं में अधिक से अधिक कमी करने के लिए नियमित रूप से ऐहतीयाती उपाय किये जा रहे हैं। पहियों, धुरो और पटरियों के लिए आल्ट्रासोनिक पल डिटेक्टर, रेल इंजनों में सतर्कता, नियंत्रण उपाय, रेल परिपथन, धुरा काउंटर, स्वचल सिगनल प्रणाली, पटरियों की मलार्ट, बहुसंकेती अपर क्वाड्रेंट/रंगीन रोशनी वाले सिगनलों की व्यवस्था, रूट रिले अन्तर्याकिन, स्वचल चेतावनी प्रणाली जैसी तकनीकी किम्म की विभिन्न प्रौद्योगिक युक्तिया आदि कुं ऐसे उपाय हैं जिन्हे उत्तरोत्तर लागू किया जा रहा है। दुर्घटनाओं के लिए जिम्मेदार व्यक्तियों के बिरुद्ध कड़ी अनुशासनिक कार्रवाई की जाती है।

Captive Thermal Plant in Talcher

3786. SHRI K. P. SINGH DEO:
SHRI BRAJA MOHAN
MOHANTY:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the State Government of Orissa have sought clearance from the Centre to allow M/s. BALCO to use the spare capacity of Kirindale-Kottavalasa railway line to help setting up a captive thermal plant in Talcher;

(b) if so, whether the permission has been accorded; and

(c) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE
MINISTRY OF RAILWAYS (SHRI
MALLIKARJUN): (a) No.

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

Average Waiting Time for a Berth at Bombay Port

3787. SHRI R. K. MHALGI: Will the
Minister of SHIPPING AND TRANS-
PORT be pleased to state:

(a) what is the average waiting time at Bombay Port for berth in the last three months and what is the average loss due to this;

(b) whether most of the equipment at the Port is out-dated and there is no addition thereto in the last five years;

(c) whether Government are contemplating to permit the port trust authorities to implement mechanisation of the process of transferring the cargo from transit sheds;

(d) how many packages and other heavy articles are lying uncleared in port trust warehouses at present;

(e) tonnage and value of materials lying in the warehouses belonging to (i) S.T.C., (ii) MMTC, (iii) SAIL, (iv) BHEL and other large public undertakings and since when;

(f) what is the berth occupancy of the Bombay Port and what should be the optimum; and

(g) steps Government propose to improve the situation?

THE MINISTER OF STATE IN
THE MINISTRY OF SHIPPING AND
TRANSPORT (SHRI BUTA SINGH):
(a) Average waiting time at Bombay
Port was as follows:—

Month	(In days)	
	Fertilizer vessels	Other vessels
March, 1980	4.7	1.3
April 1980	2.9	0.5
May 1980	4.5	0.1

It is not possible to assess the average loss due to detention.

(b) No.

(c) There is no such proposal.

(d) 3,51,727 packages were lying uncleared at Bombay Port on 3-7-1980.

(e) Consignee-wise record is not maintained of cargo lying uncleared upto two months. Value of the uncleared materials is not available as the invoices indicating values have not been filed with Bombay Port Trust.

(f) Berth Occupancy of the Bombay Port is as under:—

Month	Indira Dock	Prince's Dock	Victoria Dock
March, 1980	85 84%	84 35%	91 72%
April, 1980	83 34%	86 90%	75 51%
May, 1980	83 62%	93 45%	83 30%

The optimum berth occupancy is reckoned between 60% and 65%.

(g) An Inter-Ministerial Standing Committee constituted by the Government reviews the flow of traffic in respect of bulk commodities like fertilizers, cement, edible oil, etc. at regular interval with a view to distribute cargo properly among different major ports including Bombay. Action is also being taken to develop the facilities at Bombay Port.

Unemployment among Agricultural Labourers

3788. SHRI JYOTIRMOY BOSU: Will the Minister of LABOUR be pleased to state:

(a) the extent of unemployment and underemployment among agricultural labourers, State-wise, for the latest available year;

(b) whether a substantial number of agricultural labourers should be categorised as unemployed or severely underemployed; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR (SHRI T. ANJIAH): (a) A State-wise figures for the extent of unemployment and underemployment among agricultural

labourers are not available. However, according to the projected figures on the basis of the 27th round of the National Sample Survey Organisation, the figures for unemployment in March, 1978 was 20.6 million person years, out of which 16.5 million was in the rural areas.

(b) and (c) According to the findings of the Rural Labour Enquiry (1974-75), the majority of agriculture labourers do not get work throughout the year and may, therefore, be treated as underemployed.

Admission in Medical Colleges on Merit

3789. SHRI K. MALLANNA: Will the Minister of HEALTH be pleased to state:

(a) the percentage of free seats to be allowed on merit in private Medical Colleges in various States for 1980-81;

(b) whether the Central Government has asked the States to increase the number of seats; and

(c) if so, the reaction of States in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH (SHRI NIHAR RANJAN LASKAR): (a) to (c) Only certain private medical

colleges in Karnataka charge capitation fees. 65 percent of the total seats in these medical colleges are allotted free on the basis of merit. The Government of India has addressed the Karnataka Government to do away with the practice of charging capitation fees in the State. The Karnataka Government has informed that the matter is under review with them.

South Eastern Railway Class IV Employees

3790. SHRI CHINTAMANI JENA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Class IV employees serving under South Eastern Railway are working for 12 hours a day though the working hours of a Government employee is fixed at 8 hours a day;

(b) if so, the reasons therefor; and

(c) the action taken to rectify the anomalies specially in case of class IV employees serving under Kharagpur and Khurda Divisions of South-Eastern Railway?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) and (b) In accordance with the Hours of Employment Regulations, the hours of employment of railway servants vary according to their classification as Intensive, Continuous, Essentially Intermittent and Excluded depending upon their workload. Accordingly, railway employees whose workload is comparatively light and fulfil the norms prescribed for Essentially Intermittent classification, are generally employed on 12 hours daily roster.

(c) Does not arise.

Conversion of Rupsa-Bangriposi line

3791. SHRI CHINTAMANI JENA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the survey conducted by his Ministry to convert Rupsa-

Bangriposi narrow gauge railway line in South Eastern Railway to broad gauge rail line has been completed;

(b) if so, the result of such survey and whether Government propose to lay a copy of the Report on the Table of the House;

(c) if not, when such survey will be completed; and

(d) the time given to complete such survey and date of starting the same?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) to (d) A reconnaissance engineering-cum-traffic survey for conversion of Rupra-Bangriposi narrow gauge line into BG (89 kms.) and its extension upto Chakulia/Gurumahisani or some other suitable points about (44 kms.) which was sanctioned in July 1978 has been completed and the engineering and traffic reports are being finalised by the S.E. Railway Administration and will be received shortly. A decision about conversion of this MG line into BG and its further extension will be taken after the survey report is received taking into consideration the financial viability of the project as well as the availability of funds.

The survey reports are meant purely for the administrative use of the railways and as such these reports are not placed on the Table of the House.

Shifting of Divisional Headquarters at Bhavnagar

3792. SHRI NAVIN RAVANI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Western Railway Divisional Headquarters at Bhavnagar is to be shifted to another District;

(b) if so, the reasons therefor?

(c) whether the Western Railway received any protest memorandum from the Chamber of Commerce and other organisations in Bhavnagar; and

(d) if so, what final decision has been taken in the matter?

THE DEPUTY MINISTER IN THE
MINISTRY OF RAILWAYS (SHRI
MALLIKARJUN): (a) No.

(b) Does not arise.

(c) Yes.

(d) Saurashtra Chamber of Commerce have been replied that there is no proposal to change headquarters of Bhavnagar Division.

1 अप्र और 2 डाउन कालका मेल में यात्रियों को दिया जाने वाला भोजन

3793. श्री रीतलाल प्रसाद वर्मा : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या उत्तर रेलवे में पेट्री कारों में यात्रियों को दिया जाने वाला खान 'बेम किचन' का बना होता है ।

(ख) क्या 'बेम किचन' का बना खान आनामनी से पच जाता है और पोषक होता है तथा कालका मेल में प्रतिदिन मुगलमराय, इलाहाबाद और टूंडला पर दिया जाता है ।

(ग) क्या 1 अप्र और 2 डाउन कालका मेल में पेट्री कार 'बेम किचन' से खाना नहीं दिया जाता है और घटिया किस्म का खाना गंदे और जग लगे एल्यूमिनियम के बर्तनों में दिया जाता है, और

(घ) यदि हा, तो क्या सरकार का विचार नियमों का उल्लंघन करने के कारण ठेकेदार का एकाधिकार समाप्त करने का है ?

रेल मंत्रालय में उपमंत्री (श्री मल्लिकार्जुन) :

(क) उत्तर रेलवे में 2 गाड़िया है जिनमें पेट्री कार सेवा की व्यवस्था है । इनमें से एक मुगलमराय और दिल्ली के बीच चलने वाली हावडा-दिल्ली-कालका मेल और दूसरी गोमती एक्सप्रेस है । इन गाड़ियों में किसी में भी खाना आधार रसोईघरों से नहीं लिया जाता है ।

(ख) और (ग) आधार रसोईघरों में तैयार किया गया खाना बढ़िया किस्म का होता है । 1 अप्र 2 डाउन कालका मेल में लगायी जाने वाली पेट्री कार में पहले से पका खाना, इलाहाबाद और टूंडला में स्थित आधार रसोईघरों से सप्लाई किया जाता था । 1-4-80 से पेट्री कार के ठेकेदार को पेट्री कार में ही स्वास्थ्यकर खाना बनाने की अनुमति दे दी गई है । पहले, जुलाई 1977 में उत्तर रेलवे ने 1.70 रुपये प्रति थाली की दर से जनता खाना शुरू किया था और पेट्री कार के ठेकेदार को भी 1 अप्र/2 डाउन कालका

मेल में जनता खाना बेचने की अनुमति दे दी गयी थी । तब से, इलाहाबाद और टूंडला में स्थित आधार रसोईघरों से पहले से पका खाना उठाने के अतिरिक्त, ठेकेदार पेट्रीकार में ही खाना पकाता चला आ रहा है । परिणामस्वरूप आधार रसोईघरों से थाली खाना उठाने की मांग घट गई । आधार रसोईघरों से खाना उठाने और गाड़ी में इन्हें परोसने की ठेकेदार की मिश्रित पद्धति असोपजनक नहीं थी और खाने की संतोषप्रद सेवा के लिए किसी की जिम्मेवारी निर्धारित करना संभव नहीं था । 1 अप्र 2 डाउन कालका मेल में खान-पान सेवा में सुधार करने के लिए 1-4-80 से पेट्री कार में ही खाना बनाने और कुछ अन्य मर्दों को भी बेचने की पूर्ण जिम्मेवारी ठेकेदार को देने का निर्णय किया गया था । यद्यपि 1 अप्र/2 डाउन कालका मेल में खाने की मांग की पूर्ति पेट्री कार में की जाती है, फिर भी आर्डर देने पर अल्पाहार गृहों से भी खाना सप्लाई किया जाता है । यद्यपि सुधार की गुंजाइश है, फिर भी 1 अप्र/2 डाउन कालका मेल की पेट्री कार से सप्लाई किये जाने वाले खाने की किस्म सतोपजनक है और खाना स्टेनलेस स्टील और हिन्दोलियम की थालियों में दिया जाता है जिनमें जग नहीं लगता है और जो गंदी नहीं होती है ।

(घ) इस खान-पान ठेकेदार का रेलों पर कोई एकाधिकार नहीं है । नियम का उल्लंघन करने पर ठेकेदार के विरुद्ध दण्डात्मक कार्रवाई की जा सकती है ।

Rail Line up to Chickmagalur

3794. SHRI D. M. PUTTE GOWDA:
Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Chickmagalur District Headquarters is not connected by Railway;

(b) whether Government are aware that people of Chickmagalur District are pressing for the same for the last twenty five years;

(c) whether Government are also aware that there are no major industries in Chickmagalur due to non-existence of railway line; and

(d) if so, whether Government propose to take up the railway line now?

THE DEPUTY MINISTER IN THE
MINISTRY OF RAILWAYS (SHRI
MALLIKARJUN): (a) to (d) Re-
presentations have been received for

the construction of a rail line from Kadur to Chickmagalur. No such proposal is under consideration at present. In view of the difficult resources position, it will not be possible to take up the proposal at present.

रेल्व फाटक

3795. श्री मोतीभाई आर० चौधरी क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) देश में ऐसे कितने रेल फाटक हैं जिनको बन्द करने एवं खोलने के लिए कोई रेल कर्मचारी नियुक्त नहीं है ;

(ख) ऐसे फाटकों पर रेल कर्मचारियों की नियुक्ति करने के लिए सरकार का क्या कार्रवाई करने का विचार है ;

(ग) इन सभी फाटकों पर कर्मचारियों की नियुक्ति पर कुल कितना वार्षिक व्यय होगा ;

(घ) क्या देश में बिना कर्मचारी वाले इतने अधिक रेल फाटक होने हुए जब नए फाटक की मांग की जाती है तो मंत्रालय वहाँ वर्षों तक कर्मचारी रखने के अनुमानित व्यय की लॉगो तथा राज्य सरकारों से मांग करता है; और

(ङ) क्या फाटक बनाने की सुविधा उपलब्ध कराने का खर्चा जनता से मांगने की प्रथा बन्द की जाएगी और महत्वपूर्ण स्थानों पर नए फाटक बनाए जाएंगे ?

रेल मंत्रालय में उपमंत्री (श्री मल्लिकार्जुन) :

(क) भारतीय रेलों पर 31-3-1979 को बिना चौकीदार वाले 'ग' श्रेणी के समपारों की संख्या 21595 थी ।

(ख) बिना चौकीदार वाले समपारों पर चौकीदार तैनात करना एक मजबूत प्रक्रिया है । यातायात संगणना द्वारा कुल समपारों के पांचवे भाग की प्रत्येक वर्ष समीक्षा की जाती है और बिना चौकीदार वाले जिन समपारों पर चौकीदार रखने का औचित्य पाया जाता है, उनके लिए धन उपलब्ध होने पर राज्य सरकार के परामर्श से एक निर्धारित कार्यक्रम के अनुसार व्यवस्था की जाती है । बहरहाल, बिना चौकीदार वाले जिन समपारों पर अधिक दुर्घटनाएँ होने की संभावना रहती है, वहाँ चौकीदार की व्यवस्था करने की प्राथमिकता दी जाती है ।

(ग) यदि इन सब समपारों पर चौकीदार रखे जाते हैं तो निर्माण की प्रारम्भिक लागत के रूप में लगभग 150 करोड़ रुपये और वार्षिक अनुरक्षण तथा परिचालन प्रभार के रूप में प्रति वर्ष 40 करोड़ रुपये खर्च होंगे ।

(घ) भारतीय रेल अधिनियम के अनुसार, रेल प्रशासन को अपनी लागत पर उन समपारों का प्रबन्ध और अनुरक्षण करना होता है । जिन्हें राज्य सरकारें रेलवे लाइन के निर्माण के समय या उसे यातायात के लिए खोल दिये जाने के बाद 10 वर्षों के भीतर रेल लाइन के निर्माण से हुए व्यवधान को दूर करने के लिए आवश्यक समझती है । रेलवे लाइन को यातायात के लिए खोल दिये जाने के 10 वर्ष बाद किसी भी नये समपार की लागत सुविधा की अपेक्षा रखने वाली राज्य सरकार/स्थानीय प्राधिकरण द्वारा वहन की जानी अपेक्षित है । अतः रेलवे लाइन को यातायात के लिए खोल दिये जाने के 10 वर्ष बाद जो नये समपार अपेक्षित होते हैं, उनके प्रभाव सवधित राज्य सरकार/स्थानीय प्राधिकरण द्वारा प्रायोजित किये जाते हैं जिन्हें उनके निर्माण और अनुरक्षण की लागत वहन करने का बचन देना होता है । समपार पर चौकीदार रखा जाये या नहीं, यह रेल और मजक यातायात के घनत्व, दृश्यता और अन्य स्थानीय कारणों पर निर्भर करता है ।

(ङ) प्रश्न नहीं उठता ।

Sakri-Hasanpur Line

3796. SHRI BHOGENDRA JHA: Will the Minister of RAILWAYS be pleased to state:

(a) The details including the time schedule for the construction of Sakri-Hasanpur new railway line under Samastipur Division of the North Eastern Railway; and

(b) what are the hurdles in the way of completing the construction by the year end?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) and (b). The construction of a new MG line between Sakri and Hasanpur is an approved work and a beginning is expected to be made or this work in 1980-81. An outlay of Rs. 17.99 lakhs has been proposed in the 1980-81 budget for this project. No target date for completion can be fixed at this stage.

Persons held at Delhi Airport travelling on fake Passports

3797. SHRI BHEEKHABHAI: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) the number of persons held so far at Delhi Airport while travelling on fake Indian Passports during the current year;

(b) the details thereof;

(c) the action taken against the persons who supplied these fake passports; and

(d) the number of such incidents occurred alongwith the dates?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) to (d) No person has so far, been held at Delhi airport while travelling on a fake Indian Passport during the current year.

आगरा-कानपुर यात्री गाड़ी की दुर्घटना

3798 श्री इयाराल शाक्य: क्या रेल मंत्री मंत्री यह बनाने की कृपा करेंगे कि :

(क) क्या सरकार को 'नवभारत टाइम्स' दिनांक 30 मई, 1980 में छपे इस समाचार का पता है कि आगरा-कानपुर यात्री गाड़ी आगरा में यमुना पुल पर दुर्घटनाग्रस्त हो गई थी और महिलाओं एवं बच्चों सहित कुछ व्यक्तियों की मृत्यु हो गई थी ;

(ख) यदि हां, तो मरने वालों की संख्या क्या है ;

(ग) क्या रेल मंत्रालय ने दुर्घटना की जांच की है और यदि हां, तो उसके क्या परिणाम निकले हैं ;

(घ) क्या सरकार मरने वालों के परिवारों को कुछ धनराशि अदा करने पर विचार कर रही है और यदि हां, तो कितनी ; और

(ङ) यदि नहीं, तो उसके क्या कारण हैं ?

रेल मंत्रालय में उपसंती (श्री मल्लिकार्जुन) :

(क) और (ख). जी हां । 28-5-1980 को यमुना पुल पर अनधिकृत रूप से लाइन पार करते हुए चार व्यक्ति जिनमें तीन महिलायें और एक बच्चा था 116 डाउन आगरा-कानपुर सवारी गाड़ी के नीचे आ गये । इनमें से दो घटना

स्थल पर ही मर गये और बाकी दो अस्पताल में भर्ती होने के बाद मर गये ।

(ग) चूंकि यह मामला अनधिकृत रूप से ला न पार करने वालों के गाड़ी के नीचे आ जाने का है, इसलिए पुलिस इस मामले की जांच-पड़ताल कर रही है ।

(घ) और (ङ). वर्तमान नियमों के अंतर्गत रेल पथ को अनधिकृत रूप से पार करना एक दंडनीय अपराध है । अतः 28-5-80 को 116 डाउन सवारी गाड़ी के नीचे आकर मरने वाले व्यक्तियों के परिवारों को कोई वित्तीय सहायता स्वीकार्य नहीं है ।

Dislocation of Train Service at Trivandrum Central

3799. SHRI B. K. NAIR: Will the Minister of RAILWAYS be pleased to state:

(a) the circumstances that led to serious dislocation of train movement at Trivendrum Central Station on the 29th April, 1980;

(b) whether on the 30th April, 1980 emergency was declared and imposed at Trivendrum Central and some other stations;

(c) if so, the details concerning the same and its operators;

(d) the details regarding the punitive proceedings adopted against certain office bearers of a particular trade union of Railway employees in this connection; and

(e) whether he proposes to order an inquiry into the whole development and also to withdraw the proceedings against the employees?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) On 29-4-1980 an individual was stopped by a Rakshak on duty while the former was riding a scooter on Platform No. 1 of the Trivendrum Central Station. The Rakshak's insistence to know the identity etc. of the scooter rider, who later on turned out to be a booking clerk of Trivendrum Central railway station, resulted in a scuffle between

them. As a result the Commercial staff launched a flash strike which caused dislocation of train movement

(b) No.

(c) Does not arise.

(d) One Commercial Clerk belonging to Southern Railway Employees Sangh (recognised) who was the main instigator of the agitators and one Station Master belonging to Station Masters Assistant Station Masters Association, who advised some of the other Station Masters through control phone to refuse line clear and five Station Masters who refused the line clear have been taken up under Discipline and Appeal Rules for major penalty.

(e) No. However, a joint preliminary enquiry disclosed that though the Rakshak's insistence in knowing the identity of the scooter rider was correct, there was some force used by him. Hence, the Rakshak was suspended from duty and later reinstated and posted out of Trivandrum Central station. Similarly, the Booking clerk is also transferred out. Some of the staff, who caused sudden stoppage of trains are being taken up and break-in-service has also been ordered against some staff. A regular Discipline and Appeal Rules enquiry will be conducted.

Short distance passengers of taxi and scooters

3800. SHRI D. P. JEDEJA: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that Delhi Administration have allowed the scooter and taxi drivers to charge 45 and 90 paise respectively from the passengers as surcharge in addition to previous surcharge due to the recent hike in petrol price;

(b) whether Government are aware that due to this increase, the short distance passengers have been badly affected; and

(c) if so, what action Government propose to take for short distance passengers?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):

(a) Yes, Sir.

(b) and (c) No representation has been received by Government of India in the matter. But it is true that the short distance passengers get placed at a slight disadvantage since the additional surcharge is payable on each engagement of the vehicle. It is however not possible to provide two separate rates of surcharge for short and long distance.

Mauritius demand for return of Diego Garcia

3801. SHRI GHULAM RASOOL KOCHACK: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether it has been reported that disturbed by U.S. plans for expanded military facilities, the former owners of Diego Garcia have demanded the tiny Island back;

(b) if so, whether India has been approached by the Mauritius Government to help her in getting the island back from U.K.; and

(c) if so, whether India has decided to help the Mauritius to get it back?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) Government have seen press reports regarding Mauritius' demand for the return of Diego Garcia from Britain. It is also reported that on the initiative of Mauritius, the recently concluded O.A.U. Summit in Freetown has demanded that Diego Garcia be unconditionally returned to Mauritius and that its peaceful character be maintained. It is further reported that during his

visit to London this week the Prime Minister of Mauritius has raised this matter with the British Government.

(b) and (c) No, Sir. However, the Government of India right from the beginning had opposed the excision of the Chagos Archipelago (which includes Diego Garcia) from Mauritius. India has continued to mobilise world opinion, particularly those of the Littoral States, for the establishment of a Zone of Peace in the Indian Ocean, in accordance with the UN Declaration of 1971. The establishment of a base on Diego Garcia is contrary to the objectives of that Declaration.

Construction of terminal points for Ghogha-Dahej Ferry Service

3802. SHRI NAVIN RAVANI: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether there is any proposal from Government of Gujarat requesting financing of the construction of terminal points for GHOGHA--DAHEJ FERRY SERVICE for which a company has already been registered in the joint sector;

(b) what are the details of such proposal and the Government's decision on it; and

(c) what assistance the shipping Ministry would offer to Gujarat in cash and kind to build this sea-transport which would save huge quantity of crude and diesel as surveyed by Tata Research Institute?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):

(a) No, Sir.

(b) Does not arise.

(c) This depends on the merits of the proposal of Gujarat Government.

Cases of Termination of Pregnancy beyond 20 weeks

3803. SHRI CHITTUBHAI GAMIT:
SHRI BRAJA MOHAN
MOHANTY;
SHRI G. S. REDDY:

Will the Minister of HEALTH be pleased to state:

(a) whether it is a fact that at medical termination of pregnancy ward of AIIMS, doctors aborted a live child on April 2, 1980;

(b) how many such cases of termination of pregnancy beyond 20 weeks period have been noted in Delhi's various hospitals; and

(c) what measures are being taken to enforce strictly the law in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH (SHRI NIHAR RANJAN LASKAR): (a) Facts are being ascertained.

(b) From the information received about Medical Termination of Pregnancy (MTP) in respect of Delhi no case of Termination of Pregnancy beyond 20 weeks has been reported under the M.T.P. Act.

(c) The implementation of the Medical Termination of Pregnancy Act is the responsibility of the State Governments and such action as is deemed necessary is taken by them to ensure that the provisions of the Medical Termination of Pregnancy Act and the Rules and Regulations framed thereunder are complied with. In Delhi, during inspections by the officers authorised to do so, it is emphasised that the institutions should strictly comply with the legal provisions.

Contract with a Japanese Firm to supply Ship spares

3804. DR. VASANT KUMAR PANDIT: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that M/s. Nichin Marine Industries Private Limited, Tokyo, Japan were awarded by the Shipping Corporation of India, Bombay a contract to supply Ship spares in bulk in February 1978, if so, what was the amount;

(b) whether it is a fact that the said company had not complied the terms of the contract and made short supplies in July-August 1978, if so, the extent of short supplies;

(c) whether it is a fact that the said company has been paid much more than the terms of the contract;

(d) whether Government have investigated the matter, if so, the result thereof; and

(e) has any action been taken on any official of Shipping Corporation of India for these lapses?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):

(a) Yes, Sir. As per the terms of contract with M/s. Nichin Marine Industries Private Limited Tokyo, the value of the original estimated quantities of ship's spares to be ordered by the SCI by July, 1978 aggregated to Y 276.93 million (Rs. 90.28 lakhs) but the value of actual supplies ordered by the Corporation from time to time upto June, 1979 (last supply) amounted to Y 445.07 million (Rs. 145.09 lakhs).

(b) and (c). As per the terms of arrangement the party was required to supply spares against the Corporation's order placed upto July, 1978 but on the request of the SCI, the party supplied spares in enhanced quantity without any increase in

rates. However, during examination of receipted challans signed by SCI's ships certain variations were noticed around June, 1979 in the supplies made by the party from December, 1978, i.e. certain items were received 'short'. The value of short supplies amounted to Yen 125.72 million (Rs. 40.98 lakhs).

(d) SCI took up the matter with the suppliers who expressed regret for short supplies. The value of short supplies has been realised in full from the Party.

(e) No official of the SCI was involved as the case arose due to certain deficiencies in the procedures which has since been streamlined.

Statement correcting the Reply to Unstarred Question No. 1308 dated 19-6-80 re. centenary celebrations of Darul Uloom

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): In reply to Unstarred Questions No. 1308 answered on 19-6-1980, I had inter alia stated that Prime Minister inaugurated the centenary celebrations of Darul Uloom on 21st March, 1980, at Deoband.

2. It has just been brought to my notice that this information was given under a misunderstanding.

3. The correct position is that the Prime Minister had participated in the inaugural function of the said celebrations as guest of honour.

12.00 hrs.

RE. QUESTIONS OF PRIVILEGE
AND ADJOURNMENT MOTIONS

SHRI JYOTIRMOY BOSU (Diamond Harbour): I have to make a . . .

MR. SPEAKER: I have to make certain observations. First you listen to me and then you can do it. (*Interruptions*) I am making certain observations, Mr. Faleiro. Please sit down. I have to make certain observations. No, no, I am not allowing. You please sit down. (*Interruptions*) You first listen to me, Mr. Faleiro. I will not allow you. (*Interruptions*) Not allowed. I am making certain observations. You have to listen to me first. Mr. Lakkappa, nobody is allowed. (*Interruptions*) What are you doing? Why don't you let the House run in a proper manner? (*Interruptions*) I am making certain observations. Why don't you listen to me? (*Interruptions*)

(*Interruptions*)

AN. HON. MEMBER**

(*Interruptions*)

SHRI JAGDISH TYTLER (Delhi Sadar): He has made some unparliamentary remark.

(*Interruptions*)

MR. SPEAKER: What did he say?

(*Interruptions*)

SHRI JAGDISH TYTLER: He should be made to withdraw that remark.

(*Interruptions*)

SHRI K. LAKKAPPA (Tumkur): Can you allow this** Member to say that?

(*Interruptions*)

MR. SPEAKER: If there is any unparliamentary word, it should be ex-

punged. No, no, that is unparliamentary. Nobody is allowed to call it.

SHRI JYOTIRMOY BOSU: Mr. Lakkappa should be made a Minister.

MR. SPEAKER: I will send your recommendation. Certain allegations were made by Shri Jyotirmoy Bosu on 9th July, 1980, against the Minister of Energy and Coal (Shri A. B. A. Ghani Khan Chaudhuri) while asking certain clarifications on the Call Attention Notice on the reported busting of inter-State coal smugglers racket involving lakhs of rupees. It was alleged *inter alia* that money was being collected illegally for permits issued for coal. The Minister had denied the charges in the House and has also sent a detailed communication to me last night.

In reply to Member's requests I had said that I would go through the proceedings.

I have gone into the matter. I find that the well-established practice is that if an allegation is made by a Member against another Member or a Minister and the latter denies it, it may be allowed to rust there. If, however, any one insists on pursuing the matter further, he has to give appropriate notice of a motion.

I have received as many as three notices from Shri Jyotirmoy Bosu. One is on alleged breach of privilege by the Minister of Energy and Coal in making unfounded allegations against the West Bengal Government; the second is a resolution for setting up an all Party Parliamentary Committee to probe into the allegations against the Minister; and the third is a notice seeking that Shri Ghani Khan Chaudhuri be dropped from the Council of Ministers. Each of these notices has been examined in accordance with the rules and precedents.

I have referred the notice of breach of privilege to the Minister of Energy

**Expunged as ordered by the Chair.

[Mr. Speaker]

and Coal to know what he has to say in the matter and on getting the requisite information I shall decide the matter.

As regards the notice for setting up an all-party Parliamentary Committee, the Member has been requested to make it self-contained.

As for the 'censure' motion I have referred it to the Prime Minister and the Minister concerned, and on receipt of reply shall go further into the matter.

Shri Jyotirmoy Bosu in his adjournment motion has drawn attention to allegatory remarks which were made by the Hon'ble Minister of Energy and Coal on the conduct of West Bengal Government yesterday in the discussion on the Call Attention.

Another Member, Shri Mani Ram Bagri has drawn my pointed attention to these remarks of the hon. Minister and suggested that these could be considered for expunction from the proceedings.

I have reviewed the position and find that these remarks are inter-linked with the allegations which had earlier been made against the Minister of Energy and Coal. A Member has also observed that the remarks against the State Government were untrue. It is a moot point whether these remarks should be expunged from the Lok Sabha proceedings at this stage. I do however, feel that these are serious matters and I propose to call a meeting of the Leaders of Parties and Groups shortly in order not only to review this matter but also to evolve procedure which would obviate recurrence of such a situation.

Shri Jyotirmoy Bosu had given notice of a question of privilege dated 26 March, 1980, against two officers of the Ministry of Industry who, according to Shri Bosu, wrote to the Ministry of Home Affairs on 21 September, 1979, to take 'such action as the Ministry may like' against another officer

of the Ministry for giving certain evidence before the Sub-Committee of Committee on Public Undertakings of the Lok Sabha on 16 October, 1978.

I have been informed by the Ministry of Home Affairs that no disciplinary action has been taken or proposed to be taken against the officer concerned for giving evidence before the Sub-Committee of the Committee on Public Undertakings of Lok Sabha on 16 October, 1979.

I do not therefore give my consent under Rule 222 to raise the matter in the House as a question of privilege. I would, however, like to emphasise that all witnesses appearing before Parliamentary Committees are protected by the privilege of this House in respect of any statements made by them during their evidence before a Parliamentary Committee. I hope that there would be no occasion for any such complaints in future.

Sarvashri K. Lakkappa, Eduardo Faleiro and Jagdish Tytler have given notices of a question of privilege against Shri Jyotirmoy Bosu for alleging false corruption charges against Shri A. B. A. Ghani Khan Chaudhuri, Minister of Energy and Irrigation and Department of Coal and his staff during the course of discussion on calling attention matter regarding reported busting of inter-State coal smugglers' racket, in the House on the 9th July, 1980.

As per established practice, I am referring these notices to Shri Jyotirmoy Bosu for his comments on receipt of which I will give my decision.

I have also received notices of question of privilege from Sarvashri Jyotirmoy Bosu, Mani Ram Bagri and Ram Vilas Paswan against Shri A. B. A. Ghani Khan Chaudhuri, Minister of Energy and Irrigation and Department of Coal for making certain remarks in the House on 9 July, 1980 regarding the Government of West

Bengal, during the discussion on calling attention matter regarding reported busting of inter-State coal smugglers' racket. I am also referring these notices to Shri A. B. A. Ghanj Khan Chaudhuri for his comments. in the first instance.

(Interruptions)

SHRI JYOTIRMOY BOSU: . . .***

SHRI K. LAKKAPPA: . . .***

MR. SPEAKER: Without my permission whatever has been said will not form part of the proceedings; I am not allowing anybody and nothing is going on record.

12.10 hrs.

RE. ADJOURNMENT MOTION

STRIKE BY DOCTORS IN DELHI
HOSPITALS

MR. SPEAKER: I have received two notices of Adjournment Motions—one from Shri Jaipal Singh Kashyap regarding strike by Doctors in Delhi hospitals. This matter has already been discussed in the House on Calling Attention on 8th July, 1980. I, therefore, withhold my consent.

12.10 hrs.

ARREST OF MEMBER

MR. SPEAKER: I have to inform the House that I have received the following wireless message dated 9th July, 1980 from the Judicial Magistrate, Meerut (U.P.), on 10th July, 1980:

"Shri Rashid Masood, Member of Parliament sent to Jail, U/S 188 IPC from PS Baghat, District Meerut, today and remanded upto 10-7-1980".

(Interruptions)

12.11 hrs.

PAPERS LAID ON THE TABLE

CERTIFIED ACCOUNTS AND AUDIT REPORT OF POST-GRADUATE INSTITUTE OF MEDICAL EDUCATION AND RESEARCH, CHANDIGARH FOR 1978-79

THE MINISTER OF EDUCATION AND HEALTH AND SOCIAL WELFARE (SHRI B. SHANKARANAND): I beg to lay on the Table a copy of the Certified Accounts (Hindi and English versions) of the Post-graduate Institute of Medical Education and Research, Chandigarh, for the year 1978-79 together with the Audit Report thereon, under sub-section (4) of section 18 of the Post-Graduate Institute of Medical Education and Research, Chandigarh, Act, 1966. [Placed in Library. See LT-1049/80].

A STATEMENT SHOWING REASONS FOR DELAY IN LAYING CENTRAL ADVISORY COMMITTEE FOR LIGHTHOUSES (PROCEDURAL) AMENDMENT RULES, 1979

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH): I beg to lay on the Table a statement (Hindi and English versions) showing reasons for delay in laying the Central Advisory Committee for Lighthouses (Procedural) Amendment Rules* 1979, published in Notification No. GSR 867 dated the 23rd June, 1979. [Placed in Library. See No. LT-1050/80].

12.12 hrs.

ARREST OF MEMBER—contd.

(Interruptions)

MR. SPEAKER: What is the matter before the House?

There is no matter before the House. Papers are just being laid on the Table of the House.

***Not recorded.

*The Rules were laid on the Table on the 3rd July, 1980.

SHRI JYOTIRMOY BOSU (Diamond Harbour): About the arrest of the officers, I want to . . .

MR. SPEAKER: No. That matter has passed. (*Interruptions*)

No, I have disallowed. No, you cannot. The matter has passed.

(*Interruptions*)

MR. SPEAKER: You have to give notice.

SHRI CHANDRAJIT YADAV (Azamgarh): Under which jail the Member has been lodged.

(*Interruptions*)

SHRI JYOTIRMOY BOSU: Under what law?

(*Interruptions*)

MR. SPEAKER: He has been remanded till 10-7-1980.

SHRI CHANDRAJIT YADAV: In which jail he has been lodged.

MR. SPEAKER: Rule 229 says—

“When a Member is arrested on a criminal charge or for a criminal offence or is sentenced to imprisonment by a court or is detained under an executive order, the committing judge, magistrate or executive authority, as the case may be, shall immediately intimate such fact to the Speaker indicating the reasons for the arrest, detention or conviction, as the case may be, as also the place of detention or imprisonment of the member in the appropriate form set out in the Third Schedule.”

SHRI CHANDRAJIT YADAV: I would like to know in which jail he has been lodged.

SHRI JYOTIRMOY BOSU: I am on a point of order under Rule 229.

SHRI CHANDRAJIT YADAV: I would like to know the jail in which he has been lodged.

MR. SPEAKER: This was a wireless message. We will confirm it and tell you.

(*Interruptions*)

SHRI CHANDRAJIT YADAV: I raise an objection. When a Member is detained it is a great matter of privilege of the House to be informed of the jail in which the Member has been lodged. If this information has not been given, it is a direct insult of the House.

MR. SPEAKER: I got information on wireless. That I passed on to the House.

(*Interruptions*)

SHRI CHANDRAJIT YADAV: Even in the wireless message this is the minimum that the House should be informed in which jail the Member is lodged. It is not a question of an individual. It is a privilege of the Member of this House that the authorities must give this minimum information where he has been lodged, under what conditions he has been lodged, whether he is in police lock up, whether he is in the district jail or in any other jail. The Members, members of his family, the Party members and the House must be informed.

MR. SPEAKER: As my primary duty to the House I informed the House at the earliest when I got this message just now and I will look into it and find out.

SHRI CHANDRAJIT YADAV: It is not a question of finding out. It is a serious matter.

(*Interruptions*)

MR. SPEAKER: I am looking into it.

SHRI CHANDRAJIT YADAV: You are bound by the rules that you must inform the House at the earliest. But the question is that the authority has shown sheer negligence. You have always been told that Meerut authorities are vindictive and reckless. This is one of the proofs. It is a serious matter.

SHRI JYOTIRMOY BOSU: Rule 229 makes it mandatory for the arrest-

ing authority. The word used is "shall". It says:

"... shall immediately intimate such fact to the Speaker, indicating the reasons for the arrest, detention or conviction as the case may be as also the place of detention or imprisonment of the member in the appropriate form as set out in the Third Schedule."

Now what is the Third Schedule?

MR. SPEAKER: That is what I have also read. The scheduled information will be coming. (*Interruptions*) I will look into it.

SHRI GEORGE FERNANDES (Muzaffarpur): It is 24 hours since the Member has been arrested. It is less than 40 miles from here that he has been arrested and they are sending telegraphic message. What is this? They are taking the House for granted.

MR. SPEAKER: I will look into it.
(*Interruptions*)

MR. SPEAKER: I said, I will look into the matter.

SHRI CHANDRAJIT YADAV: Let us know who has sent the information.

MR. SPEAKER: We will give you a copy.

SHRI RAVINDRA VARMA (Bombay North): When there is a breach of the rule and a breach of the privilege of the House, to who shall we go except to you? (*Interruptions*).

MR. SPEAKER: It is from the Judicial Magistrate.

SHRI CHANDRAJIT YADAV: It is a message from the Judicial Magistrate, Meerut dated 10th July: It says:

"Shri Rashid Masood, Member of Parliament, sent to jail under section 188, IPC from Police Station Baghpat, District Meerut today and remanded up to 10-7-80."

Rule 229 says:

"When a Member is arrested on a criminal charge or for a criminal

offence or is sentenced to imprisonment by a court or is detained under an executive order, the committing judge, magistrate or executive authority, as the case may be shall immediately intimate such fact to the Speaker indicating the reasons for the arrest...."

Here there is no reason given.

MR. SPEAKER: It says, under section so and so.

SHRI CHANDRAJIT YADAV: He has to give the reasons for the arrest, detention or conviction, as the case may be, as also the place of detention. Even the place of detention is not mentioned in this message.

MR. SPEAKER: I will look into it.
(*Interruptions*)

SHRI CHANDRAJIT YADAV: It should be in the appropriate forms as given in the Third Schedule. The information as required under the Third Schedule is totally lacking.

MR. SPEAKER: I will look into it and give my ruling.

SHRI CHANDRAJIT YADAV: It is a breach of privilege of the House.

MR. SPEAKER: I will look into it.

Papers to be laid—Mr. Laskar.

12.18 hrs.

PAPERS LAID ON THE TABLE—
contd.

A copy of the Drugs and cosmetics (First Amendment) Rules, 1980.

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH (SHRI NIHAR RANJAN LASKAR): Sir, I beg to lay on the Table a copy of the Drugs and Cosmetics (First Amendment) Rules, 1980 (Hindi and English versions) published in Notification No. GSR 430 in Gazette of India dated the 19th April, 1980, under section 38 of the Drugs and Cosmetics Act, 1940. [Placed in Library. See No. LT-1051/80].

12.19 hrs.

MESSAGE FROM RAJYA SABHA

SECRETARY: Sir, I have to report the following message received from the Secretary-General of Rajya Sabha:—

“In accordance with the provisions of rule 127 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to inform the Lok Sabha that the Rajya Sabha, at its sitting held on the 8th July, 1980, agreed without any amendment to the National Company Limited (Acquisition and Transfer of Undertakings) Bill, 1980, which was passed by the Lok Sabha at its sitting held on the 3rd July, 1980.”

MR. SPEAKER: Calling attention—
Shri Chandrajit Yadav

श्री मनोराम बागड़ी (हिसार) . अध्यक्ष महोदय, नियम 376 के अन्तर्गत मेरा पायट आफ आर्डर है। खारी बावली में . . .

**Not recorded.

MR. SPEAKER: I have already admitted a calling attention motion tomorrow:

(Interruptions)

MR. SPEAKER: Nothing should be recorded without my permission.

(Interruptions)**

MR. SPEAKER: Nothing should go on record without my permission.
Mr. Chandrajit Yadav.

श्री राम बिलास पासबल (हाजीपुर) . अध्यक्ष महोदय, इसके सबध में मेरा पावायट आफ आर्डर है। हम लोगों का कालिग अटेशन है और इसका स्टेटमेंट हिन्दी में नहीं आया है। दूसरी बात यह है कि आपके यहा कार्यालय में कास्टीच्यूशन आफ इंडिया हिन्दी में अभी तक नहीं तैयार किया गया है। जा सदस्य अंग्रेजी नहीं जानते है उनके सामने कितनी दिक्कत है? आपके कार्यालय में हिन्दी में कास्टीच्यूशन नहीं है। स्टेटमेंट यहा अंग्रेजी में आता है, हिन्दी में नहीं आता।

MR. SPEAKER: I will look into it. If it has not come, this should not happen again. I take serious note of this.

(अवधान)*

MR. SPEAKER: Nothing should go on record without my permission.

श्री मनोराम बागड़ी . जरा सा इस बात को दोबारा इनको कह दे।

श्री राम बिलास पासबल . कास्टीच्यूशन आफ इंडिया के बारे में मैंने दफतर में पता लगाया है। हिन्दी में अभी वह ट्रांसलेट नहीं हुआ है।

MR. SPEAKER: It should not happen again like this. I have already warned them. It is very bad .

12.22 hrs.

CALLING ATTENTION TO
MATTER OF URGENT PUBLIC
IMPORTANCE

SCHEMES TO BRING ABOUT IMPROVEMENT
IN THE SLUMS OF THE METROPOLITAN
CITIES OF THE COUNTRY

SHRI CHANDRAJIT YADAV
(Azamgarh): I call the attention of the
Minister of Works and Housing to the
following matter of urgent public
importance and request that he may
make a statement thereon:

Government's schemes to bring
about improvement in the slums of
the metropolitan cities of the
country.

THE MINISTER OF WORKS AND
HOUSING (SHRI P. C. SETHI) This
question was transferred to us late in
the night and I am sorry for the
lapse. We will see that it will not
happen again. It was originally ad-
dressed to the Planning Commission
but it was transferred to us late in
the night.

Mr Speaker, Sir, though the
Slum Clearance/Improvement Scheme
was introduced in the Central Sector in
May, 1956 and is now being operated as
a State Sector Scheme since April,
1969, the thrust of Government's
policy towards slums has shifted from
one of relocation to that of improve-
ment of existing slum settlements. This
shift in emphasis was given concrete
shape when the Scheme for Environ-
mental Improvement in Slum Areas
was introduced as a Central Sector
Scheme in April, 1972, to cover 20
cities, including all the 9 metropolitan
cities with a population of more than
one million. This Scheme envisages
improvement of environmental con-
ditions in such of the slum area which
are not earmarked for clearance for
at least 10 years. The environmental

improvements provided under the
Scheme comprise (i) provision of
water supply, including drinking
water taps, (ii) sewers, (iii) storm
water drains, (iv) community baths
and latrine, (v) widening and paving
of existing lanes and (vi) street
lighting. Any other item of improve-
ment could also be considered on
merits. The per capita ceiling cost
for provision of these amenities was
Rs. 120.

2. With effect from the beginning of
the Fifth Plan, i.e., from 1-4-1974, the
Scheme was transferred to the State
Sector as part of the minimum needs
programme and its scope was ex-
tended to cover all cities with a
population of 3 lakhs and above and
at least one town in such of those
States which did not have a city of
this size. With effect from 1-4-1978,
the scope of the Scheme has been
further extended to all urban areas,
irrespective of their population size
and the per capital ceiling cost has
also raised to Rs. 150.

3. Recently, the National Buildings
Organisation made an estimate of the
slum problem in the country. Ac-
cording to these estimates, about 40
per cent of the total slum population in
the urban areas are concentrated in
the 9 metropolitan cities with a popu-
lation of one million and above. The
estimated slum population in 1979 in
these metropolitan cities is 99,75,000.
As a percentage of the population of
the city, the slum population varies
from about 10 per cent in Bangalore
to about 30 per cent in Kanpur.

4. The Government are alive to the
problem of slums, not only in the 9
metropolitan cities with a population
of one million and above but also in
the cities and towns of lower order.
The inclusion of the Scheme for
Environmental Improvement of Urban
Slums as part of the Minimum Needs
programme in some of the metropo-

[P. C. Sethi]

litan scope to cover all urban areas is indicative of the importance which Government attaches to this programme. In some of the metropolitan cities, in addition to this Scheme, slum improvement has been taken up as part of multi-sectoral urban projects with assistance from the World Bank.

5. A provision of Rs. 140 crores was made for the period 1978—83 in the Revised Minimum Needs Programme of the State Plans, with an estimated coverage of nine million slum dwellers in the country.

6. The Draft Five Year Plan for the period 1980—85 is under formulation. Without making a firm commitment in this behalf, and subject to availability of funds, our endeavour would be to speed up the implementation of the slum improvement in such a manner that all the slums are covered by the end of this period.

SHRI CHANDRAJIT YADAV (Aramgarh): Sir, the condition in slum areas in the country are a major hazard. It is a matter of grave concern that majority of almost 25 per cent of our population which is living in the urban areas today are not able to get the most essential services and the most basic needs for the day-to-day life. I think that this problem which has been given a great priority in the schme of our national development has somehow been always neglected. Sometimes, the Centre also has been taking it into its own sectors, sometimes it has been transferred to the States and sometimes, rather often, it is said that the problem is of great importance. But it is a very serious problem and a major problem, and a very large population of our country lives in slums and necessary money has not been made available. Even the money made available for different slums has not been properly utilised. The serious

thing is that whatever money is allocated for the improvement of slums, for the clearance of slums, for providing basic needs in slum areas or improvement in the environments in slum areas, even that money has not been properly utilised. I would like to draw the attention of the Minister to realise what may be the consequence if his problem is not effectively tackled. Sir, by 2,001 A. D. the urban population will be 278 million. In other words, 278 million people will be living in urban areas by 2001 A.D. and keeping this in view, the National urbanisation Policy Resolution was passed in 1975 and after that, the idea was to work out a national strategy so that the Central Government and the State Governments and the regional development authorities will coordinate with each other so that this problem is effectively tackled and enough money is provided. People who are living there are living worse than the animals. If anybody visits the slum areas in Bomaby or even in Delhi or for that purpose in any city...

MR. SPEAKER: Not even in big cities, small towns.

SHRI CHANDRAJIT YADAV: I am grateful to you for you have drawn my attention to it. Therefore, I am saying that more than hundreds of towns in which slums are coming up, are in the most unclean manner. There are no proper drainage, lighting or road facilities. Even in the Minimum needs based scheme of the Government, there is no provision for hospitals, schools and children's parks, as if the children living in the slum area do not need education, medical facilities and minimum entertainment facilities which the other privileged class children in this country are entitled to get.

There is a rapid growth of the urban population. In the last ten years

the transfer of population from the rural to the urban areas has gone up by two or three times, and in certain cases by even five or six times. The Committee which was seriously considering this problem has come to certain conclusions. For meeting this problem effectively, they have suggested certain legislative and administrative measures as also technical and financial provision. Unless these measures are taken and a proper co-ordination is effected, this problem will become a menace. It is already a menace, a national menace. People are living in the most horrible conditions in the slums of our country. So, I would like the Minister to give serious consideration to a revision of this policy.

On the basis of the minimum need based programme, the whole thing has been transferred to the State Governments. In the beginning it was with the Centre. Again, in 1971, it came back to the Centre, and now it has again been given back to the States—not the improvement and clearance of the slums. This minimum need based programme will be implemented only in areas where the slums are not to be cleared for ten years. What will happen after ten years? Where are they to go? Is there any scheme for the permanent alternative settlement of these people?

According to the statement 2.5 crores of people in this country are living in slum areas. This is very much of an underestimate. According to various agencies which have studied the problem, 10 crores of people are living in slums.

You are nodding your head, but what is the criterion for deciding which area is a slum. In the modern countries of the world all areas where the minimum facilities are not available are called slums. In European

countries, if there is no proper air conditioning, if there is no modern educational scheme, no proper roads, in spite of the fact that the houses look very good with good accommodation, such areas are described as slums. In our country, only those areas which are on the outskirts of the cities where people live in huts which are in habitable called slums. But lakhs of houses in the cities of Bombay, Calcutta, Kanpur and even Delhi are in such a condition that the people living in them are all the time in fear that any time heavy rain may cause collapse of houses be responsible for the death of the entire family. This happens every year. The number of people living in this condition runs into millions, not thousands or lakhs. Therefore, Government must revise its slum improvement policy. The Central Government should take up the entire responsibility and the Planning Commission must give priority to this.

The last paragraph of the statement is very illusive. I am sorry that the Minister agreed to make such a statement. I can appreciate his difficulty because he got this last night and the Planning Commission has not furnished him with full information as to what they are doing. He is not in a position to make a firm commitment. I appreciate his helplessness.

“Without making a firm commitment in this behalf, and subject to availability of funds, our endeavour would be to speed up the implementation of the slum improvement in such a manner that all the slums are covered by the end of this period.”

This is a statement which is not based on reality. How would you be able to do it during the next five years if you do not know how much money is being allocated, if you do not have any idea of the gravity of the situation? The Planning Commission has

[Shri Chandrajit Yadav]

not taken you into confidence, and the Planning Commission is asking you to make this commitment to the House that, in the next five years, you will be able to do it. If the Minister is very sincere and if the Minister really wants that, in this Five-Year Plan, the entire slums in this country should be cleared, not only the minimum need-based programme but slums improvement programme, slum clearance programme, providing alternative settlement for those unfortunate people who are really poor people, who belong to the working class, the most downtrodden people—they are the people living in these areas—the entire policy of urban development has to be considered. If you go round Delhi, you see only pash localities coming up year after year—people having dozens of houses. But these millions of people who are really the working-class people, who are giving their blood and sweat for the development of this country, are being allowed to live in most horrible conditions, even after 33 years. The Minister says that, in the next five years, it would be done; a commitment is being made. But, in the last 33 years, the problem has been going on aggravating, the slum-dwellers are multiplying; the number of slum-dwellers in this country has been growing every year. No alternative settlement is provided to them. Therefore, I would like to ask the Minister these questions. In a city like Kanpur, he himself admits that 37 per cent of the population—I can say based on my experience that Kanpur is having almost half of its population like this—are slum-dwellers. If you go to any city which you call a beautiful city, for example, even Lucknow or Bangalore, you find that ten per cent of the people are living in slums. You know the position in Delhi. I know your feelings. I know

that you visited, as the Minister of Works and Housing, some of the slum areas you must have seen the condition there. (*Interruption*)** Even cities which you call most beautiful, have a considerable population living as slum-dwellers. (*Interruptions*)

MR. SPEAKER: You cannot do like this. That will not go on record.

SHRI CHANDRAJIT YADAV: I would like to ask the Minister these questions. Will the hon. Minister take the House into confidence and say, for the total clearance of slum areas, for the improvement of slums in this country, how much money is needed by Government, whether any estimate has been made? Also will the Minister make a firm commitment to this House that, not only the need-based programme it is nothing; it is an eye-wash; people will live in that condition; after ten years, they will be thrown out, and they are being thrown out every year—but those people will be provided alternative settlement on a reasonable ground so that they can live like brothers and sisters in this country, they will lead a decent life with all the minimum facilities like facilities for education of their children, medical facilities, housing facilities, lighting facilities and other facilities?

You have said that now the World Bank has come forward. The World Bank does things very dangerously; you must keep that in mind. The World Bank has not promised to give you loan for the removal of the slums, for making alternative arrangements, but they have only said that they would help us in our need-based programme. It means that they will remain there. Certain facilities will be given and after 10 years, they will be thrown out anywhere and nobody will know where the people have been

**Not recorded.

thrown out. Will you please let us know how much loan the World Bank is giving to you? Are there any conditions? If they have given any schemes to you, what are those schemes which you want to implement?

Last question—I would like to know from Mr. Sethi...

SHRI M. RAM GOPAL REDDY (Nizamabad): Minister.

SHRI CHANDRAJIT YADAV: Yes, Minister certainly, I am saying with all respect.

SHRI M. SATYANARAYAN RAO (Karimnagar): Sethi means which Sethi because so many Sethis are there.

SHRI CHANDRAJIT YADAV: I say, the hon. Minister, Mr. Sethi. Is it all right? Does it satisfy you?

MR. SPEAKER: Amenable to suggestion.

SHRI CHANDRAJIT YADAV: I always welcome it, Sir.

Therefore, I would like to ask the Minister. When this National Organisation Policy Resolution was passed in 1975, they made a very categorical recommendation that a national development strategy must be worked out and the Central Government should take the responsibility in co-ordination with the State Governments and other regional authorities to solve this problem which is assuming an enormous size which, as I mentioned, by 2001 will be a major problem and 278 million people will be living in the cities and with the money that is being provided to-day, more than half the population will become slum population. What is the government going to do?

SHRI P. C. SETHI: I am very thankful to the hon. Member for drawing my attention to the problem which is already under our very active

consideration. I think he has not visited more slums than I have visited in the last 4½ months. Therefore, I know the slum-dwellers' conditions much better than what he is stating here. But he is trying to confuse the issue.

As far as the minimum needs programme is concerned, it provides only 6 facilities which I mentioned in my statement and I would, for the benefit of the House, like to repeat it again: (i) provision of water supply, including drinking water taps, (ii) sewers, (iii) storm water drains, (iv) community baths and latrines, (v) widening and paving of existing lanes and (vi) street lighting. Now the question is that the World Bank is also giving us loan, not based on some programmes but based on the acceptance of a scheme which the State Governments submit to the World Bank. Then, their team comes here, they examine it and when they pass it, they give the loan for this. We are already of the view that we should approach the World Bank, that they should give us a programme loan which would enable us from our own resources and from the loan that we can get from the World Bank to cover up all the slum areas of India.

Now it is not only limited to the urban slums or the slums in the nine metropolitan cities but we have also said that every city which has a slum has to be covered. Now there is a difference between the hon. Member's estimate and the estimate which I have provided. According to the official estimates, the total slum dwellers to-day are 2.5 crores. By 1985, in view of the fact that more people are coming to the cities in spite of the fact that we shall be improvising the slums, the slum population is bound to go up to 3 crores. Therefore,

[Shri P. C. Sethi]

the population is increasing. He is rightly saying that by 2000, if proper steps are not taken, the slum population is going to increase. Taking all these into consideration, the per capita expenditure of Rs. 120 was increased to Rs. 150...

SHRI CHANDRAJIT YADAV: Not sufficient at all.

SHRI P. C. SETHI: Please bear with me. Now, I am visiting all the State capitals. I have visited the capital of Maharashtra—Bombay and the Maharashtra Government is of the opinion that Rs. 150 per capita is not sufficient in view of the price increase. The per capita expenditure may go upto Rs. 200 and, therefore, when we multiply it by the 3 crore population, it comes to Rs. 600 crores. If money to the tune of Rs. 600 crores is provided, I am sure we will not leave any slum which would not have these facilities. Resettlement of slums is a different matter altogether.

MR. SPEAKER: It works out to Rs. 6,000 crores.

SHRI P. C. SETHI: No, Sir. If you multiply 200 by 3 crores it comes to Rs. 600 crore.

MR. SPEAKER: You are right.

SHRI P. C. SETHI: So, it comes to Rs. 600 crores. It is possible, as Mr. Yadav said, that the population estimated by our Committee might come to roundabout 3.5 crores of slum-dwellers. And by the year 1985 it might go upto 4 crores. I agree with Mr. Yadav.

Therefore, I am actually pleading with the Planning Commission as well as the Ministry of Finance that the provision of Rs. 800 crores has to be provided for if the slums have to be improvised. Apart from this, we are also taken into account as has been stated in the statement those facilities

needed by them. If they want facilities like a small community hall somewhere, we are trying to give it to them. Suppose they want some school somewhere, we are also trying to provide them with a school. We have also to provide them with drinking water and C.G.H.S. facility. The main question is: for the people who are living in sub-human condition, that is, if they live almost like animals, for them, we must provide them the facilities to live in sanitary conditions in a way so that they can live like human beings. Resettlement of the slums, that is, providing them with alternative housing is a stupendous task. The expenditure on this account would come to an astronomical proportion. If I were to provide the alternative housing to the citizens of Delhi alone who are living in slums, I need Rs. 1100 crores. From that point of view, I say it might even go up. Mr. Yadav might not have gone to Malaysia or Singapore. I have gone to these countries. I have also visited the other underdeveloped countries and so I can say with confidence that India has been a leading country as far as underdeveloped countries are concerned which is doing something on this account. Therefore, I can assure the hon. Member that Government is going into this problem and it is doing its best to improvise the slums. The previous Government made a provision of Rs. 140 crores in the Five Year Plan, 1978—83. But, in the years 1978-79 and 1979-80 they gave only Rs. 27 crores to the State Governments. This is an unfortunate part of it. Even out of these Rs. 27 crores given to State Governments they also needed something for meeting the cost of the minimum needs programmes. They have diverted some amount for adult education. What happened to the money spent on adult education? I think Mr. Yadav knows much better than me that, in the previous regime, this amount was spent for some other

purpose. In other words, the money which should have been spent for the slum-dwellers has gone into the coffers of the R.S.S. people. Now this is a most unfortunate part of the whole story. Therefore, there is some force in what Mr. Yadav said. In 1974 after the Planning Commission's discussion at the National Committee, this subject was transferred to the State as a state subject. We have been thinking seriously as to what should be done by us. We should have some leverage in the Plan to control the minimum needs programme expenditure, it should again revert back to the central sector. This is a matter which should be considered by the Planning Commission and the Ministry of Finance. Certainly, as far as the hon. Members of the House are concerned, if they all plead for that, then, my task would have been made very easy.

श्री राम विलाम पासवान (हाजीपुर) : अध्यक्ष महोदय, अभी मंत्री जो ने कहा कि मैंने पिछले तीन-चार महीनों में बहुत जगह जाकर स्लम और गन्दी बस्तियां देखी हैं। लेकिन देखना और उस पर अमल करना ये दोनों दो चीजें हैं। मैं एक रिपोर्ट को देख रहा था। एक बार जवाहर लाल नेहरू जी भी वानपुर की एक गन्दी बस्ती को देखने गये थे। उन्होंने उस बस्ती को देखने के बाद कहा—“इसे तुरन्त जला दो।” लेकिन आज हम 30-32 सालों के बाद भी देख रहे हैं कि कोई भी गन्दी बस्ती नहीं जल पायी है। मंत्री महोदय ने कहा कि उन्होंने जा कर देखा है। मैं तो कहूंगा कि जिस तरह से देखना चाहिये था उस तरह से उन्होंने नहीं देखा है। वह बताएं कि देखने के बाद उनके ऊपर क्या प्रतिक्रिया हुई है? वह उन लोगों को बिना वैकल्पिक स्थान दिए हुए नहीं हटाते अगर उन पर प्रतिक्रिया न हुई होती। मैं पेपर्स के कटिंग देख रहा था। दो वर्षों हैं। एक ओर तो आपने कहा है कि बिना वैकल्पिक व्यवस्था किए हुए किसी को नहीं हटाया जाएगा और दूसरी तरफ मई और जून के महीनों में आपने सेलमपुर में झुग्गियां और झोपड़ियां गिरा दीं। बिना उन लोगों के लिए कोई वैकल्पिक व्यवस्था किए आपने उनको वहां से हटा दिया।

यह बहुत ही महत्त्वपूर्ण है। हम लोग एयर कंडिशन मकानों में बैठकर इन लोगों के बारे

में विचार कर रहे हैं। मैं समझता हूं कि मंत्री जी वहां गए होंगे, सरकार में आने के पहले और सरकार में आने के बाद और मंत्री बन जाने के बाद गए होंगे। जिस प्रकार की व्यवस्था मंत्री बनने के बाद कर दी जाती है उस प्रकार की व्यवस्था पहले नहीं की गई होगी। अगर वह पहले गए होंगे और बाद में गए होंगे तो दोनों में उन्होंने अन्तर जरूर पाया होगा। बिना गन्दी बस्तियों में गए और वहां जाकर रहे, उनके दुःख दर्द को समझा नहीं जा सकता है। जिसने वहां जाकर कम से कम रात वहां गुजार ली हो वहां उनके दुःख दर्द को समझ सकता है। असली माहौल का उसको तभी ज्ञान होता है। असली माहौल वहां शाम को बनता है जब एक तरफ तो मच्छर काटना शुरू कर देते हैं, दूसरी तरफ नाले की बदबू आनी शुरू हो जाती है, तीसरी तरफ बच्चे रोना शुरू कर देते हैं, चौथी तरफ महिलाएं, बच्चे, बूढ़े पाखाना जाने के लिए लाइन लगाना शुरू कर देते हैं। ये जो अभाग्य लोग हैं इनको 25 गज के प्लॉट आवंटित किए जाते हैं। उनके मकानों में न तो गिड़की होती है और न कहीं किबाड़। जब आप उसमें बन्द हो जाते हैं तब यह सत्य आपके सामने आकर खड़ा होता है। यातायात की उनको जो कठिनाई होती है उसको भी आप देखें। कितनी दूर से उनको मजदूरी करने के लिए आना पड़ता है, यह भी सभी जानते हैं। खटिया सड़क पर लाकर और बिछाकर सड़क के किनारे वे सोते हैं। इन सब चीजों का अनुमान वहां जाकर और रह कर ही लगाया जा सकता है।

एक तरफ देश में बड़ी-बड़ी अटॉलिकायें हैं, बड़े-बड़े भवन हैं और दूसरी तरफ यह कलंक है। गांधी जी ने भी इसको 1947 और 1948 में कलंक की संज्ञा दी थी। उन्होंने कहा था कि जिस देश में एक तरफ अटॉलिकायें रहेंगी और दूसरी तरफ ये झुग्गियां और झोपड़ियां रहेंगी, या गन्दी बस्तियां रहेंगी, वह देश कभी भी विकसित नहीं हो सकता। मंत्री महोदय अभी विदेश की बात कर रहे थे। एक बार हमें पिछली बार विदेश जाने का मौका मिला था। विदेशों के पैमाने पर सोचें तो हम पाएंगे कि सारा भारत ही स्लम है। कुछ लोगों को निकाल दें तो पूरा हिन्दुस्तान एक गन्दी बस्ती है जबकि लोग कहते हैं कि भारत स्वर्ग भूमि है।

यह 1977 की रिपोर्ट है। इसके मुताबिक दिल्ली में 7 लाख पापुलेशन गन्दी बस्तियों में रहती है, झुग्गी झोपड़ियों में रहती है, कलकत्ता में 11 लाख, बम्बई में 300 गन्दी बस्तियां हैं जिनमें दस लाख लोग रहते हैं—

एक मानवीय सत्य : इससे ज्यादा।

श्री राम बिलास पासवान : आप ठीक कहते हैं। रिपोर्ट कितनी सही होती है यह आप भी जानते हैं।

मद्रास में 1 लाख, बंगलौर में जिनको सिटी आफ गाइड कहा जाता है एक लाख रहते हैं। इस तरह से रिपोर्ट में कहा गया है कि पूरे भारत में 38 लाख परिवार बेघरवार है। 80 प्रतिशत लोग हैं जिनके पास टूटे फूटे छप्पर हैं। चूंकि योजना मंत्रालय से भी इसका संबंध है इसलिए मैंने योजना मंत्री से भी सवाल इसके बारे में किया था। बीस प्रतिशत परिवार भारत के ऐसे हैं जो दस मीटर से कम जमीन में रहते हैं। 51 से 55 प्रतिशत लोग ऐसे हैं जिनके पास 20 वर्ग मीटर से नीचे जमीन है। मैं एक रिपोर्ट में पढ़ रहा था कि दिल्ली में जानवरों के रहने के लिये, एक भैंस के रहने के लिए, दिल्ली प्रशासन ने कहा है कि 20 मीटर से ज्यादा पक्की जगह चाहिए। आदमी के परिवार के लिए, जिसमें 5 आदमी का पूरा परिवार रहता है, उसके लिए आप माझे 22 गज जगह देने हैं। प्रतिवर्ष जनसंख्या बढ़ रही है लेकिन आपकी योजना के मुताबिक आवास के लिए राशि घटती जा रही है। प्रथम पंचवर्षीय योजना में यह राशि कुल सार्वजनिक क्षेत्रीय विनियोग का 16 प्रतिशत थी, द्वितीय योजना में 8 परसेंट हो गई, तृतीय पंचवर्षीय योजना में 7 परसेंट हो गई, चतुर्थ पंचवर्षीय योजना में 4 परसेंट हो गई। अब पंचम पंचवर्षीय योजना में कितनी है, यह आप बतायेंगे।

श्री पी० सी० सेठी : आपको ज्यादा मालूम होगा।

श्री राम बिलास पासवान : 1978-83 की जो पंचवर्षीय योजना है, उसमें दिखाया गया है। यह पंचवर्षीय योजना का प्रारूप है, इतनी मोटी किताब है और इसमें गन्दी बस्तियों के सम्बन्ध में केवल 2 लाइनें हैं। इसके पेज 206 पर यह लिखा गया है—

“यह अनुमान है कि शहरी जनसंख्या का पांचवां हिस्सा गन्दी बस्तियों में रहता है। इस प्रकार गन्दी बस्तियों में रहने वाली जनसंख्या 1988 में लगभग 360 लाख हो जायेगी, जिसकी ओर ध्यान देना होगा। इसमें से केवल 50 लाख लोग ही कुछ स्कीमों के अन्तर्गत अब तक आ पाये हैं।”

यह पंचवर्षीय योजना के प्रारूप की इतनी मोटी किताब है, इसमें गन्दी बस्तियों के बारे में और कुछ नहीं है। पुनर्वास मंत्रालय की रिपोर्ट है, इसमें भी कुछ नहीं है और समाज कल्याण मंत्रालय की रिपोर्ट है, इसमें भी गन्दी बस्तियों के सम्बन्ध में कुछ नहीं है।

श्री जगदीश टाइटलर (दिल्ली सदर) : काम देखोगे कि रिपोर्ट देखोगे?

श्री राम बिलास पासवान : काम टाइटलर साहब, आप बतला दीजिए।

श्री जगदीश टाइटलर : अपने 3 साल का काम देखिए।

श्री राम बिलास पासवान : ठीक है, हमने देखा है 1975 से 76 तक किस तरह से बुलडोजर से उड़ाया गया है। फिर देखेंगे कि किस तरह से उड़ाया जायेगा। इसलिए काम के सम्बन्ध में मन कहिये।

मैं यह कह रहा था कि गन्दी बस्ती दो प्रकार की होती है। एक गन्दी बस्ती का सुधार हो सकता है और दूसरी का सुधार असंभव है। सर्वप्रथम मंत्री महोदय को इस बुनियादी सवाल पर सोचना होगा कि गन्दी बस्तियों का जन्म कहाँ से होता है। आज हमारे गांव मर चुके हैं, गांव से लोगों के पास कोई उद्योग-धन्धे का माधन नहीं है, उनकी कोई पर्चेजिंग कंपैसिटी नहीं है। नतीजा यह है कि गांव का गरीब, गुर्वा, नौजवान शहर की तरफ भागता है चाहे वह दिल्ली हो, बंगलौर, मद्रास, कानपुर, बम्बई कुछ हो। नतीजा यह होता है कि पूरे का पूरा सैटलाइजेशन हो जाता है, जहाँ शहर है। इसलिए जब तक गांव में अधिक से अधिक संख्या में छोटे-छोटे उद्योग-धन्धे नहीं लगेंगे और जब तक वहाँ लोगों की पर्चेजिंग कंपैसिटी नहीं होगी तब तक यह शहरों में जो गन्दी बस्तियाँ हैं, उनकी वृद्धि को आप रोक नहीं सकते हैं।

मैं मंत्री जी से कहना चाहूंगा कि एक का निदान आप कर सकते हैं। जैसा आपने कहा कि जमना के पार चले जाइये, वहाँ एक जे० जे० कालोनी है जो सरकार की तरफ से अधिभूत है। वहाँ एक अधिभूत है और एक अनधिभूत है। वहाँ मंगोलपुरी एशिया की सब से बड़ी जे० जे० कालोनी है, इसकी पापूलेशन करीब करीब 3 लाख से ऊपर होगी। इसी प्रकार मादीपुर है, नांगलोई, सुल्तानपुरी, खिचड़ीपुर, कल्याणपुरी, नन्द नगरी, जहांगीर पुर, इन्द्रपुरी, त्रिलोकपुरी, पंखारोड, न्यू सीमापुरी, गोकुलपुरी, हिम्मतपुरी वगैरा। यह सब दिल्ली का है। एक तो इस तरह की हैं और दूसरी अनधिभूत हैं जहाँ जे० जे० कालोनी में आपने कहा है कि आप व्यवस्था कर देंगे।

13.00 hrs.

[MR. DEPUTY-SPEAKER in the Chair]

यह सब दिल्ली का है। एक तो इस तरह है और दूसरी अनधिकृत है जहाँ जे० जे० कालोनी में आपने कहा है कि आप व्यवस्था कर देंगे।

MR. DEPUTY-SPEAKER: About all these Puri's, you want to make them Ulhas Puri's!

श्री राम बिलास पासवान : उपाध्यक्ष महोदय, अब मैं सीधा प्रश्न पूछता हूँ। आपने कहा कि यह मारी समस्याएँ हैं और इन समस्याओं से आप भी जरूर परिचित होंगे। जिस तरह की समस्याएँ हैं, मैं समझता हूँ कि यह बहुत ही भयावह हैं, दिल्ली में जब ये समस्याएँ हैं तो गाँव और दूसरे नगरों की समस्याएँ इससे भी ज्यादा जटिल हैं। अगर ज्यादा जटिल नहीं हैं, तो कम से कम उतनी जरूर है। मंत्री महोदय ने कहा है कि राज्य सरकारें भी इसमें इन-वाल्ड हैं। मैं यह जानना चाहता हूँ कि जब तक इस विषय को केन्द्रीय सूची में नहीं रखा जाता है, क्या तब तक वह राज्यों के आवास मंत्रियों की एक बैठक बुला कर इस बारे में विशद रूप से चर्चा करेंगे। क्या वह इस समस्या को हल करने के लिए दीर्घकालीन और तात्कालिक योजनाएँ चलायेंगे? क्या वह बतायेंगे कि इस समय पूरे हिन्दुस्तान में कितने लोग बेघरबार हैं, उनमें से कितने लोग ग्रामीण क्षेत्रों में बेघरबार हैं, कितने लोग शहरों की गन्दी बस्तियों में रह रहे हैं और कितने लोगों को गन्दी बस्तियों में भी जगह नहीं मिली है? इस बारे में वह कौन सी योजना चलाने जा रहे हैं?

श्री पी० सी० सेठी : उपाध्यक्ष महोदय, मैं माननीय सदस्य, श्री पासवान, का बहुत ऋणी हूँ कि उन्होंने अपनी कहानी अपनी जबानी सुना दी है। जितने डाकुमेंट्स उन्होंने पेश किये हैं, वे सब 1978-83 की प्लान के हैं, जो उनकी सरकार ने ही बनाई थी। चौधरी साहब शहरों और गाँवों का बंटवारा करना चाहते थे और शहरों तथा गाँवों के बीच दरार डालना चाहते थे, यह सब उसी का परिणाम है।

श्री राम बिलास पासवान : यह ठीक नहीं है।

श्री पी० सी० सेठी : इसीलिए इन डाकुमेंट्स में इस विषय का कोई जिक्र नहीं है। उसीका परिणाम है कि इस प्लान में इस काम के लिए 140 करोड़ रुपये रखे गये थे और अनफार्चुनेटली सिर्फ 37 करोड़ रुपये राज्यों को दिये गये, जब कि यह योजना 600 से 800 करोड़ रुपये में भी पूरी नहीं हो सकती थी।

स्लम क्लीयरेंस का प्रोग्राम 1972, 1974 और 1975 में बहुत तेजी से चला था। माननीय सदस्य ने पंडित जी के इस वाक्य का जिक्र किया कि स्लमज को जला देना चाहिए। उनका मतलब यह नहीं था गन्दी बस्तियों को जला दिया

जाये, बल्कि उनका मतलब था कि इस प्रकार की गन्दी बस्तियों नहीं होनी चाहिए, उन लोगों को कोई आल्टरनेटिव स्थान देना यह चाहिए। यह आल्टरनेटिव स्थान देने का प्रोग्राम शुरू किया गया और तुरंतान गेट में इस प्रकार का प्रोग्राम शुरू हुआ; तब इन जैसे माननीय सदस्यों ने उस प्रोग्राम में खलल डालने की पूरी कोशिश की। उन्हें यह जान कर खुशी होगी कि इस प्रकार की जो गन्दी बस्ती उस समय तोड़ी गई थी, उसके लिए आल्टरनेटिव हाउसिंग स्कीम बन चुकी है, वे लोग बसाए जा रहे हैं और वे खुशी से वहाँ आ रहे हैं। उन्हें यह भी जान कर खुशी होगी कि उन लोगों के वांट भी उन्हें नहीं मिल रहे हैं।

माननीय सदस्य ने मुझ पर जोर डाला कि मैं गन्दी बस्ती में एक रात रहूँ। वह जहाँ कहें, वहाँ मैं उनके साथ जितनी रात कहें, उतनी रात रहने के लिए तैयार हूँ। लेकिन अगर केवल गन्दी बस्ती में रात बितानी थी, तो इस एयर कन्डीशन्ड हाउस में आने की तकलीफ उन्होंने क्यों की? (ध्वजघान) मुझे माननीय सदस्य का सुझाव बिल्कुल मंजूर है। मैं हर स्टेट कैपिटल में जाकर गन्दी बस्तियाँ, ड्रिफ्टिंग वाटर और हाउसिंग के इस साल के प्लान के बारे में बात करूँगा। यह सब पूरा करना है। बेघरबार लोग कितने हैं, यह इस सवाल में नहीं आता है। वह सवाल दूसरा है। आपको जानकर खुशी होगी कि इस साल हम करीब करीब 40,000 मकान बनाने जा रहे हैं, जिस में अकेले ए० बी० सी क्लास के लिए 15 हजार मकान दिल्ली में बन रहे हैं। इस प्रकार हाउसिंग का भी एक बड़ा प्रोग्राम है लेकिन वह इस सवाल के अंदर नहीं आता। यह केवल मेट्रोपोलिन सिटीज के स्लम क्लीयरेंस का सवाल था लेकिन मैंने इस में आप को बताया कि स्लम क्लीयरेंस या स्लम इम्प्रूवमेंट का जहाँ तक सवाल है, हमारी पूरी कोशिश इस बात की है कि 1985 तक का जो प्लान फामुलेशन हो रहा है उस में इस का समावेश हो जाय। उस के लिए निधि हम को यहाँ से, भारत सरकार से भी मिल सकती है और उस के लिए वर्ल्ड बैंक से भी हम कहना चाहते हैं कि बजाय इस के कि हम एक स्कीम उन को सबमिट करें और उन के आफिसर्स आकर उस को पास करें हम उन से एक प्रोग्राम मांगें और उस में हम सारा ही लेना चाहते हैं कि चार साढ़े चार साल में इम्प्रोवाइज्ड होम बनाना चाहते हैं सब जगह। इस के अलावा नये स्लम बनने उस का भी हम ख्याल करेंगे। हम ने जो तारीखें दी है 2 फरवरी 1977 कमिश्नर एरिया के लिए और जून 1977 रेजिडेंशियल

[श्री पी० सी० सेठी]

एरियाज के लिए यह भी पिछली सरकार ने तय की थी और रिकरनाइज किया था कि यह कट आउट ईयर होगा। इस तारीख के पहले जो ग्रांट आ गए हैं उन को नहीं हटाया जायगा और इस तारीख के बाद जो आए हैं उन को हटाएंगे। लेकिन हम इस पर भी पुनर्विचार कर रहे हैं कि क्या कट आउट डेट जो उन्होंने तय की थी उसी को रहने दें या इस को अप डेट करे और वें आप को यह आश्वस्त करना चाहता हूँ कि हम ने इस बात का ध्यान रखा है, जैसा मैंने चुर कहा कि 2 करोड़ 50 लाख लोगों के बजाय 3 करोड़ के लिए कर रहे हैं क्योंकि वावजूद इस के कि हम स्लम क्लीअरेंस का काम अभी जिम स्पीड से कर रहे हैं उसी स्पीड से करते रहें यह संख्या 3 करोड़ की 1985 में हो जाएगी इसलिए नये स्लमन वने इस के लिए हम ने साइट ऐंड सर्विसेज का प्रोग्राम रखा और राज्य सरकारों को हम बात के लिए कहा जा रहा है कि हर जगह मिटींग में, डिफरेंट एरियाज में देखें क्यों कि लोग जगह काम करने के लिए आते हैं वही झोपड़ा ठोक लेते हैं। तो यह संभव नहीं है कि लोगों को जमुनापार में केवल साइट ऐंड सर्विसेज डेवलप कर के फेंक दिया जाय और कहा जाय कि आप लोग यहाँ बस जायें। हमें शहर में डी डी ए के पास जा जमीन है, चाहे म्युनिमिपल कारपोरेशन के पास जमीन है, चाहे एन डी एम सी के पास जमीन है या लैंड डेवलपमेंट के पास जमीन है, चाहे जिस भी विभाग के पास जमीन है उस जमीन में साइट ऐंड सर्विसेज के एने एनड डेवलप करने है ताकि जो कोई आईदा स्लम या झोपड़ा बना कर काम को बजह से दिल्ली और शहरों में रहने को आएगा उस को केवल उसी स्थान पर रहने दिया जाएगा। अगर एक स्थान के अलावा किसी दूसरे स्थान पर स्लम या अन-एथोराइज्ड कालोनियाँ बनाने की कोशिश करेगा तो हम उस को वहाँ नहीं रहने देंगे।

मैं यह भी आप को आश्वस्त करना चाहता हूँ कि किसी को अब झुग्गी झोपड़ी से हटाया जायगा तो या तो साइट ऐंड सर्विसेज डेवलप एक प्लान के अन्दर बसाया जायगा या आल्टरनेटिवली रिसेटिलमेंट का किसी स्कीम के अंतर्गत उस को हटाया जायगा। झोपड़ियाँ तोड़ने का कोई हमारा प्रोग्राम नहीं है, जहाँ कहीं से भी इस प्रकार की शिकायतें आती हैं उस को हम देखते हैं। हम ने राज्य सरकारों को भी इस प्रकार के इन्स्ट्रक्शन दिए हैं कि ऐसा न करें। मगर कुछ राज्य सरकारों ने बदनाम करने के लिए कि फिर से इंदिरा गांधी की सरकार आ गई है,

इसलिए झोपड़ी तोड़ना फिर से शुरू हो गया, इस लिए जगन बूझ कर ऐसा किया है। इस प्रकार के कुछ आफिसर आप लोगों ने बिठा रखे हैं जो इस प्रकार की कार्यवाही करते रहते हैं हम को बदनाम करने के लिए। लेकिन हम पूरी मजूर रख रहे हैं और इस प्रकार की कार्यवाही को रोक रहे हैं।... (व्यवधान)

मुझे मानवीय मदद का वह सुझाव स्वीकार है लेकिन अभी तो मैं स्टेट कैपिटल में जा रहा हूँ। मगर उस के बाद केवल अवाम मंत्रियों को नहीं बल्कि सब अवाम मंत्रियों और मुख्य मंत्रियों को कॉन्फेस वहाँ बुला रहा हूँ।

श्री प्रताप भागु शर्मा (विदिशा) : उपाध्यक्ष महोदय माननीय मंत्री जी ने अभी अपने वक्तव्य में जानकारी दी कि अगली पंच वर्षीय योजना में या आने वाले वर्षों में इन गन्दी बस्तियों के सुधार एवं उन के उन्मूलन के लिए केन्द्र सरकार क्या कर रही है। और कितनी जागरूक है। निश्चय रूप से वह इस कार्यवाही के लिए बधाई के पात्र है, विशेषकर इसलिए कि वे स्वयं गन्दी बस्तियों में जा कर उन जा आकलन कर रहे हैं और स्वयंसेवकों को समझने की कोशिश कर रहे हैं।

आज हमारे देश में यह समस्या कितनी विकट बनी हुई है, खास तौर पर ऐसे बड़े नगरों में, महानगरों में जो हमारे देश की प्रगति के सूचक माने जाते हैं चाहे वह दिल्ली हों, चाहे बाम्बे हों या कलकता या मद्रास हों, हम ने वहाँ पर देखा है कि एक तरफ जहाँ इन नगरों में बड़ी बड़ी इमारतें हैं, बहु मजली बिल्डिंगें बनी हुई हैं वहीं इन इमारतों से ज्यादा संख्या गन्दी बस्तियों की दिन प्रति दिन बढ़ती जा रही है। जहाँ पर न सफाई है न पीने के पानी की पर्याप्त व्यवस्था है और न सैनटरी आवश्यकताओं की पूर्ति के लिए कोई व्यवस्था है। इन गन्दी बस्तियों में रहने वाले गरीब 95 प्रतिशत लोग ऐसे हैं जो देश के निर्माण के कार्य में लगे रहते हैं। वे इन बड़ी बड़ी इमारतों के निर्माण में अपनी कार्यकुशलता और श्रम का योगदान दे सकते हैं। वे लोग दूसरों के लिए सब कुछ बना सकते हैं, दूसरों के लिए सब कुछ कर सकते हैं परन्तु स्वयं के लिए कुछ भी करने के क्षमता उन में आर्थिक सामर्थ्य न होने के कारण नहीं है। यह सब हमारे शासन की जिम्मेदारी होनी चाहिए। ऐसे व्यक्ति जिनके बारे में कोई सोचने वाला नहीं है, जो स्वयं काम करने की क्षमता रखते हैं लेकिन कर नहीं पाते हैं, उनकी प्रगति के लिए मंत्री जी जागरूक रहें, इसके लिए तत्पर बनें।

हे कि गन्दी बस्तियों के विकास के लिए समयबद्ध कार्यक्रम हमारी सरकार अपने हाथ में ले। छठी पंचवर्षीय योजना का डाफ्ट प्लान हमारे सामने है और मंत्री जी ने बताया है कि उसमें इस बात का पूरा ध्यान रखा जायेगा। उन्होंने आश्वासन भी दिया है कि उसमें करीब 600 करोड़ रुपए का प्रावधान रखने का विचार है। निश्चित रूप से इस बात के लिए मंत्री नहीदय बघाई के पात्र हैं। 600 करोड़ का प्रावधान जो मंत्री की रखवाना चाहते हैं वह इतना भी आवश्यक है कि रिछली योजना में, 1978-83 के लिए सम्भवन: 140 करोड़ का ही प्रावधान किया गया था और वह पैसा भी, उनकी जानकारी के अनुसार इस कार्य में न लगाकर दूसरे कार्यों पर लगा दिया गया जिसके परिणामस्वरूप गन्दी बस्तियों की समस्या जो हल होनी चाहिए थी वह और बढ़ती गई। उस तरह का दुरुपयोग किया गया और जिन काम में वह जाा उनकी जानकारी भी दी गई। ऐसी स्थिति में हमारे मंत्री की जैसी काम करने की क्षमता है, किसी भी काम को वे दृढ़ निश्चय से साथ करने में समयबद्ध योजना को व प्राथमिकता देने हे। मेरा उनसे निवेदन है कि आने वाले 5 वर्षों के लिए 600 करोड़ रुपए का जो प्रावधान रखा गया है इसके अर्गन समयबद्ध योजनाओं को हाथ में लेकर ही गन्दी बस्तियों के उन्वजन की योजना को मूर्तरूप प्रदान किया जा सकता है। जैसा कि आपने बताया गन्दी बस्तियों की 40 फीसदी आबादी 9 बड़े-बड़े महानगरों में रहती है इसलिए इन शहरों के लिए एक समयबद्ध योजना तैयार करनी होगी। मैं मंत्री जी से निवेदन करना चाहूंगा कि आने वाले 5 वर्षों के समय के लिए वे एक मास्टर प्लान बनाये जिसको 9 महानगरों में पूरी सक्षमता से, सक्षम अधिकारियों के द्वारा चाहे विकास प्राधिकरण या म्युनिमिपल कार्पोरेशन के माध्यम से लागू किया जाए। यदि समयबद्ध कार्यक्रम बनाकर उनको लागू किया जाता है तो निश्चित रूप से आने वाले 5 वर्षों में कम से कम 9 महानगरों में, जहां पर 40 फीसदी आबादी गन्दी बस्तियों में रहती है, वहां पर एक प्रतिशत भी कहने के लिए गन्दी बस्ती नहीं रह जायेगी। माननीय मंत्री जी ने जो जानकारी दी है उसके लिए मैं उनको धन्यवाद देता हूं और विश्वास करता हूं कि जो दिलचस्पी मंत्री जी स्वयं गन्दी बस्तियों के उन्मूलन में ली रहे हैं, देश के विभिन्न भागों में, विभिन्न राजधानियों में जाकर स्वयं बीकते हैं, वे अवश्य इस दशा में सफलता प्राप्त करेंगे। धन्यवाद।

श्री श्री. श्री. लोदी : मैं माननीय सदस्य का धन्यवाद करता हूँ। उन्होंने दो बातें कही हैं। समयबद्ध कार्यक्रम की बात जो मैंने स्वयं कही है।

अगले प्लान पीरियड में इस समस्या के निराकरण की बात कही गई है इसलिए यह समयबद्ध कार्यक्रम बन जाता है।

दुसरी बात उन्होंने कही कि 600 करोड़ रुपए रखने का प्रावधान कर रहे हैं, उसमें थोड़ा न संपादन है कि 600 करोड़ रुपया हम रखवाना चाहते हैं लेकिन हम स्वयं प्रावधान करने वाले नहीं हैं।

13 1/2 hrs.

STATEMENT RE. WITHDRAWAL OF MONEY FROM THE CONTINGENCY FUND TOWARDS PAYMENT OF AMOUNT TO BANKS NATIONALISED ON 15TH APRIL, 1980.

THE DEPUTY MINISTER IN THE MINISTRY OF FINANCE (SHRI MAGANBHAI BAROT): As the Hon'ble Members are aware, Government of India issued an Ordinance on 15th April, 1980 nationalising six banks, namely The Andhra Bank Limited, Corporation Bank Limited, The New Bank of India Limited, The Oriental Bank of Commerce Limited, The Punjab and Sind Bank Limited and Vijaya Bank Limited. This House has already passed the Bill to replace the said Ordinance a few days back. The Rajya Sabha also has subsequently passed the Bill.

The scheme of nationalisation provides for payment of an amount of Rs. 18.5 crores to the six erstwhile banking companies which were given the option to claim the amount either in cash (in three equal annual instalments) or in Central Government securities maturing after 10 or 30 years or a combination of one or more of the above. The scheme also provides for interim payment to the extent of 75 per cent of the paid-up capital of each bank. The payment of

[Shri Maganbhai Barot]

amount/interim payment is to be arranged within 60 days of receipt of the options.

A provision of Rs. 10 crores has been made in Budget Estimates for the current financial year for this purpose.

Some of the erstwhile banking companies have already exercised the option and have also sought interim payment. On the basis of these options, payment of amount is required to be arranged in July 1980 to the New Bank of India Ltd. (Rs. 56.29 lakhs in cash) and Vijaya Bank Ltd. (Rs. 240 lakhs—Rs. 88.17 lakhs in cash and Rs. 151.83 lakhs in the form of securities).

As the Demands for Grants have not yet been passed by the House, it is proposed to draw an advance of Rs. 296.29 lakhs from the Contingency Fund of India for arranging these payments. The advance will be recouped to the Contingency Fund as soon as the Appropriation Bill for the whole year has been passed by the two Houses and assented to by the President.

13.15 hrs.

MATTERS UNDER RULE 377

(i) STEP TO STOP EXPULSION OF SCHEDULED CASTES|SCHEDULED TRIBES STUDENT FROM I.I.T., BOMBAY.

SHRI A. K. BALAN (Ottapalam): I would like to invite the kind attention of the Government to the problems of students especially those belonging to Scheduled Castes|Scheduled Tribes. Sir, the expulsion of Scheduled Caste|Scheduled Tribe students in I.I.T. Bombay has become more severe in the past few years. Every year Scheduled Caste|Scheduled Tribe students are being asked to leave the institute because of poor performance. But no sincere efforts are being made by the Institute to bring them up to the required level.

I, therefore, feel that instead of asking them to leave the Institute, sufficient facilities, encouragement and guidance should be given to compete with the general students, as done in other I.I.Ts.

In short, the Institute is not taking responsible attitude towards the SC|ST students with genuine problems—academic and psychological. I, therefore, strongly feel that this practice of expelling the students should be stopped and instead be given all possible facilities, help, guidance and encouragement so that the SC|ST students can step into the open world with confidence.

I pray to the Minister of Education and the Government to intervene in this genuine case without any delay.

(ii) NEED FOR BETTER STORAGE FACILITIES FOR WUEAT IN THE FOOD CORPORATION OF INDIA WAREHOUSES IN ALLAHABAD.

प्रो० बी० डी० सिंह (फूलपुर) : उपाध्यक्ष महोदय, उत्तर प्रदेश के इलाहाबाद जनपद के अन्तर्गत इरादतगंज स्थित भारतीय खाद्य निगम के भण्डारण में हजारों बोरा गेहूं भारी बरसात में सड़ रहा है। सड़ा हुआ गेहूं पशुओं तक के खाने लायक नहीं रह गया है। खाद्य निगम के अधिकारियों एवं कर्मचारियों की यह अक्षम्य लापरवाही लगभग प्रत्येक वर्ष देखने में आती है, परन्तु खेद है कि केन्द्रीय सरकार इस दिशा में कोई सख्त कार्यवाही नहीं करती। अयंकर सूखे की चपेट से ग्रस्त प्रदेश के करोड़ों लोग दाने-दाने को तरस रहे हैं और खाद्य निगम की इस प्रकार की लापरवाही से लाखों रुपए का गेहूं नष्ट हो रहा है। एक ओर तो सरकार एवं खाद्य निगम के द्वारा किसानों की गाड़ी कमाई की धूट होती है और दूसरी ओर खाद्यान्न को बरबाद करके गरीब उप-भोगताओं की जेब काटी जा रही है। क्या सरकार का ध्यान इस ओर है कि करोड़ों लोगों को भूखमरी के कगार पर पहुंचाने की जिम्मेदारी भारतीय खाद्य निगम की है। सरकार को इस संबंध में गहराई से छानबीन करनी चाहिए कि कहीं ऐसा तो नहीं है कि अधिकारी एवं कर्मचारीगण अपने निजी स्वार्थ-पूर्ति के लिए इस प्रकार की स्थिति जाबबूझ कर पैदा करने हैं ?

इरादतगंज में हजारों बोरा गेहूं खूले वातावरण में रखा गया है। इस पर न तो कोई छाजना है और न तिरपाल से ही ढकने का कष्ट उठाया गया है। इस प्रकार भण्डारण के स्थानों एवं स्थितियों

पर खाद्यन्न की इतनी बड़ी मात्रा में जो बरबादी बाघ निगम द्वारा की जा रही है, उसके लिए सरकार द्वारा कदम उठाने जा रही है? माननीय कृषि मंत्री इस संबंध में कृपया एक वक्तव्य दें।

(iii) NEED FOR EFFECTIVE MEASURES TO CHECK THE SOIL EROSION CAUSED BY BURI GANDAK RIVER IN WEST CHAMPARAN DISTRICT OF BIHAR.

श्री कनका निश्र मजुकर (मोतीहारी) : उपाध्यक्ष महोदय, बिहार के पश्चिमी चम्पारन में बूढ़ी गंडक नदी के कटाव से बगहा बाजार को भयंकर खतरा उपस्थित हो चुका है। अगर समय पर उसके रोकथाम का प्रयत्न नहीं किया गया तो पूरा बाजार नदी के गर्भ में चला जाएगा, जिस से हजारों-हजार लाघ बेघर हो जायेंगे तथा करोड़ों की संपत्ति की गवादी होगी।

अस्तु, मैं सिचाई मंत्री से आग्रह करूंगा कि केन्द्र सरकार राज्य सरकार से सम्पर्क स्थापित कर अविनाश कटाव प्रतिकारक कार्यवाही करे कि बगहा को बचाया जा सके।

(iv) REPORTED CANCELLATION OF PASSENGER TRAINS IN KERALA DUE TO SHORTAGE OF COAL.

SHRI GEORGE JOSEPH MUNDACKAL (Muvattupuzha): Every now and then there is cancellation of passenger trains in Kerala due to shortage of coal. From last Sunday onwards a number of trains have been cancelled. Kerala State is far away from the coal area. Instead of electrifying the railway lines or supplying diesel engines, Railway Department is supplying old condemned steam engines to Kerala. For the old steam engines, adequate quantity of coal is also not supplied. Kerala is the only State having surplus electricity and selling the energy to other States. For a permanent remedy, please electrify the railway lines. I request the Government of India to supply coal immediately or send diesel engines as an alternative arrangement and restore the cancelled trains in Kerala at the earliest. For the old steam engines, adequate quantity of coal is not also supplied. Kerala is the only state having surplus electricity and selling the energy to other States. For a permanent remedy, please electrify

the railway lines. I request the Government of India to supply coal immediately or send diesel engines as an alternative arrangement and restore the cancelled trains in Kerala at the earliest.

(v) NEED TO PREVENT GOOD BREED CATTLE OF RAJASTHAN BEING TAKEN TO BOMBAY FOR SLAUGHTER.

श्री चतुर्भुज (झालावाड़) : उपाध्यक्ष महोदय, मैं नियम सं० 377 के अधीन निम्नलिखित महत्वपूर्ण विषय की ओर माननीय मंत्री जी का ध्यान आकर्षित करना चाहता हूँ --

“राजस्थान की अच्छी नरल के पशुओं को बम्बई बूचड़खाने में भेजने के समाचार से सम्पूर्ण राजस्थान के निवासियों में भयंकर रोष है और अशांति होना का खतरा पैदा हो गया है। अतः मंत्री महोदय का इस सन्दर्भ में ध्यान देना आवश्यक है।”

(vi) REPORTED CONSTANT SHUT DOWN OF KOTA ATOMIC POWER PLANT.

SHRI NAWAL KISHORE SHARMA (Dausa): The Rajasthan Atomic power plant near Kota had again gone out of generation in the first week of July 1980. Earlier also it had gone out of generation several times. The present fault in the plant has resulted in the reduction of the total availability of power to the State by about 80 lakh units per day. There is need to constitute a high power committee to go into the causes of the failure of the plant very frequently. I request the hon. Minister of Energy to make a statement on the breakdown in the Rajasthan Atomic Power Plant and also inform us of the steps taken or proposed to be taken to ensure that the plant does not go out of generation again and again.

(vii) ALL-WEATHER SHIP PLYING BETWEEN LAKSHADWEEP AND MAINLAND BEING HELD UP AT COCHIN PORT.

SHRI P. M. SAYEED (Lakshadweep): I seek your permission to draw the immediate attention of the government to a matter of urgent

[Shri P. M. Sayeed]

public importance taking on board M. V. AMINDIVI, an all weather ship plying between Lakshadwip and mainland. The ship is tied up in Cochin port and scheduled to sail on 8th of this month. The passengers for the Islands were boarded and were ready to sail. Meanwhile a group of people who claimed themselves members of the Seamen Union boarded the ship and occupied key position blocking the ship not to sail unless the crew were made to sign off. The crew are from Lakshadwip.

The passengers comprised of men, women and children who are starving since both the canteens on the ship are not allowed to function. I had a telephonic talk with one of the passengers last evening who escaped from the miscreants' sight. Earlier, these so-called union members threatened the crew who hail from Lakshadwip, made to sign off in the other small fair weather ship M. V. LACCADIVES. M. V. AMINDIVI is the only ship now available for service since the other small ship has gone for dry dock service. There is already an acute shortage of essential goods in almost all Islands and, therefore, the situation is all the more grave. This kind of assault on the crew from Lakshadwip will have an adverse effect on the people in general and will create bad blood between the people of Kerala and Lakshadwip. I therefore appeal to the government to both the Ministers of Transport and Shipping and Home Affairs to immediately step in in order to allow the crew recruited from Lakshadwip to continue on both the ships and save the lives from starvation. I understand this is the same system prevailing on the ships plying between Andaman and Nicobar Islands and the Mainland.

13.24 hrs.

DEMANDS* FOR GRANTS (GENERAL), 1980-81—contd.

MINISTRY OF ENERGY AND DEPARTMENT OF COAL

(Ministry of Steel Mines and Coal)

MR. DEPUTY-SPEAKER: The House will now take up further discussion, voting on the demands for grants of the Ministry of Energy and the Department of Coal. Shri Ananda Gopal Mukhopadhyay may continue his speech. He has already taken 15 minutes.

SHRI ANAND GOPAL MUKHOPADHYAY (Asansol): I would require another 20 minutes.

MR. DEPUTY-SPEAKER: I will give you another ten minutes. There are many Members from your party who also want to speak and you will be taking only their time.

SHRI ANANDA GOPAL MUKHOPADHYAY (Asansol): Sir, at the outset I will mention that both power and energy, demands are very important. Country is vitally interested in their development. We are also keeping a close watch as to that the Government is doing in these two aspects.

Yesterday, I left my speech in an area where I was trying to show as to what the State Electricity Boards were doing to perform their responsibility for power generation and its distribution. I will mention a few of the projects which were sanctioned years before. Take for instance Kola-ghat Project. This project was sanctioned in June 1973. It was supposed to be commissioned or scheduled to be commissioned in 1978. What is the position today? If the Members of the House visit the site to know the progress of this plant, they will find that the machineries which had been delivered are lying in the open. Bushes have developed there. The machines are getting rusty and there

is no sign of commissioning this project in the near future. It was supposed to be completed in 1978. I still hope that it should be completed by 1982-83. This project is under the State Electricity Board, West Bengal.

Now, I come to Bandel Thermal Power Station, Fifth Unit. This project was sanctioned in 1972. This Unit was supposed to be commissioned in 1978. You know we need time for the completion of the Project. What is the present position to-day? The present position is very bad? How far it has progressed, I wanted to assess? I am yet at a loss to tell this House. I am not confident to tell this House when the State Electricity Board, West Bengal is going to complete the Fifth Unit at Bandel, whether all infra-structural facilities are there. Hardly any civil engineering work has been done including foundation and other things. Why is this delay?

I come to Santal Dihi, Fourth Unit. The Fourth Unit is making delay in commissioning. It was sanctioned in 1964. The equipments were ordered in 1970. Commissioning was supposed to be in 1977. But the progress of construction of this fourth unit is very very slow.

In the area of Bihar State Electricity Board, Patratu Extension, 110 mw capacity unit was sanctioned in 1974. The original target of commissioning was 1977-78. The progress is very slow. We will be happy if it is completed in 1983.

Talchar Extension 110 mw Unit was sanctioned in 1972 in Orissa. It was scheduled to be commissioned in 1978-79. Now the latest information is that the unit will come not earlier than 1982-83.

Why all this delay? I am not going into the question of sanctioned plants in all other State Boards. The same situation is there too. The reasons are—firstly, the State Electricity Boards cannot mobilise their

resources. Phasewise money that is sanctioned for the construction of the Plant from the Government of India cannot be utilised because of the non-availability of the resources of the State Government.

What is the position—whether they are competent? Have they got proper type of personnel to develop these projects, to maintain them and to properly generate power? The evaluation is essential and necessary. My reading of the situation is that most of the State Electricity Boards are not having proper type of persons. Persons with dynamism to develop these projects, to complete them in time and also to generate the required amount of electricity in the area. It needs enormous resources. If you look at the figures, every day, the cost is increasing.

During the period 1980—85 Government is going to augment power production by 20,000 MW and the money required would be to the tune of about Rs 25,000 to 30,000 crores. This is the resource that the Government of India will have to collect. We know the Government is very eager at least in the power direction to provide the necessary resources and to make it available. The Government of India is probably negotiating with the World Bank and other organisations in this matter. The Minister will give attention to all these things so that the development could be taken up as quickly as possible.

What is most important today is a national grid. So far we did not have it. A national grid will have to be developed throughout the nation, so that power from one end can flow to the other end of the country. Otherwise, what is happening is, in some places you may have a little cushion and a little surplus power. But that cannot be utilised in other places because of not having the national grid. In some part of the country we are feasting and in

[Shri Ananda Gopal Mukhopadhyay]

some parts of the country, we are fasting. Government must move very quickly in this direction. I know in this budget, they have expressed great eagerness to provide the national grid in the country, which is an essential part of the whole thing. But this national grid should be under the Centre. The monitoring, distribution system and other things should be at the Centre. Otherwise in times of crisis we have seen that when power flows from the northern region to the eastern region, not only there is transmission loss but the amount of power injected here to be flown to the eastern part or any other part does not reach there actually not because of the line loss but because of lack of proper sympathy for that area. So, it should be under the Central system.

As regards spare parts, this is a very critical area and it is part of the total planning of power generation in the whole country. In the public sector, we have got BHEL. Most of the units are being manufactured by them. But what is the total quantum of spare parts they are manufacturing or are supposed to manufacture? The machines that they have supplied require spare parts. The spare parts they produce are not enough. If I was allowed more time, I could go into details and show that it is beyond the capacity of BHEL. It is not only that they have not earmarked their capacity to manufacture spare parts, but it is beyond their capacity. So, the latest thinking is to develop BHEL to make it possible for them to supply the spare parts in time every year. Advance planning is necessary. As I have said, Government is thinking of adding, 20,000 MW capacity during 1980—85. Apart from that, I understand that a large number of generating projects have been sanctioned to give benefits during the 1985—90 period. But the States do not take adequate measures to augment the resources in this sphere.

In the field of rural electrification, there is a vast gap and we have yet to travel a long distance to cover the rural areas. As you all know, out of 5.6 lakh villages in the country, only 2.5 lakh villages, that means 43 per cent, have been electrified. We have to cover a long way in the agricultural and rural sectors, all combined together. Our Government is proposing to have one lakh villages to be electrified in the next four years. They want to energise 25 lakh pump-sets within this period. It not only needs energy to energise them but the money and the resources. In this direction, the infra-structural facilities are available here. But the States are responsible for rural electrification. They do not have the infra-structural facilities even to utilise the money properly. They have got another difficulty. Whatever money is sent on rural electrification, they have to have it in the form of loan and the grant from the Government of India. But the loan portion bears a very heavy rate of interest. It is very difficult for the States to return the money spent on rural electrification. So, some mechanism should be found to reduce the interest rate as far as rural electrification is concerned.

Some of our friends have said that lot of emphasis is not being given to agriculture. But looking at the figures I can see that in agriculture, the demand is met to the tune of 50 to 60 per cent.

The Central and State Electricity Boards are required to be strengthened as best as possible so that the country's demanding needs are met.

I will deal with only one more point and then I will switch over to coal. If you look at the regionwise figures, the installed capacity upto

31-3-80 is as follows: I will not go into the split figures.

Northern region total	is 8284.22 MW
Western	7834.34 MW
Southern	7207.11 MW
Eastern	4865.76 MW
North-Eastern	334.28 MW

Let us see what is in the prespective planning, whether the same dis-similarity remains or the same gap remains or it has been made up. I want to draw the attention of the hon. Minister kindly to listen about the prespective planning.

Tentative programme of additional capacity during 1980—85 is as follows:

Northern—I have no grievance against that—	5409 MW
Western	5937MW
Southern	4565 MW
Eastern	3323 MW

This is an area where there is a large gap in the Eastern Region and also in other regions. But while having the perspective planning I thought that the gap would be made up.

But here, about the arithmetical calculation calculating the demand load and other things, I have not been able to see the picture over here. I hope it will be reconsidered and made up.

Now, I turn to the area of coal.

MR. DEPUTY-SPEAKER: There are about 18 Members from your Party. If you take more time, you will be taking the time of the hon. Members of your Party.

SHRI ANANDA GOPAL MUKHOPADHYAY: But, Sir ...

MR. DEPUTY-SPEAKER: I have

no right to permit you to take the time of the other Members of your Party.

SHRI ANANDA GOPAL MUKHOPADHYAY: Only five minutes, I will take.

MR. DEPUTY-SPEAKER: You have to conclude in one minute because otherwise other Members of your Party will not be able to speak. I will leave it to your best judgement.

SHRI ANANDA GOPAL MUKHOPADHYAY: Now, about coal.

MR. DEPUTY-SPEAKER: Don't go to coal, it will be very difficult to come out of it.

SHRI ANANDA GOPAL MUKHOPADHYAY: I will come back. I am a man from the coal belt. I was born there and brought up there. If you look at the production figures of coal for 1975-76, 1976-77, 1977-78, 1978-79 and 1979-80, today it stands at 103.97 million tonnes of production. When this Government took over in the course of these few months, up to March the production increased by 3 million tonnes and there is a definite increase in production. The trend of production is increasing. I could analyse and establish it. But there are certain constraints in the coal belt as to why this production could not increase further. One, as I have said, is the power which must be found and the power problem must be solved particularly in the eastern region, in the eastern coal fields. These are mostly pit mines where power is essential, where open cut coal is there.

MR. DEPUTY-SPEAKER: Please conclude.

SHRI ANANDA GOPAL MUKHOPADHYAY: There is one great constraint in the coal industry, that is, law and order. You will be surprised to know that in the coal belts of Bihar and West Bengal the law and order problem is a very important

[Shri Ananda Gopal Mukhopadhyay]

problem. Government is thinking of having a sort of a security force to protect the property and other installations of the Government. Sir, our friends were talking too much about the coal and also making allegations against the Minister. In West Bengal for the last three years, 97 private mines were operating. May I ask my friends opposite, what is the total output in revenue that they have lost and why they have not collected the revenue from those people. 60000 to 70000 tonnes of coal per month were smuggled out of the State. There is black-marketing in coal. It is going outside, to foreign countries, Nepal and other areas. Why the Government of West Bengal did not stop it? The Minister has stopped it, the Supreme Court judgment has stopped it. Rigidly the Minister is trying to enforce that the coal is not mined illegally. But, Sir, what is happening? If you come to my area, I will show you what is happening every night. At night a large number of people working in many areas dig out the coal and just load it into trucks and guided by the police the coal goes outside the State and to other areas. What is the benefit extended to my friends opposite, the CPI(M) members and members of other parties? As a Member of this House, with all responsibility I say, the State has lost its revenue for 3 years, but the Party has gained Rs. 10 lakhs per month. Not only the Party, but the police people also have got Rs. 10 lakhs per month and some of the leaders have got Rs. 50,000 to Rs. 75,000 per month, and the total loss of coal was 50,000 to 70,000 tonnes per month. And they are telling that the Minister has issued permits to his own men!

I could not come to all the problems of coal as the time at my disposal is short, but I would say that there is a big direction being given by the Government in this matter. Mines have been developed with

foreign collaboration, and the new mines are also coming up.

Now, I could go to the welfare activities that the Government is proposing to provide. I will leave it to my other friends to deal with. I will now conclude by saying that this Government is thinking of having proper drinking water supply for the entire coal belt. This Government is trying to have primary schools specially in all collieries, secondary schools in the area and colleges in the region. This Government is trying to have health measures in the coal areas, safety measures in the coal mines and is trying to develop employment potential to the tune of 50,000 jobs in eastern coal belt and another one lakh in other coal areas by developing new mines. I hope the picture of coal will be bright for this country at the end of the fourth year and also at the end of this year.

SHRI S. B. CHAVAN (Nanded): I rise to support the Demand of the Energy and Coal Ministry submitted to the House by the hon. Minister.

At the outset I must take this opportunity of placing some of the issues which are very important and basic according to me, which the hon. Minister should take into account while formulating his proposals for the Sixth Plan. If possible, while replying to the debate he should enlighten us on some of the issues which I am going to place before the House.

Firstly, in the last three or four years, irrespective of the States to which we belong, everywhere the same story has been repeated, namely that the targets were fixed by the State Electricity Boards and for some reason or other, they could not be achieved, realised. This is equally true in the case of central sector schemes. Certainly we will have to apply our mind and find out the exact reasons for not being able to achieve the targets. We have to remove those difficulties and create con-

ditions in which our performance budgeting becomes more realistic.

I had an opportunity of going through the performance budgets presented by the Ministry of Energy for the last two or three years, and I must express my view without any fear of contradiction that they do not serve the purpose for which they have been introduced. The Central Government has taken care to give the figures, both financial and physical, in the case of projects which are directly under their charge. The Energy Department is supposed to co-ordinate the activities so far as generation of power is concerned. The State Electricity Boards are also helped by the Central Government. Monitoring of the different power projects under the different Electricity Boards is also done by this Government. I can appreciate that it will not be possible for the Central Government to give all the details of every project under the Electricity Boards, but at the same time, we must have some kind of correlation between the financial target assigned to the different Electricity Boards and the corresponding power that is supposed to be generated by them. If they are not able to achieve the goals which have been set for them, we should know whether they are themselves responsible for it or any agency of the Government of India has also to share the blame. It is highly necessary that we have this kind of exercise and give a more realistic performance budget so that every Member of this House knows how much money has been given for different schemes, the targets set for them and what we have been able to achieve.

The first point which I would like to place before the hon. House, and especially for the consideration of the hon. Minister, is about load forecasting undertaken by the Survey Committee. There is an annual survey committee. There is also plan-wise survey conducted, and forecasts made

by this committee. I do not know how the exercise goes on.

I can give my own experience of Maharashtra. In the case of Maharashtra, we had projected our load forecast for five years at 6,500 MW. I am now given to understand that it is being drastically cut both by the Energy Department and, thereafter, on a very arbitrary basis, by the Working Group of the Planning Commission. Certainly, we are not able to understand as to what is the basis on which these cuts are being effected. This has been a kind of perpetual thing which has been going on in the last 8 or 10 years. I can assure the House that the assessments made by the respective State Governments were more realistic and the assessments made by the Working Group of the Planning Commission were far off the mark. I have not been able to understand as to what exactly is the reason why the targets are being reduced and why an arbitrary cut is being applied by the Working Group of the Planning Commission.

Now, if we are to have a realistic projection for five years, three or four factors will have to be taken into account. The first is to provide for the spinning reserve and a kind of standby capacity which is statutorily required. The second is that the targets to be achieved will have to be planned in excess by 25 per cent. Otherwise, we will not be able to achieve the targets which we set for ourselves. If we want to achieve the target of 6000 MW, we will have to plan for a minimum of 7500MW. Otherwise, we cannot think in terms of starting the next plan completely afresh. There are projects which can be at the initial stage of construction; there can be projects which are at the advanced stage of construction and there are some projects to be completed within a stipulated time. This is how we are trying to plan for the same. That is why I plead, when we plan for the Sixth Plan target, we have to

[Shri S. B. Chavan]

have a minimum of 25 per cent more capacity being planned so that we reach the target which we have set. The third point which by my own experience I can say is that there is almost a kind of monopoly given to BHEL for indigenous sets. And it is a very long story. I fully appreciate the point of view that whatever is indigenously available should not be allowed to be imported. It is perfectly all right. There is nothing wrong in that policy. But, at the same time, by my own experience, I can show you that there have been very heavy slippages starting from 20 months to about 40 months. The contractor is made liable to make payment of penalty. But I do not think the BHEL is subject to this kind of penalty. So, they can merrily go on and, thereafter, after the whole set has been erected, we come across the difficulty of design, the difficulty of working and all that.

You will be surprised to know in Nasik, Bhusaval and Karade, where 210 MW sets have been put up, it was a very strange phenomenon that having commissioned those sets, it took about 6 to 8 months thereafter to bring those sets on commercial lines. Why is it so? Teething troubles I can understand for a fortnight or three weeks but not to the extent of 6 to 8 months. When these engineering defects, the design defects, were brought to the notice of the BHEL, they called their consultants; the American consultants and the Russian experts were called; the Maharashtra State Electricity Board people also were consulted in the matter. I can show you that they themselves have agreed that there are 16 defects found in the design part of it. In the case of some of the things which were designed, at the stage of manufacture there was a departure; at the stage of manufacture, there is a tremendous gap between the design and the actual thing which is being manufactured. So, we have to provide for slippage. When we plan for the Sixth Five-Year Plan, knowing full well that

there is going to be slippage of minimum of 30 months, we will have to provide for the same. Otherwise, the whole thing is going to go wrong, and the power cuts which are being applied in different parts of the country—which in fact, does not leave a good reputation to any of us—may continue. I think, we will have to overcome this difficulty and see that we do not commit those mistakes which we had already committed. We have to see whether the collaborators who are collaborating with us are dumping almost out-dated technology on us or whether it is the latest thing which they are trying to give us. That aspect should be gone into thoroughly. Some times we go on in a great speed and thereafter we come across all these difficulties. My only submission is that these matters should be fully accounted for when we plan for the next five years.

Then I come to the variations in the monsoon. The ultimate capacity depends on the thermal capacity and the hydel capacity. The hon. Minister was perfectly within his rights when he stated on the floor of the House that, last year, because the monsoons were delayed or had failed in certain areas, the total generation capacity was considerably reduced. He was perfectly justified in saying that. But in a period of five or ten years, when you think of a perspective plan, certainly you have to provide for such eventualities. You cannot plan on the basis that every year we are going to have a good monsoon, we will have all the reservoirs of the hydel stations full and we will get a hundred per cent generation. That sort of planning will be unrealistic. You have to provide for this kind of a margin where the monsoon is bound to fail in some year or the other.

I read in the newspapers that, in the Power Ministers' Conference in New Delhi, the hon. Prime Minister was pleased to state that we have to provide for a minimum of ten per cent more than the requirement. I

was not there, but if I have understood the statement correctly, that will mean that, over and above these factors which I have enumerated, this additional factor also will have to be taken into account, and we have to provide for more. Then only our assessment and forecast will be realistic. Otherwise, I doubt very much whether this kind of an exercise which goes on in the Planning Commission and also in the Energy Ministry is going to be a realistic proposition and will ultimately lead to some kind of a relief. In Maharashtra, at least for the last five years, 50 to almost 60 per cent power cut has been made applicable; for some industries, we have imposed very heavy cuts. Certainly we are not interested in perpetuating this kind of a situation. So, I would request the hon. Minister to come to our rescue and see that you are able to provide the relief which we very badly require in the case of Maharashtra.

Next I go to the field of coal. When the project reports are submitted, there is a clear indication as to from which colliery how much coal is to be supplied for a particular project. It takes five to ten years for the erection and completion of a thermal power plant. It is a very strange phenomenon which, in fact, is beyond my comprehension that in a thing which was planned ten years back, all of a sudden people feel, "No; we have made some mistake". And every three months linkages have been changed.

14.00 hrs.

Every month we are told—'this time you can expect coal from this areas' Next time we are told, 'You have to go to another area and we will try to see that you get coal.' I can give the experience of Koradi. Koradi is a pit-head station and it was designed in such a manner that Kamate and Siliwara coal-fields will be developed in that area. We have the ropeway. We have the railways and the ropeway is designed for a capacity of carrying 800 tonnes of

coal per hour. Now we find that there is no production of coal. Only 125 tonnes of coal is being carried by this ropeway and the power project has been designed in such a manner that at the receiving end it can receive the railway tippers but if it is brought by the road, it creates all kinds of problems. Slippage is being caused. This is something which in fact needs to be gone into thoroughly and whatever coal fields are earmarked for a particular project, you see that the coal production goes according to the schedule and when the project is completed, that project should receive the coal which has been promised at the time of the sanction of the project. I find that all kinds of difficulties are being told—sometimes railways, sometimes the quality of coal, sometimes the production is not enough and sometimes I am given to understand that the law and order situation is such that you cannot possibly think of receiving coal from that area. Very strange sorts of explanations are being given.

I do not know whether it will be within my right but at the same time, I must bring to the notice of the hon. Minister that the Maharashtra Government is interested in going in for mining of coal in the Western Coal-fields. If the Maharashtra Government is allowed to go in for mining of coal in that area as a kind of supplemental activity, my only apprehension will be this. Since the Maharashtra Government has expressed its readiness to go in for mining, the requirement of Maharashtra Government should not be curtailed to the extent that they go in for mining. That sort of thing should not happen. Certainly we are prepared to go in for mining of coal in the Western Coal-field area. I am told that in Wardha-Chanda valley, according to the book which has been issued by the Coal Ministry itself, 2000 million tonnes of coal is available and over the last 8 to 10 years we have been trying to develop these mines and get more coal so that

we are able to produce maximum electricity which in fact is very badly required in that area.

The next point about coal I would like to bring to the hon. Minister's notice is about the directive given by the Central Electricity Authority, the CEA had informed all the Electricity Boards, 'You should produce as much power as possible per installed capacity of kilowatt hour. The directive was that they should produce about 6000 kilowatt hours per kilowatt capacity. That was the directive given. I am very happy that the Maharashtra Government has been able to achieve on an average about 6123 kilowatt hours per kilowatt of installed capacity and I say that this is the highest that we have been able to achieve so far and there is the possibility of even going further. But my difficulty is this. Instead of this achievement being recognised at the level of the Government of India, we find that on an average rate of 5300 coal is being made available. Those who produce more are penalised. This is the kind of disincentive which in fact is being provided for those who generate more power. If it is going to be a sort of uniform norm which is going to be made applicable, then it does not serve any purpose. It works as a kind of disincentive. I would request the hon. Minister to kindly apply his mind in this regard. He should see that those who are going in for more generation of power and who show efficiency should be given some kind of an incentive. On the basis of last year's figure, whatever be the efficiency which they have been able to achieve, that should form the basis and, on that basis, if coal is supplied to them, then, I should say there should be no difficulty with the Electricity Board. The Calorific value for these power stations is defined...

MR. DEPUTY-SPEAKER: Kindly conclude now.

SHRI S. B. CHAVAN: Give me some more time. Anyhow I will try to read a few points only.

I would request the Minister to see what is the design of the power stations and what kind of coal is being supplied to them which, in fact, is a great drain on our resources. We are wasting our resources; we are not taking full advantage of the resources. The supply of set by BHEL is clearly mentioned. But, the only difficulty is that the supplies from BHEL are not in a sequential order. If you want figures, I am prepared to give you the same. Look at the total tonnage sent by them first. See how much of them is erected and how much of them could not be erected because those parts were not required. Anyway, I will pass on the information to the hon. Minister.

I will just give you one example of Koradi. BHEL had been supplying materials not in the sequential order. On 31-5-80, for Bhusaval, out of 6,137 tons of boiler materials received, the tonnage erected was 1,248 while erectable tonnage was 1814 and non-erectable tonnage due to non-sequential order was 3,075 tons. So, things which are not required are being sent and which, in fact, should come first are not being sent. That is why we find that the slippage is not very heavy. Kindly look into this. I would also request him to go through the turbinewise equipments that are being supplied by the Instrumentation Ltd., Kota. For import licence a sum of Rs. 8 lakhs to 10 lakhs is being wasted. We have a very huge investment of about Rs. 1.5 crores and it goes up to Rs. 2 crores sometimes. We do not want anything to be imported. We want that they should take only the indigenous things available here. Our experience has been that these things do not work. BHEL later on agreed that out of 11 sets, in regard to three sets, they had agreed to import but for the other eight sets, they still are insisting that we should not go in for

the import. I would submit that you will kindly try these indigenous equipments on small projects rather than try them on 210MW or 500 MW sets. Otherwise it would be suicidal. If for a small sum, if we insist on this kind of things, I think, we will only be wasting our resources and we will come across greater dangers due to non-functioning of these small things. In the case of electrification my only point will be this. New hutments have been constructed as part of the 20-Point Programme. 100 to 200 huts had been constructed in those areas. But, in the case of harijan bastis, we have taken a policy decision. I want that a similar kind of decision in the case of hutment dwellers also should be taken. They should be given the same kind of treatment for the huts constructed under the 20-Point Programme. I would request the Minister to kindly look into the matter of clearance of Uchni Project. Two sets of 500 MW projects pending since 1978. One set of Parli—210 MW—project is still pending clearance. For Chandrapur, we propose to send the project report in about a week's time. Kindly look into that to see that these projects are cleared. In the case of replacement in Copperkheda and Baharshah, I am sorry to find that your report for 1979-80 gives a wrong figure. De-rated capacity which has been indicated in this report is not realistic. I would request the hon'ble Minister to look into this.

Sir, one more last point and I am done. A major accident, I am told, has happened in the case of Indraprastha power station at Delhi. It is a strange phenomenon and a great surprise to us. Those who come from Bombay are not used to this kind of power failures which we find in the city of Delhi. When I looked to the power sets which are being run at Indraprastha and also at Badarpur I am not able to understand what kind of performance budgeting. Four sets of 210MW have to be installed at

Badarpur but it is pending for the last ten years. This thing must be looked into.

It was brought to my notice that there was an accident in the case of Indraprastha second unit and the blades of the turbine have been badly damaged. When I met Mr. Mahajan, your State Minister and requested him to find out I was given to understand that it was a minor thing but I am told there was a big blast and the blades got completely damaged. If this kind of thing goes on and frequent-failures of energy continue, I think, it gives very bad name to this government and so to the entire working of the Central Electricity Authority also. If such a thing happen in the case of those who have to guide others then it does not give credit.

In respect of gas turbine I will ask some of my friends to speak on that. Sir, I am very thankful to you for having given me the opportunity to express my views.

SHRI BIJOY MODAK (Arambagh): Mr. Deputy Speaker, Sir, because of the present economic situation the role and functioning of the Ministry of Energy has assumed tremendous importance. In view of the fact that this Ministry actually holds the life-line to production, the performance of this Ministry has created a dismal picture of the national economy so much so that it has become the focus of national criticism from all points of view. Its incompetence and its utter failure in respect of generation of power has created such an acute power shortage all over India that it has become an All India phenomenon. This shortage in generation of power has put in vain all the best efforts which are being made from all directions to improve the economy of this country.

Despite not doing any critical review of the past failures, the Ministry goes on making tall promises. This year also the promise was made that

[Shri Bijoy Modak]

they should create additional power of 22,000 M.W. They did not review their past performance. In the last Plan period, they wanted to add 25,000 M.W. of power. But actually they could achieve only 15,000 M.W. power. The shortfall was thus to the tune of 10,000 M.W. They go on making tall promises. That is their habit. This must be changed. The Economic Survey says that the gap between the actual generation of power and demand is gradually growing. I am reading from the Report. In the year 1976-77 the gap between demand and actual generation was only 5.8 per cent. It rose to 10.3 per cent in the year 1977-78. And it rose to 16.1 per cent in the year 1978-79. In spite of tall promises the performance is poor and actually power shortage is growing in the country. Because of this, the functioning of many industries are stopped and there are lay-offs of workers; closures are there; retrenchments are there. Because of all these things, there is a tremendous national loss. There is a colossal national loss. An estimate says that the loss in production is of the order of Rs. 3,000 crores during the last year.

Sir, an attempt is being made to present that this power crisis cannot be solved. I say, this is absolutely wrong, because it is all due to the faulty planning and wrong emphasis on priorities from the beginning of the Plan. Because of the original sin, the production of power in India is limping far behind even other developing nations in *per capita* consumption. I will give you the figures here. In India the *per capita* consumptions was 17.8 kw.h. in 1950. It rose to 93 kw.h. in 1971-72. The scheduled target of 200 kw.h. which was to be reached originally in 1979 had to be re-scheduled till 1983-84; while, at the same time, 17 other developing nations have generated sufficient power. Actually their consumption of power is over 200 kw.h. There are some six countries where the consumption of power is over 1,000 kw.h. I will give

the figures of some countries: **Algeria**, 200 kw.h., **Iraq** 297 kw.h., **Egypt** 215 kw.h.—this is all for the year 1974-75. India's consumption in the same year 1974-75 was 108.8 kw.h. whereas the consumption in Pakistan was 131 kw.h. The consumption in Thailand was 194 kw.h. Now, in the report it is said India has reached only 133 kw.h. Now, the situation is very alarming and until and unless this is remedied the power situation cannot be improved. The dispersal of power to underdeveloped States and regions in India is of imperative necessity to remove imbalances for the development of the whole country. This also helps the growth of *per capita* consumption of power in the country as a whole. You can find the uneven dispersal of power in India from the following figures:

In 1970—74, the Western Sector actually consumed 130 kw hr., the Southern sector consumed 99.3 kw.hr. and the North-Eastern region 21.1 kw.hr. consumed. In Assam it is 21.2 kw hr. The North-Eastern Region and the Eastern region are the worst affected part due to imbalance in power supply position. The situation has not improved as yet. In the present report of the Ministry, it has not improved as yet and because of this, the North-Eastern region has remained static.

Sir, from the *per capita* consumption of power, one gets the economic growth of a country. So, it is the primary duty of a Minister to look to the growth of *per capita* development of power in backward region to remove the imbalance in the country. But if due to some negligence, or call it political expediency, he does not look to this basic task, he will have to face the music like the present agitation in the entire North-Eastern region. No doubt this has arisen from the imbalance in the economic development there. The Energy Minister seems to be totally oblivious to this basic task of his Ministry. On the other hand, he is talking too much

through the Press about the performance of his Ministry and so many other things totally outside his portfolio. Has he been serious enough, he would not have indulged in such irresponsible utterances that the Central Government is going to take over the entire power generation in the country. I do not know whether his Cabinet has given permission to utter such things I doubt very much. Instead of indulging in such a braggadocio, it would be better if he understands his own business in improving and correcting the functioning of the central mechanism of power planning and fixing priority for it and implementing it so that the country is relieved of the present power crisis.

In regard to the power shortage, the following figures were given in a recent meeting of the Consultative Committee:

In U.P. it is 22.8 per cent; In Goa it is 24.4 per cent; In DVC it is 27.8 per cent; In Maharashtra it is 19.4 per cent; In Karnataka it is 20 per cent; In Bihar it is 31 per cent and in Orissa it is 17 per cent. The All India average is 16.1 per cent according to the Economic Survey Report.

In West Bengal, the power crisis is a legacy inherited from no other person than the present Energy Minister. The power was first rationed in West Bengal in 1973 when the present Energy Minister was a Minister in the West Bengal Government. It was during his regime that the Kolaghat plant was sanctioned in 1973. However, the plant could not be taken up for erection till 1977; even the land could not be acquired. Only after 1977 when the Left Front Government came to power in West Bengal, they tried to do something in this direction. Actually, the whole money was squandered away for building the Netaji Indoor Stadium. Everyone knows about this. Earlier, the Calcutta Electricity Supply Corporation's proposal to have a plant at Titagarh

could not be sanctioned for two years during his regime and it was sanctioned only when the Left Front Government came to power. The present Energy Minister is responsible for many other things, which led to no improvement in the position of generation of power. The power houses in West Bengal during his regime were continuously mismanaged; there was continuous bad maintenance and that could be corrected only when the Left Front Government came to power.

After coming to power, the Left-Front Government in West Bengal have brought down the shortage of power, though marginally. The figures as given in the Consultative Committee are; In 1977-78, the shortage of power in West Bengal was 18.9 per cent; it came down to 18.8 per cent in 1978-79; it was further reduced to 16.4 per cent in 1979-80. This figure is, more or less, at par with the All-India average of shortage, which is 16.1 per cent and much less than many States that I have mentioned. In spite of this position, the Minister is making reported statements about the shortage of power in West Bengal alone ignoring the more precarious situation in many other States in our country. This shows that he wants to play politics and is not interested in generation of power.

Here, I would like to refer to some utterances, utterly untrue made by the hon. Member from Asansol. He said yesterday that no planning for any additional capacity in West Bengal has been made. I am going to give you some figures from the speech of Shri Jyoti Bosu, Chief Minister of West Bengal, which would indicate what they have done in this regard. He said that there are five on-going power projects in West Bengal; one at Bandel, one at Santaldih, one at Kolaghat and the other two at Titagarh and DPI, that is Durgapur. These are the on-going projects over and above other projects. The Left-Front Government after having come to

[Shri Bijoy Modak]

power have undertaken these things in hand. Shri Jyoti Bosu in that meeting of the Power Ministers said this also.

“Inadequate capacity due to delay in planning and paucity of investment in power projects in the past since 1970-71 is the cause of the present power crisis in West Bengal.”

He has listed so many things that were not done during the previous Congress Government—in which the present Energy Minister was the Minister of Power and Irrigation. The Kolaghat project which was sanctioned in 1973, was not actually taken up till the Left-Front Government was in power in 1977. All these 4 years, this Minister was actually sitting tight, and squandering money in building the Netaji Indoor Stadium. 2 units of Santaldih could not be commissioned during the 4th Plan period, for paucity of funds. 6 unit of DPL sanctioned in 1976 could not be erected for want of funds. Mr. Jyoti Basu says:

“Total investment in the WBSEB projects in the 3 years from 1977-78, 1978-79 and 1979-80 has touched Rs. 293 crores. The average yearly expenditure on power sector is over 3 times the entire expenditure in the 4th Plan period (Rs. 93 crores).”

Actually, the Plan period is upto April 1974. This is the achievement of the United Front Government. In spite of this, the Member from Asansol is uttering all sorts of untruth, which are not based on facts.

Now about the position of coal. The Department of Coal is no less responsible for the sorry state of affairs in generation of power. The consumption of coal by the power plants has gone up by 149 per cent during last year, but there has been no corresponding rise in the generation of power.

The Economic Survey says:

“The decline in quality of coal reduced the thermal efficiency and the increased quantity of coal supply, therefore, turned out to be insufficient.”

That is actually the thing which the Economic Survey has pointed out. Over and above this, the wagon supply for transport of coal to thermal plants aggravated the power crisis. Thus, Economic Survey very correctly says:

“The poor performance of power, coal and rail transport served as a severe bottleneck on production.”

I am reading certain things very rapidly. On the coal front, we had an agreement last year. In the agreement, many things were stipulated; and those things have not been implemented. Programmes relating to drinking water, housing and schools have not been implemented, causing great resentment among the workers. There is an unholy alliance between the contractors and the management. Because of this, they are minting money, while Coal India is losing. The safety device is not in a good condition also. The labour conditions are not satisfactory. A committee report under the Chairmanship of Mr. Man Mohan Singh has not been actually published. The Parliament has been kept in darkness. With these words, I actually oppose the Demands for Grants of this Ministry.

SHRI G. L. DOGRA (Jammu): I do not propose to make a long speech, but I want to draw the attention of the hon. Minister to very few important factors. There is no denial of the fact that we want economic progress. That we want to make progress in agriculture, in industry or handicrafts. For this, we need electricity and electricity is a thing in which we are lagging behind. There are two ways. Either we can have hydro electric power or we can have thermal power. My suggestion is that water resources

should be utilized, because water wastage will not come back. As far as our coal resources are concerned, unnecessarily we are unfair to our future generation. So, coal once exhausted will not come back. You cannot regenerate it. We have lot of water resources so far as our northern India is concerned. I want to straightway draw the attention of the hon. Minister towards the facts that a lot of electricity can be generated so far as our rivers like Jhelum, Chenab and Ravi are concerned. Some survey has been conducted but some more survey is needed. Some more sites can be located. Whatever has been done so far is not being adequately pursued; very half-hearted measures are taken.

There is the Salal Project. I must say that it gives a disappointing picture. The authority that has been pursuing it has given a picture which is neither showing any efficiency nor good technical know-how, nor good management. In the beginning we were told that it would be completed within 7-8 years. Now we are told that it will go up to 1985. I am told that in reality it may mature by 1990. We know where we have the potential. In this age of science, in this age of technology, if we go on postponing our achievements, if we do not put pressure on our staff to work more speedily then how can we achieve what we want to achieve? I do not know whether there is something wrong with the management or the technology is wrong or technicians are not working properly. I am told the persons who are in charge of these things are not working properly; they are whiling away the time. There are certain technical investigations which require to be done; they should be speeded up. We need electricity and electricity can be generated if we tap the resources properly. It is a decided fact that it should be given to rural areas and north India right up to Delhi. I think this is the point which nobody can ignore and we should

pursue it with as much vigour as possible. I think if we have some other persons like Mr. Gill it would be better. He was the Chairman of the Punjab Electricity Board; he was also a Commissioner in our State. He is an Engineer; he is acting as a technical adviser to certain States. But he is a man who knows how to pursue the matter; he knows what is wrong with it. He knows where the engineers are faltering and where labour is not working. Somebody must look into these things. It has been pointed out that due to power failures and power shortages agriculture is suffering because pumps do not work; industry is suffering and production is going down. It should be a matter of concern for all of us. We should see that power is generated within a given time. Punjab and Jammu and Kashmir have a joint project the Them Dam which should be expedited. We should be able to complete it as quickly as possible because that will give us adequate power.

There is another project—Doolhasti. It has been completely surveyed and investigations have been done. Probably the State Government is dilly-dallying. I think it should be pursued properly and the State Government has no business to delay it. If they want another point to be pursued or surveyed or if they want power generation at another point, they can take it up separately with the Central Government but they have no right or moral ground not to agree to Doolhasti being taken on hand till certain other things are agreed to. This should be cleared; the sooner it is cleared and the work starts, the better it is.

About rural electrification may I point out that some villages have been touched but poor people have been ignored? Certain parts of the villages where Harijans and poor people live have been ignored. That has been the case of rural electrification in my State and in some other places also. That defect has got to be removed.

[Shri G. L. Dogra]

Otherwise the whole investment goes waste, if you do not electrify the whole village. It is not giving light that matters. Electricity revolutionises the thinking. When a man who has been running after the plough and cattle sees electricity and light, he starts thinking of making use of machines. We should not ignore this. As far as agriculture is concerned in my State, I find that all transformers have been completely loaded. Agriculture is suffering for want of further load. Agriculture Ministry and the Ministry of Energy should take it up with our people from the States. In the States they go by political pressures. That is one defect. The Government of India is committed to overall development. In the States they go by pressures of rich men and landlords and the pressures of influential people. They ignore poor people actually who should be really looked after. It is the duty of the Central Government and the Ministries here to see that development is even and proper and quick in the case of electricity. I doubt sometimes whether the people who are executing these projects are sympathetic to our nation, whether their sympathies are with us; when I see that they delay some projects, I doubt whether they are not unsympathetic towards us. All these things should be looked into. Proper management is essential. I do not want to indulge in technical things but I must say that administration has to be tightened and execution has to be quickened. That is essential. In the case of Salal, no more delay should be allowed. It is my firm faith that if it is executed quickly and properly, it can give a fair amount of electricity within three years time.

THE MINISTER OF STATE IN THE MINISTRY OF ENERGY (SHRI VIKRAM MAHAJAN): I have heard with great attention the observations made by the hon. Members of the House. The development of energy resources and adequate power supply are, undoubtedly, our major concerns.

I would like, at this stage, to mention that the Government is fully conscious of the need for accelerating the development in the energy sector and of promoting a sound energy policy so that the economic development base of the country is strengthened.

Our approach is, therefore, directed towards both—short term and long term measures. In short term we are making concerted efforts to maximise the utilisation of the existing installed capacity. This requires, of course, co-ordination of inputs, expert monitoring and supply of coal, etc. I would like to mention here that the capacity utilisation of our thermal plants in 1976-77 was 56 per cent. In the last three years there has been a steady decline and it came to an all-time low i.e. 45 per cent towards the end of 1979. So, from 56 per cent, in three years it has come down to 45 per cent in 1979 and from January to June this year, i.e. after the new Government took over we find it has risen to 48 per cent within such a short time. So, the power supply has to be improved and we are trying to improve. Similarly, we are trying to add to installed capacity at a much faster rate than it was done before. During the period 1980—85, we hope to add about 20,000 Mw. which is almost double what has been added during the Fifth Plan. This would be a very major achievement.

Our long term approach is to have a national power plan with a target of 10 to 15 years. The Prime Minister has already stated that we should have installed capacity as Shri Chavan, the hon. Member, has put it, which should be 10 per cent ahead of demand. This is what we intend achieving and for this purpose we are trying to reorientate the entire plan. We are also trying to adopt the national approach to the training of the workers, operators, supervisors and for this purpose, if we have to

bring in foreign experts, we would like to.

At the same time the performance of the State Electricity Board has not been up to the mark. Some power plants which the states have, their power utilisation has gone down to the extent of 30 per cent, whereas the national average is 48 per cent today. They are working at 30 per cent to 35 per cent. This has to be improved. As you are aware, they need improvement in management, tightening of their financial working and supervision of their operations at higher levels.

Most of the generation is in the State Sector. Therefore, it is necessary, if we have to improve the power generation, the States must improve their performance and for this purpose the States have to bring up their performance of power plants. At the same time the Central Government also is increasing its role in generation and transmission with a view to augment and strengthen the efforts of the states and to bring about a more optimal development of energy resources.

The capital intensiveness of the power industry and the escalation in cost require an optimal utilisation of financial resources. We are, therefore, strictly monitoring power projects under construction, especially, in the Central sector. I would like to point out that thermal projects which the National Thermal Power Corporation have taken up, are coming up according to the schedule. Dograji has pointed out certain defects and difficulties so far as hydel plants which have been taken over by the Central Government are concerned. I am sure that his suggestions will be considered seriously.* There is also need for staggering of peakloads because the supply is not enough to meet the demands. As I said, in the last three years there was slippage and I

had given the figures of slippage day before yesterday. We all realise that to accelerate power development, considerable effort is required, both by providing resources as well as the basic inputs of equipment, material and organisation. Our major equipment suppliers are indigenous, like BHEL. There are, of course, certain difficulties which have been pointed out by hon. members and we would try to overcome them. But an effort is being made to utilise the indigenous resources and indigenous capacity.

The demand for electricity is growing at a much faster rate than the gross national product. While in a developing country this is inevitable to some extent, we have to exercise our minds as to how to improve the efficient use of electricity keeping in view its high cost. We are also trying to take positive steps to develop new sources of energy like solar energy, tidal energy and geothermal energy. Yesterday the Prime Minister also mentioned about it and our programme is to accelerate research in solar technology and product development. We are also proposing to investigate the potential for tidal energy and I hope that we will come out very fast in this respect also. So far as water resources are concerned, we have to tap them to the maximum because it is the cheapest source of energy available and we have to go in a big way to develop this energy.

The energy programme and ways to meet the demand are being reviewed in the Government at the highest level. The problems are no doubt considerable mainly keeping in view the resources required and the need to conserve fossil fuels to the extent possible and to reduce dependence on oil. The more we develop the hydel and thermal sources, we will reduce the dependence on oil to that extent. In fact, if we can develop these sources faster, it will be possible to conserve the fuel in towns and cities by going in for electrification of

[Shri Vikram Mahajan]

transport, which will also reduce the pollution. Our energy policy is going to be geared to meet the priority demand in a most optimal manner and, therefore, a co-ordinated programme of energy development is being planned.

Coal will remain the primary source of energy in this country and at the present level of production, we are in a position to meet the current demand of coal. I had also stated yesterday that there is no shortage of coal production. But there are difficulties of transport. In fact, at the pit-heads we have a stock of 14 million tons lying. However, consumers including the priority sectors of power, steel and cement have been experiencing shortages in the supply of coal mainly on account of constraints regarding availability of railway wagons for moving coal, particularly from the Bengal-Bihar area. I had given the figures yesterday also that the railways were carrying more coal in 1976-77 than they were carrying at the end of December, 1979. So, there was a decline in the last three years. We are again trying to bring up the carrying capacity of the railways. We are continuously in touch with the railways for improving the despatch of coal by rail. Shortfalls are also being made up to the extent feasible by moving coal by road to meet the demand of the consumers. This has to be done because if railways cannot carry the coal, we have to find an alternate mode of transport like road transport.

Keeping in view the future development in the coal industry, a large expansion programme has been initiated and the credit goes to the Minister. In 1979-80 the amount kept for development was Rs. 276 crores. In 1980-81, we have increased it to Rs. 378 crores, which is a great step. Since January 1980, 13 new projects involving an investment of Rs. 238 crores have been sanctioned. This accelera-

ted pace of work is on. We hope that the supply will outstep the demand even.

We are trying to improve mining technology. Before nationalization, the work was mostly done by pick mining. Now, it is being mechanised. And in order to introduce modern mechanised mining technology, the assistance of foreign countries such as UK, France, Russia and Poland has been obtained. Experts from these countries have been visiting this country to advise coal companies on mine planning and mechanised methods of coal extraction. The necessary equipment for this has also been procured and is gradually being introduced in our coal mines. Similarly, there is a training programme for workers and engineers. Advantage is being taken of training facilities in foreign countries for both the categories.

Mining is a difficult and hazardous process. We are taking safety steps. There are geological difficulties. The gases are there. For this purpose, we have introduced many safety measures. A Committee was appointed to go into this. They have made certain recommendations, and those recommendations are being implemented. These include providing for statutorily qualified personnel in the mines, provision for training of supervisory staff and workmen and setting up of internal safety organisations in the coal companies, independent of the production wing and headed by a senior level mining engineer. With a view to improving safety conditions, certain mining techniques are being adopted such as adoption of longwall mining with power supports, replacement of basket loading by conveyors and mechanised loaders at coal faces and extension of hydraulic mining in more areas. Action is being taken for monitoring of methane, carbon monoxide, carbon dioxide, temperature etc. in degree III gassy mines. For the protection of workers safety equipment such as cap lamps, helmets and boots are provided.

The Coal Mining Safety Board is being set up. It will be headed by a High Court Judge. The Minister had announced it some time back. Not only this, we are also taking measures to help the workers. We have mentioned in our Report that loans and advances are being given to the poor workers for the marriage of their daughters. We are also giving advance for the education of their children. All these figures we have given in our report.

Hon. Members will observe that the Government is positive and serious about meeting the energy needs of the economy and is conscious of the technical and financial burden that this involves. Steps are being taken, therefore, to optimise resources on all fronts in a coordinated and purposeful manner.

I assure my hon. friends that the points which they have made out will be examined in the Ministry and they will be informed as to what steps we have taken.

15.00 hrs.

[SHRI SHIVRAJ V PATEL in the Chair]

श्री चिन्हेरवरी दुबे (गिरिडीह) उपाध्यक्ष महोदय अभी अभी ऊर्जा राज्य मंत्री ने अपने भाषण में इस बात का जिक्र किया कि 1976-77 के बाद से किम तरह से बिजली के उत्पादन में निरन्तर गिरावट आती गई और जिसके फलस्वरूप ऊर्जा संकट पैदा हुआ। उससे विभिन्न उद्योगों के उत्पादन में भारी क्षति तो पहुंची ही लेकिन इस ऊर्जा संकट ने सारे देश के जन जीवन को अस्त व्यस्त कर दिया। जो हमारे देश में विकास के कार्यक्रम ये वे भी सब अस्त व्यस्त हो गये। अब खुशी की बात है कि जब से वर्तमान सरकार प्रशासन में आयी है तबसे उसने कोशिश शुरू कर दी है कि ऊर्जा संकट को दूर किया जाए और इस दिशा में उसने कुछ कारगर कदम भी उठाये हैं।

जैसा कि ज्ञात हुआ है कि विभिन्न राज्यों में जो इलेक्ट्रिसिटी बोर्ड्स हैं जिनसे अपेक्षा की जाती है कि उनका और सेन्टर का आपस में कोऑर्डिनेशन हो वह न होने की वजह से यह संकट और भी बढ़ा है। इसके लिए सेन्ट्रल गवर्नमेंट ने एक टास्क फोर्स बनायी है। जो भविष्य में टेकनिकल कोऑर्डिनेशन और पावर स्टेशन के मीनेजमेंट और इन्पुट आदि कमी को पूरा करने में राज्य सरकार को सहयोग देगी।

अब ऊर्जा के क्षेत्र में सरकार सोच रही है कि 10-15 वर्ष की लॉग टर्म प्लानिंग की जाये।

स्पष्टतः ऊर्जा के क्षेत्र में इस तरह की प्लानिंग से हमारे देश की रिक्वायरमेंट के मुताबिक जो जनरेशन बढ़ाने का काम है वह तैयार होगा। ऊर्जा के क्षेत्र में इस तरह की लॉग टर्म प्लानिंग आवश्यक है। हम जो थर्मल पावर प्लांट बनाते हैं उनमें पांच-छः साल की अवधि लग जाती है। हाइड्रो जनरेशन की स्कीम्स को भी कार्यान्वित करने में तो आठ से दस साल तक लग जाते हैं। इसलिए ऊर्जा के क्षेत्र में कम से कम दस-पन्द्रह साल की प्रोस्पेक्टिव प्लानिंग होनी चाहिए।

इसके साथ ही, चूंकि देश के विभिन्न राज्यों में नेचुरल रिसोर्सिज समान रूप में नहीं पाये जाते हैं, कुछ राज्यों में वे अधिक हैं, कुछ में नहीं हैं इसलिए इस स्थिति को देखते हुए सरकार को अपनी योजना तैयार करनी चाहिये। कुछ राज्यों के लोग अपने हितों की बातों को ही ध्यान में रख कर ज्यादा से ज्यादा प्राकृतिक साधनों का इस्तेमाल करने हैं। इस कारण से दूसरे राज्यों के हितों की रक्षा नहीं हो पाती है। इसके लिए रीजनल प्लानिंग करने की आवश्यकता है। ऊर्जा के क्षेत्र में एक स्टेट में पावर सरप्लस है, दूसरे राज्य में कम है, यह जो इम्बेलेम है, पावर डिस्ट्रिब्यूशन में इसको भी दूर करना चाहिए।

हाल में पावर मिनिस्टर्स की एक कॉन्फ्रेंस हुई थी। जैसा कि ज्ञात हुआ कि उसमें एक नेशनल ग्रिड डिस्ट्रिब्यूशन मिस्टम पर ग्राम सहमति हो गयी है। मैं यह मानता हू कि यह एक बहुत ही अच्छा कदम है। यह काम पहले ही होना चाहिए था। खैर देर आयद दुरस्त आयद। नेशनल ग्रिड डिस्ट्रिब्यूशन का काम तेजी से पूरा होना चाहिए। इसकी जो हमारी कल्पना है, जिनको कि हम करने जा रहे हैं उसके लिए यह आवश्यक है कि मोनिटरिंग की पूरी जवाबदेही सेन्टर की होनी चाहिए। यह काम सेन्टर के जिम्मे होना चाहिए। सारे देश के सरप्लस पावर के डिस्ट्रिब्यूशन का कंट्रोल सेन्टर के हाथ में पूरी तरह से होना चाहिए। पावर जनरेशन और डिस्ट्रिब्यूशन जो राज्यों के द्वारा किया जाता है, उसका हमें जो अनुभव है वह कुछ अच्छा नहीं है। उसके आधार पर मैं सुझाव देना चाहता हू कि पावर जनरेशन के मामले में सेन्टर का स्फीयर बढ़ना चाहिए।

सुपर थर्मल पावर स्टेशन बनाने की जो भी योजना है, ये सुपर थर्मल पावर स्टेशन सेन्टर के द्वारा ही पूरे किये जाने चाहिए। बहुत से सुपर थर्मल पावर स्टेशन बनाने की योजना है। राज्य सरकार इनको बनाने की स्थिति में नहीं हैं और न ही उनके पास इतना साधन है। इनको बनाने के लिए जितनी शक्ति होनी चाहिए वह राज्य सरकारों के पास नहीं है। इसी कारण से बहुत सारे प्रोजेक्ट्स ठंडे हुए हैं। मैं बिहार स्टेट की ही बात कहता हू। वहां पर एक स्थान पर सुपर थर्मल पावर स्टेशन बनाने की योजना बनी। तनुषाट में यह टेकनीकली फीजिबल था

श्री विन्देश्वरी दुबे

वहां पर रा मैटिरियल की प्रवेलेबिलिटी भी अच्छी थी, वह कोयला क्षेत्र के बीच में था और वह सुपर थर्मल पावर स्टेशन के लिए एक ग्राइड-यल साइट थी लेकिन न जाने किन कारणों से उसको वहां से हटा करके कहलगांव ले जाने की बात पहले सोची गई और अब तो यह सुना जा रहा है कि उसको फरक्का ले जाने की बात सोची जा रही है। यह ठीक नहीं है। सुपर थर्मल पावर स्टेशन के लिए जो साइट की सिलेक्शन की बात है इस संबंध में कहना चाहता हूं कि सारी दूसरी कंसिडरेशंस को भूलकर हमको यह देखना चाहिये कि कहां पर रा मैटिरियल प्रवेलेबल है और जहां पर वह टेक्नीकली फीजिबल हो वही पर उसको स्थापित किया जाना चाहिये। जहां पर कोयला सुविधापूर्वक उपलब्ध हो पानी उपलब्ध हो, अन्य रा मैटिरियल उपलब्ध हों वही पर इनकी स्थापना होनी चाहिये। इसलिए मैं चाहता हूं कि बिहार के सुपर थर्मल पावर स्टेशन के बारे में आप पुनः विचार करें।

एक उत्साहबद्ध बात मंत्री महोदय ने कही है। उन्होंने कहा है कि 1976-77 में हमारा कंपैसिटी यूटिलाइजेशन 56 परसेंट था जो कि बाद में घटकर 45 परसेंट रह गया और अब नई सरकार की कोशिशों के फलस्वरूप वह 48 परसेंट पर आ गया है। लेकिन दूसरी तरफ आप देखें कि केन्द्र का जो सबसे बड़ा पावर जनरेशन का प्रतिष्ठान है, डी0बी0सी0, उसकी परफॉर्मस में अपेक्षाकृत प्रगति नहीं हुई है। डी0बी0सी0 में जहां 1976-77 में 750 से 900 मेगावाट बिजली जनरेट होती थी आज केवल 300 से 400 मेगावाट के बीच में ही पैदा होती है और वहां आकर वह रुकी हुई है। इसका नतीजा यह हो रहा है कि कोयला उद्योग जिसको सबसे ज्यादा डी0बी0सी0 के पावर स्टेशन से बिजली दी जाती है उसकी हालत बहुत खराब हो गई है, उसके उत्पादन पर इसका कितना बुरा असर पड़ रहा है इसकी कल्पना भी नहीं की जा सकती है। बिजली उत्पादन की कमी के कारणों में कोयले की इनएडिक्वेट और बंड सप्लाय भी एक कारण बताया गया है। इनएडिक्वेट सप्लाय की बात तो मेरी समझ में आती है लेकिन बंड सप्लाय की बात समझ में नहीं आती है। पावर स्टेशन के लिए जिस प्रकार का कोयला चाहिये वह इतनी प्रचुर मात्रा में उपलब्ध है कि कोई कारण ही नहीं है कि बंड सप्लाय हो। जाने अनजाने में कभी कभी मंत्री महोदय भी ऐसी बात कह जाते हैं। श्रीबारा के संबंध में हाल में एक प्रश्न का उत्तर देते हुए उन्होंने कहा कि वहां पर जो पावर जनरेशन में कमी आई है उसका कारण बंड कोल का सप्लाय होना है। मुझे यह सुनकर बहुत ही आश्चर्य हुआ। यह सर्व विदित है कि श्रीबारा थर्मल पावर स्टेशन का जो वायलर है 45 परसेंट एश कंटेंट के कोयले ले के लिए डिजाइंड ही है और जिगर-दाह का जो कोयला जाता है वह आधा तो रेणु सागर पावर स्टेशन को जाता है और आधा श्रीबारा को जहां रेणु सागर पावर स्टेशन की कंपैसिटी

यूटिलाइजेशन 95 से 105 परसेंट है वहां श्रीबारा की सिर्फ 45 परसेंट। अगर इससे भी बंड कोयला गया है तो वह कोयला ही नहीं सकता वह काला पत्थर हो सकता है और अगर ऐसा हुआ है तो फिर बायलर को बहुत ज्यादा नुकसान हुआ होगा। इसकी सीधे जांच होनी चाहिये।

जहां तक कोयला उद्योग का संबंध है, उसके राष्ट्रीयकरण का सम्बन्ध है जो वैस्टिड इंटररेस्ट से है व सुनियोजित ढंग से कोयला उद्योग के राष्ट्रीयकरण को बुरा बनाने की कोशिश करते रहे हैं। कोयला उद्योग के राष्ट्रीयकरण से पहले जो कोयले की उत्पादन की हमारी क्षमता थी और आज जो है उसकी अगर तुलना की जाए जो जानकार लोग हैं उनको आश्चर्य हुए बगैर नहीं रहेगा। राष्ट्रीयकरण से पहले यानी 1973 से पहले जो कोयले उद्योग का उत्पादन था राष्ट्रीयकरण के दो साल में ही दस मिलियन टन बढ़ गया। राष्ट्रीयकरण से पहले जितना कोयले का उत्पादन होता था उससे आज 26 मिलियन टन कोयला अधिक हम प्रोड्यूस कर रहे हैं। माइनिंग इंडस्ट्री के जो बन्डे श्रीवर जानकार लोग हैं वे वह मानते हैं कि राष्ट्रीयकरण के बाद कोल इंडस्ट्री ने जो उत्पादन करके दिखाया है वह एक बहुत बड़ी उपलब्धि है बावजूद इसके कि उसको बहुत सी कठिनाइयों और बाधाओं का मुकाबला करना पड़ा है।

बिजली की ही बात ले लीजिये, जैसा कि मैंने कहा है कोल इंडस्ट्रीज की डी0बी0सी0 में सप्लायर है बिजली की। काल इंडिया की विभिन्न सर्वोर्गेनाइजरी कंपनीज की जो रिक्वायरमेंट्स हैं उसकी सिर्फ 30,35 प्रतिशत बिजली और कभी-कभी 25 प्रतिशत बिजली ही डी0बी0सी0 दे पाती है। मैं सिर्फ एक कंपनी की ही बात कहना हूं भारत कोलिंग कोल, जिसमें 113 मेगावाट बिजली की जरूरत है, उनको 35,40 मेगावाट और मेक्सिम 45 मेगावाट ग्रान एन एवरेज बिजली, मिलती है और कभी-कभी तो 25 मेगावाट ही मिलती है। कोयला आपरेशन को जो जानते हैं, उन्हें पता है कि 75 प्रतिशत जो बिजली की कंजम्पशन है वह डिवाटिंग प्रासेस और वैटिलेशन पर खर्च होता है। डी-वाटिंग कोल माइनिंग का कंटीनुअस प्रासेस है। बिजली के फेज होने से पानी जमा हो जाता है। जब तक पानी मारते हैं, वैटिलेशन ठीक करते हैं, माइनिंग ग्रंडर-ग्राउ जाते हैं, बिजली बन्द हो जाती है।

बिजली बन्द होने के फलस्वरूप फिर माइनिंग बाहर आ जाते हैं। एक-एक शिफ्ट में 4,4 और 5,5 बार माइनिंग को बाहर आना पड़ता है और अन्दर जाना पड़ता है। आप इस तरह से अनुमान लगा सकते हैं कि कोयले के उत्पादन पर इसका क्या असर पड़ा होगा। लेकिन इन सब बाधाओं के बावजूद भी कोल इंडस्ट्री का जो भी उत्पादन का टारगेट दिया गया, उसने उसे करीब-करीब पूरा किया है। अगर कोयला लोगों के

पास और इंडस्ट्रीज के पास नहीं पहुंचता, तो क्या कोयला उद्योग इसके लिये जवाबदेह है ?

75-76 के मान में मिर्क 7 मिलियन टन कोयला का पेट-हेड स्टॉक था, वह आज बढ़कर साढ़े 14 मिलियन टन हो गया है। रेलवे अगर पब्लिक के पास पावर स्टेशनज के पास और विभिन्न उद्योगों के पास कोयला नहीं पहुंचा पाती, तो वह इसके लिये जवाबदेह है। बड़े दबे शब्दों में चर्चा होती है, जब रेलवे की बात आती है, हमारी एनर्जी मिनिस्टर ने भी कह दिया कि हमारे पावर स्टेशनस में वैगन की सप्लाई काफी इम्प्रूव कर गई है, की होगी, मेरा खयाल है कि 15 दिन या 1 महीने के लिये। लेकिन अभी क्या स्थिति है? मैं चाहूंगा कि मंत्री महोदय अपने जवाब में बतायेंगे।

मे मानता हूँ कि पावर स्टेशनस में जो वैगन सप्लाई की पोजीशन है, उसमें कम-से-कम 150 वैगन डेनो को शार्ट सप्लाई है। जहाँ तक कोयला इंडस्ट्री का मवाल है, 1976-77 के साल में वैगन की जो सप्लाई थी और आज जो वैगन की सप्लाई की पोजीशन है, उनमें 1200 वैगन पर-डे शर्ट सप्लाई है। ऐसी पोजीशन में ग्रुप समझ सकते हैं कि कारना उद्योग को क्या हालत होगी। लेकिन जिनको सारी बदनामिया हो सकना है कोयला उद्योग पर डालने की कोशिश की जाती रही है, उन-समाप्त महोदय, मैं एक बात कहकर अपनी बात समाप्त कर दगा, मुझे दुख है कि इतना कम समय इतने महत्वपूर्ण विषय के लिये रखा गया है अगर सदस्यों को मिर्क 10 मिनट बोलने के लिये दिये जाते हैं।

जबना पार्टी के शासन काल में बाहर में 2 मिलियन टन कोकिंग कोल मंगाने का एक फैसला हुआ। हमने तब भी उसका विरोध किया था। हमारा कहना था कि 2 मिलियन टन कोयला मंगाने के लिये जो विदेशी-मुद्रा लगेगी, उनका उपयोग दूसरे महत्वपूर्ण काम के लिये किया जा सकता है, वैगन की पोजीशन सुधारने के लिये उनका उपयोग हो सकता है और हमारा यह मानना है कि अपने यहां हम इन्डोजॉनन मॉनिज का प्रोग्राम करके कोकिंग कोल की रिक्वायरमेंट को पूरा कर सकते हैं।

अभी हाल में एक दिन चर्चा हुई। उर्जा मंत्री महोदय ने कहा कि अभी तो 5 लाख टन कोकिंग कोल मंगाने की ही हमने सहमति दी है। मैं कहूंगा कि वह कोकिंग कोल आयेगा कब तक? उसके पहुंचने में 6 महीने से कम समय तो नहीं लगेगा। आज जो वैगन की डिफिकल्टी है, उसके हिसाब से उसको विभिन्न प्रान्तों में पहुंचाना डिफिकल्ट होगा या नहीं? अपने देश के खानों में ऐसा कोयला है जिसमें हम डायरेक्ट फीड कोल कहते हैं उसमें एश कन्टैन कम है और थर्मो कैपेसिटी बहुत ज्यादा है। जिसकी वजह से उसको बिना वाश किए हुए डायरेक्ट स्टील प्लान्टस को भेजा जा सकता है। मिडियम कोकिंग कोल का

तो इतना ज्यादा रिजर्व है कि जो हमारी रिक्वायरमेंट है, उस सारी रिक्वायरमेंट को पूरा करें तो भी 200 बरसों तक कोयला खत्म होने वाला नहीं है। मेरी दरखास्त है कि जो बाहर से हम कोयला मंगाने जा रहे हैं, स्टील प्लान्ट्स के लिये, उसे हमें अपने रिसेर्सज से पूरा करना चाहिये। उसको बाहर से मंगाने में जा फोरेन एक्सचेंज खर्च होगा उससे ही हम वैगनों की संख्या बढ़ाने की कोशिश करें या अन्य उपयोग कार्यों में खर्च करें।

सेफ्टी के संबंध में मंत्री जी ने चर्चा कर दी है कि सेफ्टी के जो सारे कानूनी प्रावधान हैं उनको हम कारगर ढंग से उनका लागू कर रहे हैं। अभी 2 बड़े एक्सीडेंट्स कोल माइन्स में हुए हैं। संथान परगना में एक माइन में एक्सीडेंट हुआ, 4 आदमी मरे, 56 घायल हुए। अभी हाल में 3 तारीख को गंगालोचक कोलरी में फिर एक्सीडेंट हुआ। उसमें 4 आदमी मरे और 9 घायल हुए, जिनमें से एक आदमी की स्थिति बहुत खराब है। माइन सेफ्टी के संबंध में कई कांफ्रेंसिज हुई हैं और सेफ्टीज कमेटीज बनी हैं। सेफ्टी कमेटीज ने दो-दो बार युनिनिमस रिक्मेंडेशन दिये हैं, लेकिन सरकार ने उनको अभी तक भी लागू नहीं किया। मंत्री महोदय ने कहा है कि सेफ्टी के लिए बहुत से मैजर्स लिये गये हैं और बहुत से एप्लायिज मगाये गये हैं और दिये जाते हैं। मैं कहना चाहता हूँ कि विभिन्न कन्स्ट्रेंट्स की वजह से कोयला उत्पादन पर जो दुष्प्रभाव पड़ता है, और फिर कोयला-उत्पादन को बढ़ाने के लिए सेफ्टी की बात को बिल्कुल इग्नोर किया जा रहा है। सेफ्टी कमेटी के रिक्मेंडेशनज को शीघ्र लागू किया जाना चाहिए। कई मिनिस्टरों के बारे में जूडिशल बाडिज के जो बडिक्टम हैं उन्हें भी ठीक तरह से लागू करना चाहिए। और हाल की दुर्घटनाओं के कारणों की शीघ्र उच्चस्तरीय जांच होनी चाहिए और उचित कार्यवाही की जानी चाहिये।

बहुत कोशिशों के बाद कोलमाइन्स वेलफेयर आर्गनाइजेशन को कोल मिनिस्ट्री के अन्तर्गत लाया गया है। उसी तरह से लगातार मार्गों के बाद कोलमाइन्स प्राविडेंट फंड आर्गनाइजेशन को भी नेबर डिपार्टमेंट से कोल डिपार्टमेंट में लाया गया है। मैं कहना चाहता हूँ कि जब पूरा कोयला उद्योग नेशनलाइज हो गया है तो इन आर्गनाइजेशनज को कोल इंडिया के निमंत्रण में ही अब दे देना चाहिए।

वाशरीज के कंस्ट्रक्शन के प्रोग्राम को तत्काल पूरा करना चाहिए। हमें खबर मिली है कि सुदामडिह वाशरीज का कंस्ट्रक्शन पूरा हो गया है, लेकिन रेलवे वैगन सप्लाई न होने के कारण वह अभी तक चालू नहीं हो पाई है। केदला झारखंड और रामगढ़ की वाशरीज की योजना एक्स-कलमिबली बोकारो स्टील प्लान्ट के लिए बनाई गई थी, मगर वह खटाई में पड़ी है। जब

[श्री बिन्देश्वरी दूबे]

इस साल के बजट में कोल सैक्टर के लिए अधिक एलोकेशन है, तो बाथरीज के कंस्ट्रक्शन में काम को फौरन पूरा किया जाना चाहिए, ताकि स्टील प्लान्ट्स के लिए बाहर से कोयला मंगाने की आवश्यकता भविष्य में न पड़े।

DR. V. KULANDAIVELU (Chidambaram): Mr. Chairman, Sir, on behalf of the DMK, I would like to express my views on the Demands for Grants in respect of the Ministry of Energy and the Department of Coal for 1980-81.

No one can dispute the fact that the Ministry of Energy have a major role to play in the country's industrial development and green revolution. Without power, the wheels of industry come to a standstill. In the context of ever-increasing petroleum prices, that day is soon coming when electric power will have to take the place of petrol. In many countries of the world, research is going on on a war-footing to find out the different means for generating more electric power...

MR. CHAIRMAN: May I bring to the notice of the hon. Member that he has only eight minutes at his disposal? If he reads out, probably it will be difficult for him. He may make the points please.

DR. V. KULANDAIVELU: My second point is regarding the power position in Tamil Nadu where power shortage has been persisting continuously; the power position is very serious; we are facing an acute crisis because of mal-administration.

Our country has reached the level of hundred per cent utilisation of the available hydel potential for power generation. Even the World Bank has appreciated India's efforts in producing, to the maximum extent, hydel power.

Now we have to depend more and more on thermal power stations and atomic power stations. It has now become certain that our atomic power stations have to depend on the USA for the supply of enriched uranium. This is bogged down in international

politics. We have been hearing about the breakdown of Tarapur Atomic Plant for want of enriched uranium.

The Kalpakkam Atomic plant has not yet been completed though it had been started twenty years ago. I refer to this because we cannot afford to depend upon atomic power to meet the power needs of our industry. We are left with only thermal power stations. Our thermal power stations generate power only to the extent of 40 per cent of their installed capacity. The reasons for this are two-fold. One is the high ash-content of our coal and the other is the technical deficiencies in many of our thermal plants. The government has imported coal from Australia with less ash-content, exclusively for the use of thermal plants.

About the technical deficiencies, I will refer to the Ennore thermal plant. The foreign fabricators have objected to the repairs being carried out by the Indian engineers. We as laymen do not understand such arguments. But one thing we know—that is, that the Ennore thermal plant has reached the lowest level of production. This assumes serious significance when there is as much as 60 per cent power cut in Tamil Nadu. The industries are withering for want of power. When we want to augment the capacity of the Mettur power station, the Karnataka government raises certain objections and the scheme is being held up on account of river water dispute.

At this juncture, I request the Central Government to intervene for an amicable settlement of this matter in the national interest. Sir, if the entire Tamil Nadu becomes sick for want of power, do you think that the neighbouring States can flourish and prosper?

Sir, you know that coal for the thermal plants in Tamil Nadu has to come from other States. We do not have coal mines in our State. We have seen that our thermal plants on many occasions had coal stocks for just a week. The State Government has to rush to the Department of Coal in Delhi for the supply of coal to our

thermal plants. Sir, it must be ensured that the existing thermal stations do not come to a grinding halt for want of coal. I would like to make a submission that our State depends entirely for coal to come from other States for our power generation and in this regard, due to the erratic supply of coal we have suffered very much.

Sir, we are thankful to the Central Government for granting the second thermal station at Neyveli but considering the increasing demand for electricity for agricultural purposes, for industries and for domestic use, the second thermal station must be given sufficient additional funds to step up the capacity to the extent of 1500 MW. At the same time, I would like to express my desire to ask for more grants for the second mine cut which is the primary source of lignite which is helpful for power generation, urea production, briquetting and LECO production, etc. The available resources of lignite are inadequate to meet the requirements. So, additional grants should be given. The second mine cut should be on a sufficiently large scale to meet the additional requirements.

There are two more power stations pending. One is at Mettur. Here even the land acquisition has been carried out but the execution of work has not started so far. Early implementation and execution of work is absolutely essential.

Then, Sir, we hear that hydel power can be generated from sea water. I request the Hon'ble Minister that at least one station at Pondicherry and two in Tamil Nadu should be set up to generate power from sea water.

Regarding the Ennore Thermal power station, the position is so poor and it has reached a low level of generation. All efforts should be made to improve the position.

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So, necessary steps should be taken to ensure adequate power generation. With these words, I conclude my speech.

****SHRI ANANTHA RAMULU MALLU** (Nagar Kurnool): Mr. Chairman, Sir, kindly permit me to speak in my mother tongue.

Sir, I support the demands for grants of the Ministries of Energy and Coal. In this connection, I want to bring a few points to your kind notice. In three years of Janata rule production of power and coal has touched rock bottom. Power and coal are as necessary for the progress and prosperity of the nation as air and water for the existence of the man. Shrimati Indira Gandhi after assuming office is trying her best to step up the production. Thus, to a large extent we have succeeded in regaining the lost ground.

In the years of Janata rule the fall in production in these vital sectors was about 46% from 56%. Due to the tireless efforts of our dynamic Prime Minister, we have retrieved the situation to a large extent and have already recorded a 3 per cent rise in production of power and coal. I take this opportunity to congratulate the hon. Minister and all other concerned. The fall in production of power and coal, during the Janata regime was mainly due to lack of coordination. Our hon. Prime Minister has constituted a Cabinet Committee for the better coordination among different Ministries and because of this we have already achieved better results within the short span of time. Our Prime Minister deserves congratulations for this timely decision. It is a happy thing to note, that the present Government has embarked on a massive training programme of the personnel required to meet the future requirements of this vital sector. Sir, we see almost every State staking a claim for super thermal power stations. The Centre should not bow to political pressures, on the otherhand, it should consider the establishment of super

****The original speech was delivered in Telugu.**

[Shri Anantha Ramulu Mallu]

thermal power stations on the availability of natural resources like coal. Then only it is possible to derive any benefit from these super thermal power stations. Otherwise, instead of gaining we may have to lose substantially.

The Centre must have the right to supply the power from the surplus States to deficit States. If the surplus power is not supplied to the deficit States, the deficit States will ever remain backward and the surplus power will go unutilised. It will not be possible therefore, to achieve socialism which we cherish. There will not be any uniform growth in the country. Hence it is necessary that we must have a national grid to meet the requirements of all parts of the country.

Under the rural electrification programme we have covered 42 per cent of the total villages in the country, and still have a long way to go in order to see the entire rural India getting illuminated. Though Rupees Five Crores have been allotted in Vth Plan for electrification of the Harijan bastis adjoining the already electrified villages are not yet electrified. The officials are not showing enough interest in this direction. Hence, the Government must issue strict orders to all the Harijan bastis in the country to get electricity as early as possible.

Sir, the reservation of jobs for Scheduled Castes and Scheduled Tribes are not being implemented properly in the State Electricity Boards. The Government must take it very seriously and should issue strict instructions to all the States for proper implementation of the reservation quota.

The allocation of Rs. 285.20 crores to the National Thermal Power Corporation is not at all sufficient in view of the massive programmes that we have undertaken to generate more power.

Sir my State i.e., Andhra Pradesh is also facing many problems regard-

ing the generation of electricity. The foundation stone of a thermal power station was laid in 1976 at Manugur near Bhadrachalam. We requested the sanctioning of that project but up till now there is no progress. Coal mines are very near. It is an ideal site for the thermal power station. The Government should not waste further time in sanctioning the project. Also we have requested additional thermal stations at Kothagudum and Ramagundum. We sent proposals for Nagarjunasagar left canal Hydro-Electric Project-II stage, Pochampad and Srisailem project. But most unfortunately the clearance of Projects and sanctions are pending with Government of India inspite of repeated representations. In view of the acute shortage that my State is facing today, I request the hon. Minister to come forward with substantial assistance immediately and clearance to the Projects so that we can give surplus power to our neighbouring States also.

There is a proposal for Ichhampalli project on the river Godavari. This is a project which would benefit not only my State but also Maharashtra and Orissa. Keeping in view the importance of this project, I request the hon. Minister to sanction it immediately.

Another important point to which I want to draw the attention of this House, is that of "Contract Labour System". At present the contractors are sucking the blood of poor labourers. Unless you dispense with this system the labourers will continue to be exploited by the contractors. In the 15th Labour Conference, the then Labour Minister late Shri Damodaram Sanjeeviah had forcefully pleaded for the abolition of this monstrous system. I hope the present Government which is committed to put an end to the exploitation of the poor, will come forward with suitable legislation to abolish this.

About 16,000 hamlets have not been electrified in my State. No grants have

been sanctioned on the plea that Andhra is an advanced State. I am sorry to say that the production of coal has declined considerably, largely due to mismanagement of the affairs by the Janata Government. As a result of the concerted efforts of this Government there was an increase to the tune of 30.8 million tonnes from 30.4 million tonnes. This year alone the increase would be around 200 million tonnes? It is said that the thermal power stations are not working at their optimum level due to the lack of supply of coal. It is necessary therefore, to see that the coal is supplied to the thermal power stations without any interruptions. For that purpose we may require not less than 1500 wagons for transportation of coal. The Railway Ministry must also come forward to supply the required number of wagons and I have no doubt that it would do so. Industries and other economic activities depend upon the supply of power. Without proper power supply the entire economic activity comes to a halt. Hence the uninterrupted supply of coal to thermal stations is an immediate necessity. We have been told that labour unrest, accidents and absenteeism etc., are responsible for the fall in our production. I am one who want to see discipline in our industrial activities but at the same time we cannot forget the minimum needs of our workers. They are the persons who are contributing to our economy at the cost of their lives, by producing more coal. I request the Government, therefore, to implement labour welfare schemes. They must also be provided with "houses". All these problems of the workers must be looked into without further delay.

Sir, our coal mines must have Captive Power Stations. It is necessary because the coal output is going down due to frequent power cuts. It is possible to avoid such cuts, if the mines have their "own power station". The supply of cement and steel to the coal mines must be step-

ped up, as the present supplies are too meagre. Many States are not prepared to acquire the lands for the coal mines. Our Marxist friends are raising a hue and cry about the industry, and are making a number of speeches on Socialism and Democracy. But they are forgetting the fact that their State is not coming forward for acquiring land, and enhancing production. It is vital that the Centre must have more powers in order to safeguard the national interests. I suggest, therefore, that a Bill be brought forward for this purpose.

We must also think of having a coal protection force on the lines of Railway protection Force.

All the material like baskets, shoes etc. which are used by the mine workers must be purchased from local producers directly. At present we see shoes coming from Punjab and Haryana. The middle men are the ones who profit from this policy. These middle men must be eliminated and the necessary encouragement be given for local production.

Harijans must also be given the coal dealership. At present, only a few people are allowed to enrich themselves by this dealership. This situation should not continue further.

Sir, the coal mines must have the transport system of their own.

The job reservations are not being implemented properly. There is no mention of it in the annual report. Engineers India Limited is imparting training to Scheduled Castes and Tribes people by providing scholarship etc. It is a noteworthy feature and must be extended to other areas as well. Quite often, Scheduled Castes and Scheduled Tribes candidates are refused employment on the ground that they have no technical qualifications. A massive programme for training the Scheduled Castes

[Shri Anantha Pamulu Mallu]
and Scheduled Tribes candidates should be taken up to give the necessary technical qualifications. After that they must be absorbed in various industries immediately.

Our hon. Minister Shri Abdul Ghanj Khan Choudhry is a dynamic person. He is known for his quick decisions. We extend all the support he requires in achieving the all round progress of not only his Ministry but the country as a whole. I hope in the days to come the production in various vital sectors will be doubled. I thank you very much Mr. Chairman, for providing me this opportunity.

श्री बृद्धि चन्द जैन (बाडमेर) : सभापति महोदय, ऊर्जा और कोयला मंत्रालय से संबंधित जो मांगे यहाँ पर रखी गई है, उन के समर्थन में मैं अपने विचार सदन के समक्ष रखना चाहता हूँ। अभी हमारे राज्य मंत्री जी ने जो स्टेटमेंट दिया, उस से भी यह स्थिति बिलकुल साफ हो जाती है कि विद्युत के उत्पादन की दृष्टि से और कोयले के उत्पादन की दृष्टि से हम उन्नति की ओर नहीं जा रहे हैं। कोयले का उत्पादन जो 1966 में था और आज है—स्थिति बिल्कुल स्टेगनेंट है। कोयले के प्रोडक्शन में कोई इन्क्रीज नहीं हुई है, कोई बढ़ोतरी नहीं हुई है, यदि कुछ हुई भी है तो वह बहुत साधारण बढ़ोतरी है। इसी प्रकार विद्युत के उत्पादन में भी हम आगे नहीं बढ़े हैं। अभी जो पिक्चर बतलाई गई उस के अनुसार इस वर्ष जनवरी से लेकर अब तक कुछ बढ़ा है।

मेरे राजस्थान प्रान्त के बारे में जनवरी से लेकर जन तक विद्युत की दृष्टि से जितना कष्ट हम ने उठाया है वैसे का कष्ट हम ने कभी भी नहीं उठाया इस का क्या कारण था? हमारा जो कोटा में एटार्मिक प्लांट है, उस की हालत बहुत खराब है। फरवरी और मार्च के महीने में तो 20-22 दिन तक बन्द रहा, उन के मामले में तकनीकल डिफिकल्टी थी, टेकनिकल डिफिकल्टी थी उन की मेन्टेनेन्स की व्यवस्था ठीक नहीं है। इस के अलावा जो हमारे दूसरे प्लांट्स हैं राणा प्रताप सागर बांध, गांधी सागर बांध और जवाहर सागर बांध, इन में पानी की कमी के कारण स्थिति खराब हुई। कुछ तो जनता पार्टी की सरकार के कारण हुआ—उन्होंने चम्बल का पानी इरिगेशन परपोजेज के लिये दे दिया, जिस से पानी की कमी हो गई और बिजली

का पूरा उत्पादन नहीं हो सका। कोयले की स्थिति वैसे ही बहुत खराब रही।

हमारे राजस्थान में एक कठिनाई यह है कि हमारा कोई भी अपने आप में इण्डिपेण्डेंट पावर हाउस नहीं है, उन पर हमारा इण्डिपेण्डेंट कंट्रोल नहीं है। जैसे चम्बल का मध्य प्रदेश में है, भाखड़ा का पंजाब में है और बदरपुर का दिल्ली में है, हमारा खुद का उन पर कोई इण्डिपेण्डेंट कंट्रोल नहीं है। हम यह चाहते हैं कि एक नेशनल ग्रिड की स्थापना शीघ्र से शीघ्र की जाय। परन्तु मुझे विश्वास नहीं है कि आप कोई ऐसा बोल्ट स्टेप उठा पायेंगे। यदि आप वास्तव में ऐसा बोल्ट स्टेप उठाते हैं तो तब तो यह सभी प्रान्तों के हितों में होगा, लेकिन बहुत से राज्य ऐसे हैं जो आप को ऐसा बोल्ट स्टेप उठाने नहीं देंगे। जो राज्य प्रागैशिव हैं, जो ज्यादा बिजली उत्पादित करते हैं, वे नेशनल ग्रिड स्कीम का विरोध करेंगे, क्योंकि वे नहीं चाहते कि उन के यहाँ जो सरप्लस बिजली होती है उसे दूसरे प्रान्तों को दिया जाय। इसलिये जो नेशनल ग्रिड की स्कीम आप बनाने जा रहे हैं, आप की वह योजना सफल हो, हमारे प्रान्त को भी बिजली मिल सके ऐसी मैं आशा करता हूँ। अब आप देख लीजिए हमारे राजस्थान प्रान्त का, जिस निर्वाचन क्षेत्र से मैं आता हूँ आप को यह जान कर आश्चर्य होगा कि बाडमेर और जैसलमेर का जो मेरा निर्वाचन क्षेत्र है, वह हिन्दुस्तान का सबसे बड़ा निर्वाचन क्षेत्र है। 33 हजार वर्ग मील में वह फैला हुआ है। मैं आप को बताऊँ कि जैसलमेर जिले में 0.6 प्रतिशत विलेजेज इलेक्ट्रिफाइड है यानी 500 गांवों में से केवल 3 गांव ही इलेक्ट्रिफाइड है। यह स्थिति उम जिले की है और बाडमेर जिले की भी यह स्थिति है कि 865 गांवों में से केवल 65 गांव ही इलेक्ट्रिफाइड है यानी 5.6 प्रतिशत विलेजेज इलेक्ट्रिफाइड हैं। अभी जो हम इन्फार्मेशन मिली है परफार्मेंस बजट से, 1980-81 के बजट से, उस से यह मालूम हुआ कि देश में 42.3 प्रतिशत विलेजेज इलेक्ट्रिफाइड है। इस तरह से आप यह देखें कि हम कितने पीछे हैं परन्तु हम के साथ ही म. केन्द्रीय सरकार को इस बात के लिए भी धन्यवाद देना चाहता हूँ कि जो रूरल इलेक्ट्रिफिकेशन का प्रोग्राम है, उस आर. 0 ई. 0 सी. 0 प्रोग्राम के अन्तर्गत हमारे बाडमेर जिले में कुछ काम शुरू हुआ है। इसके लिए मैं आप को धन्यवाद देना चाहता हूँ कि हमारे यहाँ कुछ गांवों का इलेक्ट्रिफिकेशन इस प्रोग्राम के अन्तर्गत होना है और वे गांव हैं मिवाना, बायून, सिन्दरी और पोरीमना पंचायत समिति के इन गांवों की इलेक्ट्रिफिकेशन की स्कीम मंजूर हुई है परन्तु मैं आप से यह कहना चाहता हूँ कि ये जो स्कीम मंजूर हुई है इनका इम्प्लीमेंटेशन ठीक तरह से हो। यह राजस्थान गवर्नमेंट का फंक्शन है परन्तु मैं आप को यह याद दिलाना चाहता हूँ कि अगर वहाँ की गवर्नमेंट ठीक तरह से फंक्शन न करे तो उस को आप को देखना चाहिए क्योंकि हमने यह देखा है कि राजस्थान गवर्नमेंट की अवहेलना का जो परिणाम हुआ है वह यह है कि 500 गांवों

में से सिर्फ 3 गांवों का ही इलेक्ट्रिफिकेशन हुआ है। इसलिए मैं यह प्रार्थना करूंगा कि ये जो आर० ई० सी० की स्कीमें मंजूर हुई हैं, उनका इम्प्लीमेंटेशन तीव्र गति से और युद्ध स्तर पर होना चाहिए। अगर सही ढंग से इम्प्लीमेंटेशन हुआ तो हमारे जिले के जो 400 से ज्यादा गांव हैं वे इलेक्ट्रिफाई हो सकेंगे। यह अच्छी साधन है और मैं इस को अच्छा शगुन मानता हूँ कि ये स्कीमें मंजूर की गई हैं।

दूसरी बात मैं यह कहना चाहता हूँ कि हमारे यहां पश्चिमी क्षेत्र में बीकानेर जिले के पलाना में लिगनाइट के काफी भंडार हैं और उस लिगनाइट के बारे में पहले भी सर्वेक्षण हुआ है और पहले भी इस संबंध में योजना बनाई गई थी परन्तु यह मान कर कि यह एकोनोमीकल नहीं होगा उम को ड्राप कर दिया गया। अब जबकि कोयला महंगा हो गया है, उम दृष्टि से पलाना में जो लिगनाइट के भंडार हैं उन को सर्वेक्षण करना चाहिए। मुझे यह भी मालूम पड़ा है कि टेक्नीकली एग्जामिन कर के जो सेंट्रल इलेक्ट्रिफिकेशन एजेंसी है उस ने इम को माउन्ड माना है। इम के लिए फाइनल सेक्शन कर के इस काम को तीव्र गति से चालू करना चाहिए क्योंकि हमारे यही सोम थर्मल प्लान्ट का है। यह सोम बन कर हमारे पश्चिमी क्षेत्र को विद्युत दे सकता है। हाइड्रो के बारे में मैंने पहले भी बताया है और एटोमिक प्लान्ट के बारे में भी बताया है। इस के बारे में टेक्नीकल नो हाऊ टेक्नीकल जानकारी न होने के कारण वह शट डाउन होता रहता है। इस संबंध में मैं यह कहना चाहता हूँ कि जो सेंट्रल इलेक्ट्रिफिकेशन एजेंसी है, वह टेक्नीकल नो हाऊ को जानती है और इसलिए वह खुद इम को देखे उम के इंजीनियर्स जा कर वहां देखें कि इसमें क्या खराबी है। बार-बार वह क्यों खराब रहता है और यह देखा जाए कि क्या कोई पर्सनिट मोल्युशन उम प्रकार का हो सकता है जिस से इस एटोमिक प्लान्ट को ठीक किया जाए। एटोमिक प्लान्ट का जो सेफ्टी स्टैज है उस के बारे में भी स्कीम सेक्शन नहीं हुई है और अभी तक वह वर्क शुरू नहीं हुआ है और हैवी वाटर के कारण वह काम रुका हुआ है। तो एटोमिक प्लान्ट नम्बर दो है, वह काम भी जल्दी से जल्दी शुरू होना चाहिए।

मैं एग्रीकल्चरिस्टम के संबंध में भी कुछ बातें कहना चाहता हूँ। एग्रीकल्चरिस्टम से राजस्थान में बिजली के लिए मिनिमम चाजिज लिये जाते हैं। राजस्थान में तो मिनिमम चाजिज के बारे में स्थिति है, और प्रांतों में भी होगी। कभी कभी ऐसा होता है कि फल्ट आ जाता है या और दूसरे कारण हो जाते हैं जिनसे बिजली नहीं पहुंचती है उस समय भी जो मिनिमम चाजिज है वे ले लिये जाते हैं। इसमें ऐसा प्राविजन होना चाहिए कि जब किसान को बिजली नहीं मिले तब उससे मिनिमम चाजिज वसूल नहीं किये जाएं। यह स्थिति होनी चाहिए।

दूसरी बात मैं कहना चाहता हूँ कि उद्योगपतियों की तरफ अगर एरियर्स हों तो उनके कनेक्शन नहीं

काटे जाते हैं लेकिन एग्रीकल्चरिस्ट्स की तरफ अगर कुछ एरियर्स हुए तो उनके एकदम कनेक्शन काट दिये जाते हैं। यह राजस्थान प्रांत के बारे में मैं कह रहा हूँ। और प्रांतों में भी यह स्थिति हो सकती है। मेरा कहना यह है कि जो रूल्स हैं वे तो ठीक हैं लेकिन उनके इम्प्लीमेंटेशन में दिक्कत होती है। इंडस्ट्रियलिस्ट्स का तो हम पक्ष लेते हैं मगर एग्रीकल्चरिस्ट्स को हम कोई सुविधा नहीं देते। अगर किसी एग्रीकल्चरिस्ट की तरफ एरियर्स हो तो उसे कम से कम तीन नोटिस देने चाहिए। उसके बाद ही उसका कनेक्शन काटे। यह मेरा आपसे निवेदन है।

एक बात मैं यह कहना चाहता हूँ कि विद्युत की दृष्टि से, कोयले के उत्पादन की दृष्टि से हम बहुत पीछे हैं। हमने थारगेट तो बिजली का बनाया है लेकिन अभी तक देश में तीस हजार मेगावाट शक्ति है। अगले पांच वर्षों में हमने बीस हजार मेगावाट बिजली और पैदा करने की स्कीम बनाई है। जब तक हम पूरी प्लानिंग में, पूरी शक्ति से नहीं चलेंगे तब तक हम सफल नहीं हो सकेंगे।

इन शब्दों के साथ मैं कोयला और ऊर्जा मंत्रालय की मागों का समर्थन करता हूँ।

SHRI V. KISHORE CHANDRA S. DEO (Parvathi puram): Mr. Chairman. Sir, I rise to speak on the Demand for Grants of the Ministry of Energy when the position of energy in the country is in a very bad state. The position of energy is almost threatening to close down the industries that are existing and that will also retard the economic growth very badly. The hon. Minister is aware of the fact what crucial portfolio he is dealing with, because to create and build up an infrastructure for our industrial development and economic growth energy will have to be available in larger quantities.

As the situation stands today, the hydro-electric power generation is very bad. In the matter of generation of hydro-electric power even today after three decades of independence we depend on monsoons; it is a gamble just as it is in the matter of agriculture. The thermal generation of power is also dismal. Then hon. Minister of State, Shri Vikram

[Shri V. Kishore Chandra S. Deo] Mahajan, while speaking some time ago, very conveniently said that the generational capacity of power in the States is about 30—35 per cent. I would like to ask: "What is the generation of power at DVC?" Is that also a State undertaking? Why is it that the DVC production is very dismal, only 30—35 per cent? On several occasions I have heard as also seen newspaper statements by the hon. Energy Minister, where he has conveniently passed on the buck to the coal. You have been saying that the bad power generation is because of the bad quality of coal. I understand that the coal we produce contains a large percentage of ash, 35 to 40 per cent. But not all the coal that we produce has got it so. Many of these thermal generation units have been designed first to consume coal with an ash content of 35 per cent to 40 per cent. I understand that the Minister himself is of the opinion, and he subscribes to the view that even super thermal stations should be installed in places where the quality of coal is good. In this connection, I think he also mentioned earlier that Talcher was one such place where the quality of coal was good, and hence he would like to have a super thermal station there. But I would like to ask him: why did the Talcher fertilizer plant have to close down last year, due to non-availability of power—if the coal was good over there? Did your thermal plant not work? What I want to point out is that apart from coal and other things, you have serious maintenance and discipline problems in thermal power stations.

The power that the coal mines get in Dhanbad is mainly from DVC. Energy and coal are inter-dependent. If power is not given to the coal mines, how do you expect coal production to go up, and the quality of coal also? When only 30 per cent to 35 per cent of the energy is given to the coal mines, and that too with a tripping of 10 or 15 times a day, how do you expect the coal production to go on? I would like to know from the Minister whether power will be supplied to coal mines on a priority basis, at least in future. It was not being done earlier. What measures is he taking, in consultation with his other Cabinet colleagues, to see that power is given to coal mines also on a priority basis? Even the number of noncoking coal washeries that we have is very few. It is reported that we have got one in Madhya Pradesh. Without washeries, how will you improve the quality of coal? Even if you have washeries, if you don't make proper power supply to them, and if you have several trippings, you cannot expect good quality of coal, even from these washeries. These are the several practical things which you have to make a note of.

I would now like to move on to coal. The hon. Minister will notice that during the last 2 or 3 years—or a few years—the production of coal in the Western Coalfields and the Central Coalfields has been quite good. In fact, it is the production of the Western and Central Coalfields that has been keeping the overall production to a respectable figure; but the main problem has been in BCCL and the Eastern Coalfields at Raniganj. You must be aware of the reasons, since you have been dealing with this Ministry for the last 6 months.

The main problems in the Eastern Coalfields and BCCL are not only ones of power. There was the shortage of explosives. You have serious law and order problem in Dhanbad,

in Bihar areas and also in West Bengal. There are several other problems, e.g. overstaffing and safety.

These mines are very difficult mines to work, because they are gaseous. Without regular power supply, you just cannot work these mines. I would like to know from the hon. Minister, what steps he is taking to see that law and order is maintained in these coal mine areas. Is somebody from the Home Ministry going to coordinate with the State Governments? You cannot brush it aside, by saying that this is a matter for the State Governments to deal with. This is such a vital matter which also involves our industrial growth; in fact, the whole country is involved.

15.54 hrs.

[MR. SPEAKER *in the Chair*]

So, instead of just passing it on to the State Government by saying that law and order is a matter of the States, what specific action is he going to take in this matter—because I for one know that there are several cases which have not been opened, on complaints. You also know about parallel organizations that exist in these areas. And what measures is he taking to see that this problem is tackled in the areas of Eastern Coalfields and BCCL?

Apart from all this, the important problem has been one of availability of railway wagons. This has always been a problem. It is not that thousands of wagons were available earlier. Maybe, our demand has increased. To compensate for this, you have to improve your transport, through shipping. Your Haldia port was not working for a long time, as a result of which you could not ship there. But I am glad that you are transporting a lot of coal through roads; and you have also improved your modes of transport, especially in the South. And you also probably have some coal dumps in the South,

which will cater to the needs of the South. This Singrauli Colliery Corporation, which is a joint sector undertaking of the Central Government and the State Government was originally intended to have catered to the entire need of the South, but, somehow, this has not happened. And you know how your State Government in Andhra Pradesh are functioning. The Singrauli Mine has been no exception. I just want to narrate an incident. Once I had gone to Madras. There was an advertisement in the paper saying that coal was available. I myself telephoned and enquired about it. They said, "Any amount of coal is available with the private dealer at a premium." Of course, the Central Government provides a lot of fund for Singrauli Colliery in Andhra Pradesh and if the State Government or the local authorities indulge in this sort of black-money deals or misuse of coal, it is also the duty of the Central Government and your Ministry to see that necessary action is taken, to see that coal produced at that colliery is not used like that way. I hope you will constitute an enquiry into this and see that this sort of practice is stopped in future. You know about your State Government and the way how your Chief Minister is functioning; he has done the same thing with the Singrauli Colliery also. (*Interruptions*) Prof. Ranga, I know you are not a party to it? You don't have to get excited.

Along with the difficulties that you have with regard to power, especially for coalmines and other problems, one of the ways to increase production specially in ECF and BCCL is to have some open cast mines. I would like to know from the hon. Minister what he is doing about starting open cast mines in the ECF and BCCL area to increase production of coal. Since you have given me very little time, I have made few points in

[Shri V. Kishore Chandra S. Deo]

general. Before I conclude, I would like to ask one or two more points about Dhanbad. In Dhanbad, we have the Coal Fuel Research Station. Originally, there was a proposition of converting coal into fuel by liquefying; and this process was considered to be uneconomical. But now I understand that in Australia, Queensland, there is a firm which has perfected this sort of technology, which has now turned out to be economically viable. I would like to know from the hon. Minister whether our people at the Coal Fuel Research Station are doing something about this project. Thank you.

श्री मोती लाल सिंह (सीधी) : आदरणीय अध्यक्ष महोदय, मध्य प्रदेश के अन्दर कोयले के बहुत खदान है। मध्य प्रदेश से सरगुजा, गृहडील, सीधी जिले में सिगरीली कौलरी है जिनमें कोयले का भण्डार भरा हुआ है, लेकिन बहुत से स्थान ऐसे हैं जहाँ का सर्वेक्षण अभी पूर्ण रूपेण नहीं हो पाया है।

पश्चिमी कोयला क्षेत्र में कुल उत्पादन का 80 या 90 प्रतिशत भाग मध्य प्रदेश की कोयला खानों से होता है, परन्तु इसका जो मुख्यालय है, वह अपने मध्य प्रदेश में न होकर महाराष्ट्र में नागपुर में है। इस तरह मध्य प्रदेश का विकास विशेष रूप से सही नहीं हो पाता है। जितना मध्य प्रदेश का विकास होना चाहिए, वह समुचित ढंग से नहीं हो पाता है क्योंकि राजगार के मामले में क्षेत्र या प्रान्त के लोगों को प्राथमिकता नहीं मिल पाती है। इसी तरह से सिगरीली कौलरी का हैडक्वार्टर भी राँचा में है, इससे क्षेत्रीय मजदूरों को काम करने के लिये प्राथमिकता नहीं मिल पाती है।

राँची में जो मिन्नारीली के लिये हैडक्वार्टर है, वह मैं माननीय मंत्री जी से निवेदन करूँगा कि वह सिगरीली में कर दिया जाये।

MR. SPEAKER: You will continue later on; you will have your time.

16.00 hrs.

DISCUSSION RE. LARGE SCALE
INCREASE IN THE INCIDENTS OF
RAPE AND ATROCITIES ON
WOMEN

MR. SPEAKER: Now we shall take up discussion under rule 193. I should

like to appeal to the Members that they have to bear in mind the availability of time. Two hours have been allotted . . .

SOME HON. MEMBERS: Three hours.

MR. SPEAKER: It will be some sort of repetition. We must be precise and to the point and let us not elaborate too much now. We must straight come to the point and state facts.

SHRI JYOTIRMOY BOSU (Diamond Harbour): This is not a debate which really gives us much pleasure to raise on the floor of the House but we have to do it because we have been shaken badly by the recent spate of crimes. The rise is alarming and it is increasing every day. Mrs. Indira Gandhi's election promise was that they were coming as the saviours of Harijans and minorities and the promise and the performance are something worth noting today. I will read out from the report of the Commissioner of Scheduled Castes and Tribes.

MR. SPEAKER: You can refer to it.

SHRI JYOTIRMOY BOSU: I want it to go on record. I have been speaking for 12 years and three hours have been allotted . . .

MR. SPEAKER: Not three hours... (Interruptions) Let me handle it. If everybody realises this, I think we can have a perfect and calm House and we can discuss certain things.

SHRI JYOTIRMOY BOSU: The report, in chapter 5 says:

"One has to hang his head in shame over the inhuman atrocities committed on Scheduled Castes and Scheduled Tribes during the last few years. The whole problem has Scheduled Tribes were reported..." will be seen from subsequent paragraphs that serious complaints of harassment and atrocities perpetrated on Scheduled Castes and assumed country-wide importance. It

Then at another place, the report says:

"Despite various measures taken by the Government in matter of launching some special projects for Harijan uplift and creation of special cells.....the cases of atrocities reported to government by the Governments own admission have increased.....Persons belonging to those communities continue to be subjected to assault, rape, arson and other forms of brutality. Such cases have increased particularly in Bihar, Uttar Pradesh, Madhya Pradesh..."

I will not go into it further. Out of thirty and half years of Congress rule, seventeen plus eleven and half years' rule of Nehru's dynasty, the Harijans, the Scheduled Tribes and the minorities are now living in perpetual fear and agony and they are having sleepless nights. The custodians of law and order, the police and the civil administration are greatly involved and have become part of this. I would like this question to be answered: whether it is a fact that the police officer of Baghpat was brought here, that one Minister in the Union Cabinet suggested that the inspector should be punished and it was promptly pointed out that if he was punished now in future in the election year no one will help us, with their help we have been able to win the elections and therefore we cannot punish them

(Interruptions)

Repression, inhuman torture, murder, molestation and burning of Scheduled Castes and Tribes women of all shades and walk of life...*(Interruptions)*. What is this senseless sadistic pleasure? Rape, gang rape, stripping nude, displaying woman with her nudity and by the police even within the police station have very few parallels in the history of this country. I was so grieved to read in the paper that even in the private organ of the woman a stick was inserted and chilli powder was

put in. Even in Durg a woman constable, I am sorry to say this, wanted the minor son to have sex with his mother. Our head hangs in shame and international press has picked it up. They will not only report it to the entire world but they have illustrated profusely. I have come to know that photographers have gone there and have taken photographs of all these incidents.

In another case in Haryana, near Bhiwani, under the orders of the then Chief Minister, a brother was forced to make sex with his sister within the police station. Yesterday, the Foreign Minister said that they have inadequate publicity abroad. Remain assured that this will get adequate publicity and illustration. The most heinous crimes have been committed in Banda. This particular district has been known the most notorious district for torture on Harijans and Scheduled Castes. In Durg, a woman carrying three months child had abortion. In Darbhanga there have been C.R.P. atrocities. In Unao what did the police officers do to rape the girl? In Bhagpat Mrs. Tyagi had also abortion. In Kafalta fifteen persons were burnt and many others have gone un-reported. I am noting one thing—some news if you read in Madras, it gives 'harijan' man or woman. If you read the same paper in Delhi with a different edition, the word 'Harijan' is being omitted. It is a wonderful thing that the press management is doing.

I caution them. If they take police help for winning election, the police will expect liberty in lieu.

(Interruptions)

SHRI EDUARDO FALEIRO: I am on a point of order.

(Interruptions)

MR. SPEAKER: What is the point of order?

SHRI EDUARDO FALEIRO (Mormugao): A few minutes ago, you had an opportunity to educate me when

[Shri Eduardo Faleiro]

I was giving a notice under 377 that if one makes insinuation or allegation against a political party and I was making allegation and insinuation based on fact against the working of CPM in West Bengal, then you said that it is not permitted and that it has to be expunged, that it has to be deleted. If rules are against reference to the working of CPM in West Bengal, let those be made applicable in this case also, where Congress is involved.

MR. SPEAKER: No insinuations.
(Interruptions)**

MR. SPEAKER: Nothing should be recorded.

SHRI JYOTIRMOY BOSU: I was not mentioning any party. I am saying that those political parties tried to use the State machinery and police for winning elections, the latter expect liberty in lieu, and this is the outcome and that is why precisely so many police men are getting involved in this case because they want their advantages back. That is the reason. The upper caste feudals supported you and they too wanted their share specially in U.P., Bihar and Madhya Pradesh which are the worst affected areas for the time being. I have seen the figures circulated energetically by our young friend, Shri Makwana, pointing his fingers to harijan atrocities during Janata rule. But it is not a war of figures, but a basic problem and I assure Mr. Makwana and the Government that we in the CPM will not spare anyone, whether it is Congress, Cong. (I) or Janata if they do things which are not to be accepted. Janata followed the Congress path and the Cong. (I) is following the Janata path. That is exactly where you are. To those who are trying to paint the things which happened recently beginning from 1977-78, I will quote from press clippings what was happening in the earlier years.

This paper dated 4th May, 1975 says:

**Not recorded.

"Banda—1500 Harijan girls sold every year."

In the Home Ministry Consultative Committee meeting, the figures of atrocities on Harijans were given as follows:

In Gujarat, there were 174 cases in 1971 and 217 cases in 1972.

In Maharashtra, there were 47 cases in 1971 and 131 cases in 1972.

In U.P. there were 1811 cases in 1971 and 1925 cases in 1972.

Indian Express dated 11-11-74—
"Crime Against Harijans—2758 cases in six months".

MR. SPEAKER: Please wind up.

SHRI JYOTIRMOY BOSU: Just 10 minutes for the mover, Sir? No, Sir; I can't.

Times of India dated 3-4-74—
"Police hand in burning Harijan village alleged.

Interviews with some of the victims of the Thakurs' fury, who had sought refuge in Kharagpur township, five km from Achalnagar, revealed that about 250 landless Harijans of Bahraich, driven by land hunger and poverty, had come to Gonda district a year ago... etc."

There was serious repression and torture.

This is another paper dated 20-3-74—

"Tale of police atrocities at Dohad".

Another paper dated 1st September, 1973 says: "Harijan village burned"
Another paper date 4-8-73 says:

"Government tractors level crop in Harijan land".

The police keep the Harijans terrified in Haryana. In Jhajjar, hundreds of acres of land belonging to Harijans were taken possession of forcibly by the police under the Congress Government there. The land was completely moved and the crop was ar-vested.

"Four Harijan women assaulted by Bihar Land lords"—23-7-73.

"1100 Harijan done to death in 3 years *Indian Express*, New Delhi, August 19, 1970:

Mr. R. N. Mirdha, Minister of State for Home Affairs, placed a statement before the House (Rajya Sabha) which gave a State-wise break-up of the number of Harijans murdered in each State during the 3 years from 1967 to 1969. The total comes to a little over 1100. Uttar Pradesh, with 322 cases, topped the list."

"Over 1500 incidents of atrocity on Harijans"—*Indian Express* dated 15th December, 1972.

MR. SPEAKER: If you are trying to recreate the history all around, you will not have the time to do so even if I allow four hours for this debate. I am going according to the democratic traditions. I will have to distribute the time according to the number of people. You cannot monopolise it.

SHRI JYOTIRMOY BOSU: I am the mover and usually the mover gets at least half an hour.

MR. SPEAKER: It is not a question of getting heated up. It is a question of reasoning; it is a question of argument. I will have to be fair to the whole House and not only to you.

SHRI JYOTIRMOY BOSU: So, this is the precedent, that even the mover gets only this much time?

MR. SPEAKER: I will give you that much leverage. Please carry on and finish.

SHRI JYOTIRMOY BOSU: What is happening today is nothing new. It is either a little increase or a little decrease. Never did you all sincerely try to solve the problem. The problem is the class interest. The ruling party today, the Congress Party follows the capitalist path and their

class interest remains in the rural base; they have vested interests in the rural areas. The same is the case with the Janata Party. The Scheduled Castes, the Scheduled Tribes and the minorities have been made the pawns of political game. We have not forgotten the crocodile tears which were shed on Belchi and Narayanpur incidents. In Parasbigha and Pipra, 14 people were burnt alive. What a wonderful Government you are running? What you call a caste war is really a class war. The landless peasantry which are mostly Harijans and Scheduled Tribes are the worst victims. Now, there is a lot of awakening among them and they are resorting to democratic movements. The down-trodden are asserting. Others are getting panicky. Government machinery is hand in glove and that is why, so many murders are taking place.

In 1971 census, the Scheduled Castes population was 79,995,896. You add another 10 per cent to it. And the Scheduled Tribe population was 38,015,162. 21.5 per cent of the total population according to the census, belongs to them. 89 per cent of the Scheduled Castes and 97 per cent of the Scheduled Tribes are living in villages. More than 80 to 90 per cent of them are engaged in cultivation, agricultural labour and forestry. The rest of them are engaged in mining, plantation, etc. The literacy has been kept so low that according to the 1971 census, 10.27 per cent of Scheduled Castes and 8.53 per cent of Scheduled Tribes are literate against 29.3 per cent of all India average.

MR. SPEAKER: I am going to call the next speaker. You please wind up.

SHRI JYOTIRMOY BOSU: After long years of Congress rule, you kindly look at the bonded labour

[Shri Jyotirmoy Bosu]

What is the root cause? Because the down-trodden people who have been denied social and economic status for centuries, have risen to protest. They want to break the system and that is why, this upheaval is there.

I would conclude by saying that you read the 84th Report of the Law Commission. Let there be a debate on this*** (Interruptions)**

MR. SPEAKER: Please take your seat. Nothing should be recorded after this. If the House cooperates with me, then we can carry on the discussion. Otherwise, if everyone is going to have his own way, then it will go up to 2 A.M. in the night.

SHRI JYOTIRMOY BOSU: The precedent has been of half-an-hour. You have been most unjust to me.

MR. SPEAKER: I have given three times more than that.

SHRI JYOTIRMOY BOSU: I am telling you that precedents are for half-an-hour for the mover. I will show 20 cases.

PROF. N. G. RANGA (Guntur): You cannot go on defying the Chair like this. Can you allow the Members to defy the Chair in the same manner as my friend has done with immunity? You must show respect to the Chair. (Interruptions).

MR. SPEAKER: He is an experienced Member and I think, he will realise, himself.

श्री राजेन्द्र कुमारी बाजपेयी (सीतापुर) : अध्यक्ष महोदय, आज इस सदन में एक गंभीर विषय पर हम चर्चा कर रहे हैं। मैं समझती हूँ कि यह एक दल या दो दल की बात नहीं है, इस विषय पर पूरे सदन को विचार करना है कि क्या हम इसे राजनितिक पहलू से देखें या हमारे देश में जो आए दिन घटनाएँ हो रही हैं, उसकी जड़ में जाने की कोशिश करें।

बागपत में अगर लोकदल के लोग आन्दोलन चला रहे हैं, तो क्या इस समस्या का निदान उससे होने वाला है? क्या इस प्रश्न का हल बागपत

के आन्दोलन से होने वाला है? आज हमें इस सदन में इस पर विचार करना पड़ेगा। हम मानते हैं कि...

एक माननीय सदस्य : 30 वर्ष तक कुछ नहीं किया।

(व्यवधान)

अध्यक्ष महोदय : अगर डिबेट इस तरह से करना है, तो फिर ठीक है...

(व्यवधान)

डा० राजेन्द्र कुमारी बाजपेयी : मुझे इस बात का गर्व है कि अगर हरिजनों के लिये इस देश में किसी ने कुछ किया है तो वह कांग्रेस पार्टी है। आजादी के बाद से कांग्रेस पार्टी ने समय-समय पर जो कदम उठाये, संविधान में हरिजनों को जिस तरह से अधिकार दिये गये, उनके उत्थान के लिये तरह-तरह के कानून बनाये गये—वे हम से और आप से छुपे नहीं हैं। आप एमरजेन्सी की वान करने हैं, आपको याद होगा जब 1 जुलाई, 1975 को हमारी प्रधान मंत्री श्रीमती इंदिरा गांधी ने देश के सामने 20 सूत्री कार्यक्रम रखा था। उन 20 सूत्री कार्यक्रमों में 8 कार्यक्रम ऐसे थे जो सीधे हरिजनों और मजदूरों से संबंधित थे। क्या आप उनसे इंकार कर सकते हैं? जिन्हें बाण्डेड-लेबर, बंधुआ मजदूर कहा जाता था, उसमें से 66 प्रतिशत मजदूर हरिजनों में से आते थे। उन आदिवासियों और हरिजनों को इस बंधुआ मजदूरी के काम से छुड़ाने के लिये कानून पास किया, किता की सरकार ने पाम किया? श्रीमती गांधी की सरकार ने पाम किया था... (व्यवधान)... इनकी जल्दी भुलना नहीं चाहिये। मैं मानती हूँ कि अच्छे कामों को जल्दी भुला सकते हैं, लेकिन यह सच्चाई है कि बंधुआ मजदूरों को छुड़ाने का काम, उनको स्वतंत्र कराने का काम हरिजनों की तरक्की के रास्ते में एक बहुत बड़ा कदम था। इसमें आप इंकार नहीं कर सकते हैं।

हरिजनों के बीच में जमीनों के बंटवारे की बात को लीजिये—गांव मभा की जमीनों को उन्हें दिलवाने का काम हमारी सरकार ने किया। मैं केवल उत्तर प्रदेश का उदाहरण आपके सामने रखती हूँ। हमारे यहां 10 लाख परिवारों को घर बसाने के लिये जमीनें दी गई थी और वे लोग उन जमीनों पर बसाये गये। लेकिन, अध्यक्ष महोदय, बाद में क्या हुआ? जब लोक दल की सरकार हमारे सूबे में आई, तो उसने बहुत से इलाकों में जहां हरिजनों को जमीन दी गई थी, उनके नेताओं के इशारों पर उन हरिजनों से उन जमीनों को वापस ले लिया... (व्यवधान)... नतीजा यह

हुआ कि गांव-गांव में इसको लेकर हरिजनों पर अत्याचार हुए और खुले मुंह से उनसे कहा गया कि अब कांग्रेस की हुकूमत नहीं है जो तुम्हारी तरफदारी करेगी, अब वह जमीन तुम्हें नहीं दी जायेगी। जिन हरिजनों ने एक दो वर्षों में मेहनत करके उस जमीन को अच्छा बना लिया था उन से भी उन जमीनों को छीन लिया गया।

आज जब हरिजनों पर हुए अत्याचारों की बात कहते हैं या हरिजन महिलाओं पर हुए अत्याचारों की बात कहते हैं तो इसके पीछे इकोनामिक कारण हैं, आर्थिक कारण हैं। ऐसी बात नहीं है कि ये युं ही हो रहे हैं, ये डीप-रूटेड हैं, हमारे देश के अन्दर, समाज के अन्दर जो यह बीमारी है, उसकी तरफ हमें गौर करना पड़ेगा, उसको पहचानना पड़ेगा और उस बीमारी के इलाज की तरफ हमें जानना पड़ेगा। मैं यह मानती हूँ कि आज की लीडरशिप, कांग्रेस की लीडरशिप इस काम के लिये सक्षम है और वह उन उपायों को अवश्य अमल में लायेगी, जिनसे इस समस्या का समाधान होगा।

मुझे ख़ुशी है—जैसे ही लोक सभा के चुनावों के बाद हमारी सरकार श्रीमती इंदिरा गांधी जी के नेतृत्व में केन्द्र में आई, हमारे होम मिनिस्टर साहब ने अपना एक डी० प्रो० लेटर 10-3-1980 को राज्य सरकारों को, गवर्नरों को और जहाँ-जहाँ प्रेजिडेंट्स हल था वहाँ की पुलिस को भेजा, जिसमें बड़े विस्तार से उन्होंने लिखा कि कैसे हरिजनों पर होने वाले अत्याचारों को रोकना जा सकता है, किस तरह से सख्तों से काम लेना चाहिये, इस तरह की गाइडलाइन्स उनको भेजी। उस पत्र में गवर्नमेंट की इन्टेंशन को, गवर्नमेंट के इरादे को बहुत अच्छे तरीके से साफ किया गया और मुझे इस बात का भी काफी मन्तोष है कि इस दौरान जहाँ-जहाँ से रेप के केसेज का खबर आई... (व्यवधान)... हरिजनों के ऊपर अत्याचारों की खबर आई, हमारे गृह मंत्री महोदय फौरन उन स्थानों पर पहुँचे। उन्होंने यह नहीं किया कि वे बैठे रहे। मुझे याद है—उत्तर प्रदेश में जब लोक दल की सरकार थी—उस वक़्त नारायणपुर का काण्ड हुआ था और इसी सदन में स्वर्गीय संजय गांधी जी ने इस प्रश्न को उठाया, और उसके बाद हमारी नेता श्रीमती इंदिरा गांधी नारायणपुर गई थी, उन्होंने वहाँ पर देखा कि मास स्केल पर रेप किया गया था गांव की हरिजन औरतों के साथ, मजदूर और गरीब औरतों के साथ, बेबम औरतों के साथ। उस समय हमारी प्रधान मंत्री को उस समय के मुख्य मंत्री श्री बनारसी दास, जो उत्तर प्रदेश के मुख्य मंत्री थे, उन्होंने उनको वहाँ जाने से रोकने की हिम्मत की थी और कहा था कि वे वहाँ न जाएं। मैं यह कहना चाहती हूँ कि आज जो बात हुई बागधत में, उसके बारे में अभी कुछ नहीं कहना चाहती क्योंकि उसकी जूडिशियल इक्वायरी हो रही है। क्या सच है और क्या झूठ है, वह हमारे सामने बाद में आएगा। मगर मैं यह कहना चाहती हूँ कि उस

बात को लेकर आज एक आन्दोलन खड़ा कर दिया गया है लेकिन उस वक़्त के मुख्य मंत्री ने प्रधान मंत्री जी को वहाँ जाने से रोकने की गुस्ताखी की थी और प्रेसीडेंट तक को यह पत्र लिखा था कि यह स्टेट के मामलों में इन्टरफियरेंस होगा। और भी कितने कांड हुए हैं जबकि श्रीमती इंदिरा गांधी ने स्वयं जाकर उनको देखा। अगर वे यहाँ न जा पाई, तो गृह मंत्री को उन्होंने वहाँ पर भेजा। तो आज हमारी सरकार जो है, वह सो नहीं रही है। हमारी सरकार आज के जो जीवित प्रश्न हैं, आज के जो सवाल हमारे समाज के सामने हैं और गवर्नमेंट के सामने है, उनको देख रही है और हम उनको बर्दाश्त करने वाले नहीं हैं। हम यह जानते हैं कि स्त्रियों की इज्जत और मान-मर्यादा रहनी है और हमें इस बात का गौरव है कि आज हमारे देश की बागडोर एक महिला के हाथ में है और वह महिला संसार की एक महान महिला हैं। हमें पूरी आशा है कि उनके नेतृत्व में हम देश की महिलाओं की जो इज्जत है, जो मर्यादा है, वह सुरक्षित रहेगी और वे कुछ ऐसे कदम उठाएंगी जिनसे आज जो हो रहा है, वह कल न हो।

रेप के जो कानून हैं, उनमें ऐसे परिवर्तन किये जाएंगे, जो कि और सख्त हों। मेरा तो सुझाव यह है कि इस कानून में ऐसे परिवर्तन होने चाहिए जो जो कोई भी औरतों के साथ इस तरह से बलात्कार करे और इस तरह का आदम करने की हिम्मत करे, उसको लाइफ़ इम्प्रिजनमेंट दिया जाए और उसके लिए समरी ट्रायल होना चाहिए और ऐसे अपराधों को निपटने के लिए विशेष अदालतों का इन्तजाम होना चाहिए। मैं समझती हूँ कि हमारी सरकार इस सुझाव पर गौर करेगी और हम अपने देश में एक ऐसा वातावरण बनाएंगे, जिससे यह चीज आयन्दा के लिए न होने पाए।

श्री राजेश पाइलट (भरतपुर) : अध्यक्ष महोदय, मैं अपने बड़े भाई श्री बसु के साथ इस बात में सहमत हूँ कि आज हम इस सदन में एक बहुत गंभीर और अनसिविलाइज्ड सबजेक्ट पर डिस्कशन कर रहे हैं। आज के युग और हमारी प्रगति के अनुसार इस तरह का कार्य नहीं होना चाहिए लेकिन क्या हम सब इस पार्लियामेंट में यह भी सोच-विचार करेंगे कि इसके कारण क्या हैं और कैसे इस बुराई को दूर किया जा सकता है।

मेरे अपने विचार से इसका जो खास कारण है, वह यह है कि इस देश की जो गरीबी है, वह इस काम में हाथ बटाती है। जो गरीब है, उनकी पहुँच सरकारी मशीनरी या रिलेगिबिल सोर्स तक नहीं हो पाती। मुझे लाइब्रेरी में देखते देखते कोई ऐसा रिकार्ड नहीं मिला जहाँ किसी बड़े आदमी की औरत या किसी मिनिस्टर या किसी एम० पी० या एम० एल० ए० के साथ ऐसा हुआ हो।... (व्यवधान)... होल्ड ओन। हम लोग क्या करते हैं। हम लोग गरीबों की बात तो

[श्री राजेश पाइबट]

करते हैं लेकिन होता क्या है। यहां पर 80, 90 एम0 पीज है, जो हरिजनों के नाम पर, हरिजनों के टिकट पर जीत कर आए हैं। लेकिन ये लोग कभी यह नहीं सोचते हैं कि हमने इनके लिए क्या किया, हमने क्या नहीं किया। (व्यवधान)...

जहां तक इन घटनाओं का कारण मेरी समझ में आया है वह यह है कि जब तक हमारा राष्ट्रीय करेक्टर नहीं उठेगा, नेशनल करेक्टर नहीं उठेगा तब तक ऐसी घटनाओं में कुछ कमी तो हो सकती है लेकिन ये खत्म नहीं हो सकती हैं। ये घटनाएं इस प्रकार से ही होती रहेंगी। अगर हमें इन्हें खत्म करना है तो हम लोगों को अपना नेशनल करेक्टर, पोलिटिकल करेक्टर सुधारना होगा। एक पोलिटिकल पार्टी किसी चीज को रिकमेंड करती है, दूसरी पोलिटिकल पार्टी जो कि यह नहीं सोचती कि यह देश के भले में है या बुरे में है, उसके अगोजिशन में मूव करती है। एक दूसरी पोलिटिकल पार्टी एक दूसरे से गेन उठाती है। ये तीन मुख्य कारण हैं जिनसे ये घटनाएं होती हैं।

इन घटनाओं के मैने फीगर्स कलेक्ट किये हैं, वे कहा तक सही हैं, यह आप खुद देख ले। 1975 में जब एमरजेंसी लगी थी तो उसके बाद 1976 तक में आपको डाकू लोग बढ़े नहीं मिलते थे। रात को 12 बजे आप बाहर निकल सकते थे। (व्यवधान) आप फीगर्स देखिये—
The total no. of cases registered under the Indian Penal Code: 1975—7781, 1976—5968, 1977—10,879, 1978—15,070 and 1979—13,857. You can very well imagine which party has been working and which party has not been working. You see the trend in 1980. The number of cases have gone down to 3786 in six months.

ये फीगर्स हैं। इनको आप देखें। अगर हम गलत हैं तो आप बताएं अगर आप गलत हैं तो हम बताएं। लेकिन ऐसे मामलों में पोलिटिकल बहम न करें। यह देश का सवाल है। अबरेय केसिस लीजिए—
—These are rape cases only committed against Scheduled Castes: 1975—292, 1976—305, 1977—570, 1978—310, 1979—385 and 1980—114. These are the facts. You can very well see the work of the Janata Party during the years 1977, 1978 and 1979 and how much they have looked after these people.

रेप केसिस ज्यादातर बिहार और यू0 पी0 में हुए हैं। ये दो ही स्टेट्स ऐसी हैं जिनमें राजनीति सबसे ज्यादा चलती है यह मेरा अपना विचार है।

(व्यवधान) आपकी गलती हो या हमारी गलती हो दोनों को अपनी-अपनी गलतियां माननी चाहिए।

इन सब फीगर्स को पढ़ने के बाद और इन सब घटनाओं को देखने के बाद मैं इनकी रिमेडीज सोचता हूँ। पहली तो यह है कि ऐसे लोगों को सोशल पानिशमेंट दिया जाना चाहिए। गवर्नमेंट मशीनरी पानिशमेंट तो दे ही, लेकिन जब तक इनकी सोशल पानिशमेंट नहीं दिया जाएगा तब तक कोई असर नहीं होगा। (व्यवधान) जो स्टेट गवर्नमेंट्स हैं उनको इस मामले में अप्राइज करना चाहिए कि कहां-कहां ये घटनाएं होती हैं और कैसे कैसे ये घटनाएं ज्यादा बढ़ती हैं। इनके कारण हैं बोम्बड लबर, पाबर्टी, अनस्प्लायमेंट पुलिस प्रोटेक्शन और एक्सप्लोइटेसन बाई द पोलिटिकल पार्टीज। ये सारे कारण हैं जिनसे ये घटनाएं होती हैं और इन्हें हमें दूर करना चाहिए।

अपोजिशन वालों ने बागपत को नहीं भुलाया। रोज खबरों में बागपत, बागपत आता है। आज सुबह ही मैं बागपत होकर आया हूँ। वहां कोई लोग अरेस्ट होने के लिए तैयार नहीं हैं। ये लोग डोनेशन इकट्ठा कर रहे हैं और कहते हैं कि हम कोर्ट अरेस्ट करेंगे। माया त्यागी जिसका कि यह कंस हुआ, उसके घर से कोई अरेस्ट होने के लिए तैयार नहीं है। 10 बजे से 12 बजे तक इन्हे सौ आदमी अरेस्ट होने के लिए नहीं मिले। वैसे ट्रक आ रहे हैं लेकिन अरेस्ट होने के लिए आगे कोई नहीं आ रहा है। मैं कहता हूँ कि यह एक पोलिटिकल एक्सप्लोइटेसन है और बड़ा भारी पोलिटिकल एक्सप्लोइटेसन है इसको जब तक बन्द नहीं किया जाएगा तब तक इस प्रकार की घटनाएं खत्म नहीं होंगी। इसको आप बन्द कीजिए।

अब मैं प्रेस मीडिया के बारे में कुछ कहना चाहता हूँ। जान्दा की एक घटना के बारे में चार पांच रोज पहले एक खबर छपी थी कि हरजन महिलाओं पर रेप हुआ है, वहां पर उन पर एट्रासिटीज हुई है। लेकिन आज उन्होंने लिख दिया है कि गलत है। इसी तरह से बिहार के दरभंगा डिस्ट्रिक्ट के बारे में छपी थी। यू0 पी0 के नवाबगंज में एक घटना की प्रकाश में लाया गया था। लेकिन आज टाइम्स आफ इंडिया में कहा गया कि ये गलत है। इस वास्ते मैं कहूंगा कि प्रेस मीडिया को भी वही खबरें छापनी चाहियें जो कनफर्म हों। अगर प्रेस मीडिया ठीक खबरें नहीं देता है तो जो सिचुएशन है इसको बहुत आसानी से एक्सप्लोइट किया जा सकेगा और कोई कंट्रोल नहीं हो सकेगा। इस वास्ते प्रेस में वही खबरें छपनी चाहियें जिनका कनफर्मेशन मिल चुका हो।

एम0 पीज बड़ी खुशी के साथ इस तरह के सबजेक्ट्स को यहां उठाते हैं। लेकिन मैं समझता हूँ कि मेरी कंस्ट्रिक्टियंस में ऐसा केस होता है ता मुझे उस पर शर्म फील होनी चाहिये। मुझको

चाहिये कि मैं करैक्टिव स्टेप्स लूं। इसी तरह से हम जो एम0पीज हैं, हमको अपनी-अपनी कॉन्स्ट्रिक्ट-एवीज को लुक अप्रेंड करना चाहिये। अगर वहां पर गवर्नमेंट मशीनरी ठीक नहीं है तो उसको ठीक करवाने की हमको कोशिश करनी चाहिये। अगर कोई इस तरह का वहां पर केस हो जाता है तो एबव पार्टी लाइज उठकर हमको कोशिश करनी चाहिये कि अब्बल तो हम देखें कि ऐसा केस हो ही नहीं लेकिन अगर हो जाता है तो जो गिल्टी है उनको सजा दिलाने में हमको मदद करनी चाहिये। इस तरह को सिचुएशन को एक्सप्लाइड करने की कोशिश तो हमको कतई नहीं करनी चाहिये। इस तरह से अगर हम चलते रहेंगे तो मैं नहीं समझता हूं कि देश का उद्वार हो सकता है।

गवर्नमेंट मशीनरी कितनी भी स्ट्रिक्ट हो जाए, जब तक पब्लिक कोअपरेशन उसको नहीं मिलता है तब तक कोई ठोस कदम नहीं उठाए जा सकते हैं। उसको पब्लिक स्पॉर्ट तब मिलेगी, पब्लिक प्रोपनियन उसकी फेवर में तब आएगी जब सब पोलिटिकल पार्टीज, सब पोलिटिशियन मही बात में सरकार के साथ कोअप्रेट करें और गलत बात ही रही हो तो उसके खिलाफ आवाज उठाएं।

मैं यह चाहूंगा कि जितने केस लाइव में आए हैं उनमें सरकार को स्ट्रिक्ट एक्शन लेना चाहिए और एक एम्प्लाय सैट करनी चाहिये और साबिन कर दिखाना चाहिये कि वह इस तरह की चीजों के साथ हंगिज नहीं है।

अन्त में मैं यह कहना चाहता हूं सभी माननीय सदस्यों से कि अगर एक पार्टी सिचुएशन को एक्सप्लायट करने की कोशिश करेगी तो सारी पार्टीज एक्सप्लायट करेंगी और इससे कोई फायदा नहीं होगा। इसबास्ते राजनीतिक लाभ इस तरह की किसी घटना से उठाने की किसी को भी कोशिश नहीं करनी चाहिये।

श्री चन्द्रजीत यादव (आजमगढ़) : आज हम एक ऐसे विषय पर विचार कर रहे हैं जिस का सम्बन्ध देश की हमारी करोड़ों बहनों और बेटियों और माताओं से है। हमारे माथे पर यह एक कलंक होगा अगर हमारी नाबालिक बेटियों के मन में यह भय हो कि सड़क पर चलते उन का शीलहरण हो सकता है। वह दिन इस देश के लिए सब से दुखद दिन होगा अगर किसी मां बाप के मन में यह चिन्ता हो कि किसी दिन रात के समय अचानक पुलिस का दारोगा और सिपाही उस के घर में आएंगे और मां बाप को कहेंगे कि घर से बाहर जाओ और उस की नाबालिक बेटि के साथ दारोगा बलात्कार करेंगे। उम्माब में यही हुआ है। एक हरिजन गुरु प्रसाद के घर में रात के वक्त तीन सिपाही और दो दारोगा जाते हैं मां बाप को घर से बाहर कर देते हैं, तीन सिपाही दरवाजे पर गहरा देते हैं और दो दारोगा

उसकी सोलह वर्षीय बेटि के साथ बलात्कार करते हैं।

मैं इस को किसी दल का सवाल नहीं बनाना चाहता हूं। लेकिन मैं पूछना चाहता हूं कि अगर हमारी गहू बेटियों और मां बहनों के साथ इस तरह की बातें होंगी तो क्या हमारे देश की इज्जत बढ़ेगी, समाज की इज्जत बढ़ेगी, क्या यह देश पर एक बहुत बड़ा कलंक नहीं होगा? दिल्ली में एक विदेशी महिला किसी अपराध में गिरफ्तार हुई। उस को थाने लाया गया। थाने का एक अधिकारी उस को अपने घर ले जाता है और कहता है कि चार्ज शीट नहीं लगाऊंगा अगर रात को तुम मेरे साथ सो जाओ। क्या इस से हमारे देश की इज्जत बढ़ती है। हमारे देश में दुनिया भर के लोग आते हैं। भारत कोई मामूली देश नहीं है। हमारी इज्जत सारी दुनिया में है। कल विदेश मंत्री हमारी संस्कृति, हमारे गौरव, हमारी भूमिका का वर्णन कर रहे थे और हम सभी उस से सहमत थे। लेकिन ऐसे देश में अगर इस तरह की घटनाएं होंगी तो, श्रीमन्, हमारे लिए यह सब से ज्यादा चिन्ता और शर्म की बात होगी।

SHRI ANANDA GOPAL MUKHOPADHYAY (Asansol): You are talking in the Parliament about a foreign lady. You do not know what you are taking about. It is all a cock and bull story.

श्री चन्द्रजीत यादव : श्रीमन्, आज जिस बात को मैं कहना चाहता हूं, आज हमारे समाचार-पत्र ऐसी घटनाओं से भरे हुए हैं। आज हमारे बारे में लोग क्या सोचते हैं, हम जो इस सदन में बैठे हुए हैं, हमारे देश का जानामाना अखबार क्या लिखता है, 'नवभारत टाइम्स' क्या लिखता है हमारे बारे में, उस के सम्पादकीय में लिखा है :—

“देश के बड़े नगरों में होने वाली इस प्रकार की घटनाओं को देख कर आसानी से अनुमान लगाया जा सकता है कि सुदूर ग्रामों और कस्बों में पुलिस वाले महिलाओं के साथ कितनी मनमानी करते होंगे, लेकिन उन की मनमानी के समाचार अखबारों की नहीं पहुंच पाते, इसलिये उन पर पर्दा पड़ा रह जाता है।”

यह कब लिखा गया है जब इसी नगर के जय प्रकाश नारायण हस्पताल में अपनी ड्यूटी पर गया एक सिपाही एक रोगिणी बहिन के साथ बलात्कार करता है। हमारे लिये चिन्ता की बात यह है कि जो हमारी बच्चियां स्कूल जाती हैं, उन के साथ गलाकत्कार होता है, और हमारी बहिनें जो रेलगाड़ियों में चलती हैं, उन के साथ बलात्कार होता है। आज थानों के अन्दर पुलिस अधिकारियों के घरों के अन्दर, श्रीमन्, बागपत को हम किसी राजनीतिक कांड नहीं बनाना चाहते,

[श्री चन्द्रजीत यादव]

लेकिन श्रीमती माया त्यागी अगर बागपत के चौक में, सरे बाजार पुलिस के अधिकारियों द्वारा नंगी कर के घुमायी जायेगी तो लोकदल राष्ट्रीय पैमान पर आन्दोलन करेगा अपनी बहिनों की रक्षा के लिये। (व्यवधान) हम इस को किसी पार्टी का सवाल नहीं बनाना चाहते। मैं कहना चाहता हूँ कि हमारे संसद् के सदस्यों के बारे में (व्यवधान) वही "नवभारत टाइम्स" लिखता है :—

"बलात्कार अपने आप में एक अमानवीय कुकृत्य है।" (व्यवधान)

श्री अरिफ मोहम्मद खाँ (कानपुर) : लोगों के सामने आज की द्रोपदी का चीरहरण होता रहे बागपत में, लोग सीते रहें और धाना बागपत के लिये आन्दोलन कर रहे हैं, लेकिन उम औरत का चीर हरण होने से वहाँ लोग नहीं बचा सके। (व्यवधान)

अध्यक्ष महोदय : क्या कर रहे हैं आप लोग ?

श्री चन्द्रजीत यादव : श्रीमन् "नवभारत टाइम्स" लिखता है :—

"बलात्कार अपने आप में एक अमानवीय कुकृत्य है, लेकिन जब समाज के तथा-कथित रक्षक पुलिस वाले ही यह कुकृत्य करें, तब कोई महिला अपने को सुरक्षित अनुभव नहीं कर सकती। बातानुकूलित बंगलों में रहने वाले मंत्री, सांसद, विधायक (व्यवधान) अध्यक्ष महोदय, यह बोलने का कुछ किया जायेगा या नहीं? (व्यवधान) अगर आप नहीं चाहते हैं, तो मैं नहीं बोलता हूँ।

SHRI EDUARDO FALEIRO (Mormugao): I am objecting to this. All the time they are provoking us and creating all the trouble. We get the bad name while it is they who play the mischief.

अध्यक्ष महोदय : आप जो कर रहे हैं, आप डिमिप्लिन तो सारे हिन्दुस्तान में पैदा करना चाहते हैं, और स्वयं डिमिप्लिन करना नहीं चाहते। इस बारे में कुछ तो हमें सोचना पड़ेगा।

You are the elected and chosen people. You come here to represent the people. It cannot just go on like this.

You have your say and they have their say. This is a democratic House and I am giving you full opportunity to speak.

यादव जी आप बोलें।

श्री चन्द्रजीत यादव : श्रीमन्, मैं कह रहा था कि हमारे बारे में आज लोग क्या सोचते हैं।

"कि वातानुकूलित बंगलों में रहने वाले मंत्री, सांसद, विधायक और बड़े अधिकारी देश के सुदूर ग्रामों में जा कर देखें कि थानेदारों और सिपाहियों ने किस प्रकार मध्ययुगीन सामन्ती, निजाम कायम कर रखा है। सभी कानूनों और नियमों को ताक पर रख कर किसी भी बेकसूर महिला को दिन और रात में जबरन थाने में ले जाया जाता है और उस के साथ बलात्कार होता है, फिर जो भी जबान खोलता है, उसे झूठे अपराधों में फंसाकर बन्द कर दिया जाता है, या सबूत मिटाने के लिये पुलिस वाले ही बलात्कार के बाद उन की हत्या कर देते हैं। हरिजन और पिछड़े वर्ग की महिलायें विशेष रूप से पुलिस वालों की शिकार बनती हैं।"

श्रीमन्, मैं यह नहीं कह रहा हूँ, एक जाने-माने अखबार के सम्पादक अपने सम्पादकीय में कह रहे हैं। मैं कहना चाहता हूँ कि आज स्थिति क्या है। आज किम तरह से पत्थर तोड़ने वाली महिला के साथ बलात्कार हुआ है। स्कूल में पढ़ने वाली छात्रा के साथ दो महीने पहले बलात्कार हुआ। अस्पताल की रोगिणी के साथ पिछले महीने इसी दिल्ली में बलात्कार हुआ, रेलगाड़ियों में जाने वाले यात्रियों के साथ बलात्कार हुआ। पुलिस के थाने में, सरे-बाजार चौक पर, गरीबों के घरों में घुस कर नाबालिग बालिका के साथ बलात्कार, 4, 4 बच्चियों की माँ के साथ बलात्कार। इसलिए मैं कहता हूँ कि आज एक आदमी ने जिस ने इस की जांच पड़ताल की है, उस ने कहा है कि हिन्दुस्तान में दुर्भाग्य है कि आज हर साल 20 लाख बलात्कार की घटनाएं होती हैं। आज हम सब को इस पर संजीदगी से सोचना है—सरकार को सोचना है, यहां पर दोनों तरफ बैठें हुए सदस्यों को सोचना है, जो लोग समाज की मर्यादा और गरिमा की रक्षा करना चाहते हैं, उन को सोचना है—कि हमारे देश में इस प्रकार की जघन्य अपराध क्यों बढ़ते चले जा रहे हैं। मेरा कहना है कि जो पुलिस अधिकारी इस प्रकार की घटनाओं के लिए जिम्मेदार हैं, अगर उन के खिलाफ सख्ती से कार्यवाही की गई होती, तो फिर दूसरे लोगों को ऐसा करने की हिम्मत न पड़ती।

आज मैं गृह मंत्री जी से यह मांग करना चाहता हूँ कि वह पुलिस को इस बात का निर्देश दें, कि किसी भी महिला को—इस में किसी पार्टी या दल का सवाल नहीं है, जाति और धर्म का सवाल नहीं है—पुलिस लाक-अप में न रखा जाये। आज पुलिस के लाक-अप में महिलाओं की इज्जत सुरक्षित नहीं रह गई है, इस के अलावा

किसी महिला को पुलिस थाने में न लजाया जाये—
अकैले न ले जाया जाये — आज महिलाओं की थानों
में ले जाया जाता है ।

पुलिस में एक कोर्ट मार्शल ला ट्रिब्यूनल बनाना
चाहिए। अगर पुलिस का कोई सिपाही ड्यूटी पर रहते
हुए इस प्रकार का व्यवहार करता है, अगर रक्षक
ही भक्षक बन जाता है, तो इस देश में मर्यादा, इज्जत
और सम्पत्ति की रक्षा नहीं हो सकती है। ऐसे मामलों में
कार्यवाही करने के लिये कोर्ट मार्शल ला ट्रिब्यूनल
बनाया जाये। जिस तरह से फौज में तत्काल मजा देने
के लिए ट्रिब्यूनल है, उसी तरह पुलिस में ट्रिब्यूनल
बनाना चाहिए ।

यह देश खान अब्दुल गफ्फार खां की सेवाओं को
और खिदमत को कभी नहीं भूल सकेगा। उन्होंने देश की
आजादी की लड़ाई में एक महत्वपूर्ण भूमिका अदा
की थी, जिस के लिए हम सब उन के आभारी
और ऋणी हैं। आज खान अब्दुल खां में
हम को महात्मा गांधी की आवाज मिलती है। वह
भारत के नागरिक नहीं है, लेकिन भारत के लिए
उन के दिल में उतना ही प्यार है, आदर और दर्द है,
जितना कि किसी भारतीय के दिल में है। वह अहिंसा में
विश्वास करते हैं और महात्मा गांधी के शिष्य हैं, लेकिन
हमारे देश में आने और यहां के हालात को देखने के
बाद उन्होंने कहा कि इस तरह का जघन्य कुकृत्य
करने वाला कर्मचारी या व्यक्ति मजा-ए-मौत का
अधिकारी है। मैं मांग करना चाहता हूं कि मेकशन
376 आई पी सी में सगोधन कर के उस व्यक्ति के
लिए मजा-ए-मौत की व्यवस्था की जाये, जो एक
बहन या बेटे का शील-हरण करता है। बलात्कार
कोर्ट मामूली अपराध नहीं है। वह देश और समाज पर
सब से बड़ा कलंक है ।

मैं उन लोगों में से था, जो सोचते हैं कि एक समय
समाज में मौत की मजा नहीं होनी चाहिए। लेकिन
बहुत दिनों तक सोचने के बाद मैं इस नतीजे पर पहुंचा
हूं कि ममाज चाहें मभ्य हो या पिछड़ा हुआ, अगर उस में
इस प्रकार के अशिष्ट, अश्लील, अमानवीय और राक्षसी
कृत्य होते हैं, तो उन के लिए मौत की सजा से कम
सजा नहीं हो सकती है। और उस सजा की व्यवस्था
होनी चाहिए। बहुत सोचने ममझने के बाद मैं यह मांग
कर रहा हूं ।

मैं चाहता हूं कि गृह मंत्री इस पर गम्भीरता से
विचार करें। जब यह प्रश्न उठा था, तो उन्होंने आप को
और इस सदन को यह आश्वासन दिया था कि वह राज्यों
के गृह मंत्रियों की मीटिंग बुलायेंगे और अगर जरूरत
होगी, तो मुख्य मंत्रियों की मीटिंग बुलायेंगे। इन्होंने
आश्वासन दिया है कि अपोजीशन के नेताओं की बैठक
बुलायेंगे। मैंने आप से आप के चेम्बर में मिल कर
व्यक्तिगत रूप से प्रार्थना की थी कि पार्टी से ऊपर
उठ कर हम सब को इस प्रश्न के ऊपर विचार करना
चाहिए और मैं चाहता हूं कि राष्ट्र में इस प्रकार का

बातावरण पैदा हो सके। सरकार अपना काम करे,
मुस्तादी से करे लेकिन राष्ट्र में ऐसा बातावरण पैदा हो
कि इस प्रकार के जघन्य कार्य करने वालों की हिम्मत
न हो सके। इसलिए मैं बहुत संजीदगी से यह मांग करना
चाहता हूं कि सरकार इन बातों पर विचार करे और
उन के खिलाफ कार्यवाही करे ।

श्रीमती मोहसिना किवर्दी (मेरठ) : अध्यक्ष
महोदय, आज जिस अहम मसले पर हम बहस कर
रहे हैं, जैसा कि और इस सदन के हमारे मेम्बरान
ने कहा, मैं भी उन के साथ अपने को जोड़ती हूं
कि यह ऐसा मसला है कि जिस के ऊपर पार्टी से
ऊपर उठ कर हमें सोचना है। आज इतना बड़ा
कलंक उस हिन्दुस्तान पर लग रहा है, जिस हिन्दु-
स्तान की तहजीब और तमद्दुन, जिस हिन्दुस्तान की
सभ्यता की बहुत सी ऐसी चीजें मौजूद हैं जिन के
ऊपर आज भी हम गर्व करते हैं और करते रहेंगे।
लेकिन आज उस हिन्दुस्तान में ऐसे वाक्यात हो
रहे हैं, खाम तौर से महिलाओं के साथ, महिलाओं की,
औरतों की वेवसी का जो एक फायदा उठाया जा रहा
है उस से न सिर्फ महिला जगत का बल्कि पूरे हिन्दुस्तान
का मिर शर्म से झुक जाता है। आज उन धटनाओं
को ले कर हम इस एवाम में बहस कर रहे हैं, जो
दुनिया की जम्हूरियत का सब से बड़ा एवाम है।
चाहे वह बागपत हो, चाहे वह पिपरा हो, चाहे वह बेलची
हो, चाहे किसी वक्त की हुकूमत में ये चीजें हुई हों, यह
बान जाहिर है कि हुकूमत उस की जिम्मेदार होती है,
लेकिन अपोजीशन में जो हमारे साथी बैठे हैं उन की
जिम्मेदारी भी कम नहीं होती है। आज कुछ अपने
साथियों की तबरीर मैंने सुनी। हम सब अखबारों
में पढ़ते हैं और हमारा सिर शर्म से झुक जाता है।
हम सब रेडियो में सुनते हैं। लेकिन आज मैं कहना
चाहती हू कि यह रेप या बलात्कार के जो अल्लाज
हैं, ऐमा लगता है कि यह एक आम चीज हो गई
है। अखबारों के जरिए, इस सदन के जरिए जो
चीजें, जो कहानियां हमें यहां नहीं सुनायी जानी चाहिए
वह सुनाई जाती हैं। हमें मालूम है कि-किस औरत
के साथ क्या हुआ? हमें मालूम है, हम अखबारों
में किसे पढ़ते हैं लेकिन सीनियर मेम्बर्स की जुबान
से उन सब को फिर से यहां पर नैरेट किया जाय, वह
सारी स्टोरीज यहां बयान की जाय, मैं समझती हू
कि यह सदन के लिए मुनासिब नहीं है।

आज हम बागपत की बात कहते हैं। कोई भी
तहजीबयापता इंसान चाहे वह इधर बैठा हुआ हो चाहे
उधर बैठा हो, जिस में जर्न बराबर भी इंसानियत
और शर्म है, कोई भी उस औरत के साथ जो हुआ
उस को डिफेंड नहीं कर सकता। लेकिन इसके
पीछे जो मुझे सब से खतरनाक चीज नजर आती है
जिसे मैं सब से खतरनाक चीज समझती हूं वह यह है
कि दो हजार आदमियों का मजमा हो और एक औरत
को इस तरह से नंगा कर के नचाया जाता हो, इससे
बढ़ कर शर्म और औरत की बात हमारे लिए और
क्या हो सकती है? आज उस बागपत में सी आदमी
जाते हैं कोर्ट अरेस्ट कर ने के लिए, तीन सी आदमी जाते

(श्रीमती मोहसिना किदवाई)

हैं। कोर्ट अरेस्ट करने के लिए, उस दिन वह सब कहा था जब एक बहन की इज्जत लूटी जा रही थी? उसी वक़्त वह कहाँ थे? यह सब से बड़ी खतरनाक चीज़ है। .. (व्यवधान) .. आज जी एक सब से बड़ी खतरनाक चीज़ मुझे दिखाई देती है वह यह है कि वह हिन्दुस्तान जहाँ किसी औरत का कोई दुपट्टा अगर छिन जाता था तो लोग मर जाते थे या खत्म हो जाते थे और उस को बचा लेते थे, उसी हिन्दुस्तान में जहाँ चार हजार का मजमा हो वही एक औरत बेबसी से चीखती चिल्लाती चली जाय। चूड़ियाँ पहन लेनी चाहिए उन बागपत के लोगों को। ... (व्यवधान) .. आज वह लोग कोर्ट अरेस्ट कर रहे हैं। वही बागपत के लोग हैं, उस दिन वह कहाँ थे?

आज हम आप के जज़बात को ठेक नहीं पहचाना चाहते। हम समझते हैं कि आप के जज़बात एक बहन के, एक बेटी के मामले में क्या हो सकते हैं। उस की हम कद्र करते हैं। लेकिन उस चीज़ को एक सियासत के मैदान में ले आना और उस से एक अपना पोलिटिकल फायदा उठाना, यह मुनासिब नहीं है। उस औरत को तीन चार दिन तक किसी से मिलने न देना, हम भी उस के साथी हैं, हम भी उस से हमदर्दी रखते हैं, हम भी चाहते हैं कि इस हिन्दुस्तान में किसी बहन की इज्जत न लुटे, आज जो औरतें खेतों में काम करने निकलती हैं, उन की बेबसी है कि उन्हें काम करने बाहर जाना होता है, आज हमारी औरतें जो काम करने के लिए दफ्तरों में जाती हैं चाहे होटलों में जाती हों, उन के साथ आज क्या होता है? आज इन सब चीज़ों को हमें और आप को गौर से देखना होगा और सोचना होगा। चन्द्रजीत जी ने एक बात बहुत सही कही कि हमारे जान-माल के मुहाफिज जो समझे जाते हैं वहाँ रह कर रहजन बन जायें तो हम किस के सामने अपना दुखड़ा रोने जायें? और लेकिन हमें इसकी वजूदात देखनी होंगी। मैंने इतने सीनियर मेम्बरों की बातें सुनी, सिवाय चन्द सुभाषों के किसी ने और कोई सुझाव नहीं रखे कि आखिर यह जो एक समाज का कलंक है, एक रिसता हुआ नासूर है उस को हम बन्द कैसे करें? उसको जड़ से कैसे मिटायें—इस सिलसिले में किसी के सुझाव नहीं आये।

इस सिलसिले में मेरे दो चार सुझाव हैं। जैसा कि अभी यादवजी ने कहा कि इस जुर्म की सज़ा सूली पर चढ़ा देना होगा, मैं भी समझती हूँ कि यह हक बजानिव होगा क्योंकि एक औरत जिसकी इस्मत् लूट जाए वह भी उसके लिए मौत ही होती है।

इसलिए मौत की सज़ा सूली पर चढ़ा देना हक बजानिव है। ऐसे मुजरिम को मैं तो कहूँगी, सरेआम सूली चढ़ाना चाहिए ताकि दूसरों के लिए भी एक इवरेत हो सके कि एक बेबस औरत से फायदा उठाने, एक महिला का बेबसी से फायदा उठाने की सज़ा मौत होगी। इसमें अगर दो चार इन्फ़ोसेण्ट आदमी भी फाँसी पर चढ़ जायें तो चढ़ जाने दीजिए। (व्यवधान) बहरहाल इस चीज़ को खत्म होना चाहिये, हमारे देश और तहज़ीब पर जो कलंक का टीका है उसको मिटाना चाहिये।

इस सिलसिले में मैं एक बात और कहना चाहती हूँ। आज हम सुन रहे हैं कि पुलिस के लोग यह करते हैं तो हमारे पुलिस कांस्टेबल की जो ट्रेनिंग होती है उसमें भी कुछ परिवर्तन करना होगा। ब्रिटिश पारियड से एक परम्परा चली आ रही है पुलिस के लिए कि अक्वाम से कितना दूर रहो, अक्वाम को कितनी तकलीफ पहुँचाओ और क्या क्या करो लेकिन अब हमारा देश आज़ाद है, पुलिस हमारी अपनी है, हुकूमत करने वाले अपने हैं इसलिए हमें चाहिये कि हम पुलिस की ट्रेनिंग में परिवर्तन लायें। उनके लिए जो कितना होती है, मिलैबम होता है या जो भी उनकी ट्रेनिंग और टीचिंग होती है उसमें कुछ परिवर्तन करें, मारल, मोशल जैसी ची तालीम की ज़रूरत हो वह दें।

दूसरी चीज़ मैं यह कहना चाहती हूँ कि कुछ औरतें जज होती हैं हालांकि अभी बहुत कम हैं और आई०ए०एस० में जो औरतें हैं, एम० डी० एम० वगैरह, उनके कोर्ट में ही ऐसे मुकदमे जायें और उनकी सुनवाई इन-कैमरा होनी चाहिए। एक अजीब बद-तहज़ीबी की बात है कि एक औरत से आप सारी दुनिया के सामने वह सब कहलवाना चाहते हैं जो कि शायद वह अपने घर में भी न कह सके। यह बड़ी भारी ज़्यादती और जुल्म की बात है। इसलिए मैं आपसे दरख्वास्त करना चाहूँगी कि ऐसे केनेस की कार्य वाही इन-कैमरा हो। साथ ही मैं आपसे यह भी दरख्वास्त करना चाहूँगी कि इसमें कुछ टाइम-लिमिट भी होना चाहिये वरना अगर अपराधी को फौरन सज़ा न मिले तो फिर उसका कोई महत्व नहीं रह जाता है, उसकी कोई अहमियत नहीं रह जाती है।

मैं आप से यह भी कहना चाहूंगी कि अगर हम चाहें कि कानून के जरिए से किसी अपराध को रोक दें तो कानून के जरिए न कोई अपराध रके है और न रुक सकते हैं। आपने शारदा ऐक्ट बनाया लेकिन कितने छोटे बच्चों की शादियां आपने रोक ली? आपने ऐटी डाउरी ऐक्ट बनाया लेकिन कितनी औरतों को जल कर मरने से रोक लिया? यह हमारे समाज की खराबी है। इसके लिए हमें पूरा माहोल तैयार करना पड़ेगा। मैं इस सदन की महिला सदस्यों को वावत देना चाहूंगी कि हम सभी समाज की बुराइयों को दूर करने के लिए एक प्लेटफार्म पर आये और इन सारी बुराइयों को दूर करने की कोशिश करें ताकि हिन्दुस्तान की तहजीब और तयद्द को जो एक अमर सारी दुनिया पर है वह कम न हो और दुनिया के नामने हमारा सर शर्म से न झुक जाय बल्कि हम फक्र के साथ अपना सर उठा कर चल सकें।

अध्यक्ष महोदय, मैं आपकी आभारी हूँ कि आपने मुझे इस पर बोलने का मौका दिया।

SHRIMATI GEETA MUKHERJEE
(Panskura): Mr. Speaker, Sir, I hope you will not be absolutely strict with regard to the time-limit, because, I have to say something very important. I am really very sad that this discussion has to take place here. If you look at the newspapers today you will appreciate the gravity of the situation that three of our State Assemblies have to discuss this subject of heinous crimes against women during the course of the past one week; and now the supreme legislative body of this country, has to discuss the same situation. From this one can understand the gravity of the situation which we face today. Sir, I have no time to go into all the incidents. I want to say that the incidents which have taken place in Badaun, Gorakhpur, Deoria, Unnao, Baghpat, Lucknow and Phalodi, are unpardonable and these are dark spots on the forehead of Mother India, for which my head hangs in shame. I am a new person in Delhi. Yet I have received large number of telephone calls from all over the place. I do not know whether ordinary women are asking, what are you doing in Parliament.

Day after day these incidents are taking place. It is high time we

thought over this serious matter. I would like to mention one thing about our holding a meeting at Baghpat. We had called for a meeting of CPI party members in Baghpat to discuss about this serious matter. It was to have been held yesterday, where Shri Bhupesh Gupta, Shri Indrajit Gupta and myself were to address a meeting. But to our surprise the S.D.M. of Baghpat had refused permission to hold a meeting there. He has banned holding of any public meeting. Sir, this is the atmosphere prevailing there. That is why we wanted these men should be suspended.

Sir, about women, the Law Commission's 84th Report says that when a women complains that she has been raped, the courts should presume that she is telling the truth and not unnecessarily doubt her. It should not be doubted by the Court and the benefit of doubt should not be given in favour of the accused. Now, this is a serious thing which we have to consider.

Sir, some people had referred to the incident in Narainpur. Narainpur has been very much talked about. Sir, in regard to mass rape of women in Narainpur what action has been taken? In this case, the main accused, the Deputy Superintendent of Police at Padrauna was suspended by the Lok Dal Government. But he was reinstated after the establishment of the new government. The Policemen are the custodians of law and order. But they are violating the sacred laws and committing heinous crimes with impunity. Should not the sisters and brothers in the ruling party think about this? We, C.P.I. Members always fought during the Janata rule against any such thing. You cannot say that we are partisan. But I do not know the reason why in our country, the great country headed by a great lady Prime Minister, such heinous crimes should be allowed to happen? And when this serious matter is being discussed here, you are

[Shrimati Geeta Mukherjee]

creating a scene as if we are in fish market. I would like to know what has happened to the Law Commission's Report. In the Second Session of Parliament, I had raised a question that after the publication of the Law Commissions report on this subject, no Bill has been presented to the House to this effect. Sir, I demand that in all rape cases where a policeman is involved, he must be suspended and arrested automatically without any discrimination whatsoever, irrespective of whichever party is the ruling party. Is the Government prepared to do that? Sometimes, even a district Magistrate or a Deputy Magistrate is accused of raping. What are you doing in such cases? I would point out that these things should be taken note of very seriously. Let the Home Minister think first seriously think of setting up a Statutory Women Commission or a special machinery at the Centre which will constantly go into such cases and monitor them from time to time and report to the House as to what action has been taken on these cases.

Sir, I do not know what happened in Chikmagalur where ordinary women tea workers were raped by some people with the connivance of Police during the period of strike. There are many other such cases. With the present law in vogue, none of the accused is convicted.

Sir, I am an old woman now. But even now I wish I had a gun in my hand so that I could go and shoot down those persons who are perpetrating heinous crimes on women, come what may. I am prepared to go to the gallows on this account. This is the feeling that I am having for the last few weeks. I hope this august House will consider this matter very seriously and find an appropriate solution to this burning problem.

श्री धर्म दास शास्त्री (करोल बाग) : आदरणीय अध्यक्ष महोदय, मैं आप के प्रति अपना आभार प्रकट करता हूँ कि बहुत लम्बी प्रतीक्षा के बाद आपने

मुझे बोलने का मौका दिया। आज करोड़ों हरिजनों की आत्माएँ रो रही हैं कि उन के नेता, जो देश के निर्माता हैं, जो देश के भाग्यनिर्माता हैं, वे उन की समस्याओं पर किस तरह से सीरियसली सोच रहे हैं, किस तरह से उन की समस्याओं का समाधान कर रहे हैं या उन के तन की लंगोटी को भी अपने स्वार्थों को हल करने के लिए उतार कर ले जाना चाहते हैं।

मैं कहना चाहता हूँ-- माननीय वसु जी से, आप स्वयं अपने वक्ता में नहीं हैं, आप का नाम वसु कैसे पड़ गया? आपको हरिजनों का इतिहास मालूम नहीं है। हरिजन सिर ऊँचा कर के नहीं देख सकता था, राजा के महल के सामने से नहीं गुजर सकता था, शादी में घोड़े पर नहीं जा सकता था, नये कपड़े नहीं पहन सकता था, वेदों के मंत्रों का उच्चारण उसके कान में न चला जाय--इस तरह की स्थिति से हमारा हरिजन गुजर रहा था, ऐसे समय में हरिजनों की भूमि में, भवन में, रोटी में और गद्दी में, यदि हिस्सा दिया, तो महात्मा गांधी ने, जवाहर लाल नेहरू ने और श्रीमती इन्दिरा गांधी ने दिया।

जब हम लोगों ने हरिजनों को भूमिपति बना दिया और जब वे अपना सिर ऊँचा करके दूसरे लोगों के सामने खड़े हो रहे हैं-- तो यह वान किसी का बरदाश्त नहीं हो रही है। मैं पूछना चाहता हूँ-- हरिजनों के भी जो बड़े-बड़े मठाधीश हैं, जो उन के शंकराचार्य बने हुए हैं, जिन्होंने हरिजनों को बेचा है हरिजनों के साथ सौदा किया है, जब उन के शासन में बेलछी में काण्ड हुआ, मामाराम में नारायण पुर में काण्ड हुआ, किम तरह में जिन्दा हरिजनों को जलाया गया-- तो वे कहा थे? चन्द्रजीत यादव हमारे क्रान्तिकारी नेता हैं, मैं उन से पूछना चाहता हूँ, आज उनका सिर बहुत ऊँचा हो रहा है जब चंपड़ा के मासूम बच्चों के साथ बलात्कार हुआ तब उन की आत्मा कहा चुप हो गई थी? उस समय उन का सिर उर्मा सम्मान के साथ नहीं झुका। मैं कहना चाहता हूँ कि आज इस समस्या को गम्भीरता के साथ देखने का मवाल है। जब एक गाथ मारी जाती है तो सारे शंकराचार्य चिल्ला उठते हैं कि गऊ हत्या हो गई, लेकिन जब कोई हरिजन जलाया जाता है तो कितने शंकराचार्य चिल्ला कर कहते हैं कि हरिजन को जलाना पाप है? कितने हरिजनों के मठाधीशों ने, जब शासन उनके हाथ में था, जब वे सत्ता में थे, इसके खिलाफ आवाज उठाई?

कहते हैं कि लोक दल आन्दोलन करेगा। किस बात का आन्दोलन करेगा? हरिजनों के रक्षण के लिए या हरिजनों के भक्षण के लिए? कझावला के अन्दर हरिजनों को जो जमीनें दी गई थी उन जमीनों को छीनने का आन्दोलन किस ने चलाया? किसान के बेटे ने, तत्कालीन प्रधान मंत्री चरण सिंह ने। उसी लोक दल के मेम्बर उम हरिजन की जमीन को लूटना चाहते हैं। किमके लिए आन्दोलन करना चाहते हैं? हम को आन्दोलन की परिभाषा बताये। यदि आन्दोलन

की परिभाषा लोगों को लाज लूटना है। उनकी भावनाओं के साथ खिलवाड़ करना है, तो मैं इन आन्दोलन को आन्दोलन नहीं समझता।

मैंने सोचा था कि यहां बड़े-बड़े पार्लियामेंट के नेतागण, क्योंकि मैं तो यहां पहली बार आया हूं, कुछ गम्भीर बात करते होंगे, अच्छी बातें करेंगे। एक महिला सदस्या बोल रही थीं तो आप की तरफ से लोग अभद्र व्यवहार कर रहे थे। महिला के प्रति आप के हृदय में कितनी सहानुभूति, श्रद्धा और निष्ठा है—उसका परिचय आपने दे दिया है।

मैं यह कहना चाहता हूँ—आज हम को इन बात का आन्दोलन करना है कि जिन हरिजन भाइयों को हम ने जमाने दी हैं, वे उन के पाम सुरक्षित रहे, हम काम में यदि आप हमारे साथ सहयोग करने को तैयार हैं, आप के मन में सच्चाई है तो आइये, उन को कम्पा दिलवायें, उन जमीनों का जो हमने उन को दी थी। इसके साथ साथ मैं यह भी कहना चाहता हूँ—हमारी नेता श्रीमती जिंदवाड़ी ने भी कहा है—यदि किसी बहन के साथ बलात्कार होता है, तो उस को 'हार्मि' की मजा देनी चाहिए, अगर उस से भी कोई जबरदस्त मजा हो सकती है तो वह देनी चाहिए। आइये, उस कानून के भंगोघन में हमारा हाथ बटाइए। हम इस बात से पूरी तरह से महमन हैं कि जो गुनहगार है उस को सख्त मजा दी जाय और समाज के अन्दर इस तरह की घटनाओं की पुनरावृत्ति आगे न हो, उस कानून के बनाने में हमारा साथ दीजिए, हम कानून बनायेंगे। लेकिन मैं यह कहना चाहता हूँ कि आप की सच्चाई, आप की भावनाओं को हम जानते हैं? मैं यह भी कहना चाहता हूँ कि जब तक हमारे देश के अन्दर आर्थिक रेवोलूशन, आर्थिक क्रान्ति नहीं आएगी, तब तक इस तरह की समस्या से हम पूरी तरह से नहीं निपट सकते हैं। आर्थिक रेवोलूशन हरिजन नेताओं के लिए आया। वे खाली अपनी जिन्दगी के लिए आर्थिक रेवोलूशन लाए और बड़ी बड़ी कुर्सियों पर बैठ गये, वे ऊंचे ऊंचे पदों पर बैठ गये लेकिन जो गरीब हरिजन था, वह बेलची में जिन्दा जलता रहा। तब भी उन की आत्मा में कोई ज्योति नहीं जली। इसलिए मैं यह कहना चाहता हूँ कि वे आज इस बात की सच्चाई और गहराई को समझे कि उन्होंने हरिजन के नाम पर अपनी गरीबी और भूख तो दूर कर ली लेकिन उस छोटी झोपड़ी में रहने वाले लोगों की जिन्दगी में इन्कलाब लाने की कोई बात नहीं की। आज उस इन्कलाब को लाने के लिए आगे आइए और हरिजनों की जिन्दगी में आर्थिक जलजला लें आइए। यदि आप के अन्दर आवनाएं हैं और यदि आप की आत्मा नडपती है कि किसी बहन की लाज न गूटे, तो राजनीतिक खिलवाड़ न करो। इस तरह से अखबार पढ़ कर क्या सुनाते हो हम को, हम यह सब खुद जानते हैं लेकिन यह सब राजनीतिक स्वार्थ को पूरा करने के लिए आप लोग, उन की लज्जा लूटने के लिए आन्दोलन करते हैं और हरिजनों की धोती उछालते हैं। मुझे आप बताइए कि किस तरह से

उन की रक्षा की जाए। आप लोग उन के हक्क हैं जो यहां बैठे हुए हैं और शब्दों का भक्षण कर के उन की भावनाओं के साथ खिलवाड़ करते हैं।

*SHRI T. NAGARATNAM (Sriperumbudur): Hon. Mr. Speaker, today in this House we are discussing through a Resolution the rape and other atrocities being perpetrated and perpetuated on Harijan women as also on other women. Many hon. Members referred to such incidents occurring all over India. On behalf of Dravida Munnetra Kazhagam, I wish to say a few words.

I would like to point out at the very outset that this issue should not be politicalised and this should not become merely a matter of criticism against the ruling party. Yet, when the Janata Party was ruling at the Centre, the ADMK was in power in the State of Tamil Nadu. There was a spurt in such instances of rape in Tamil Nadu at that time. When a woman named Mary was returning from work at about 8 P.M., one ADMK Party worker raped her. This happened in Pollachi in Tamil Nadu. The ruling party just brushed it aside as a matter of normal occurrence and the case was not registered. It is natural that the inaction of Government in such cases gives a fillip to the offenders and the rape of women has increased in Tamil Nadu. There is another side of picture. As the hon. Lady Member pointed out, even when the case is taken to the Court, the benefit of doubt goes to the accused and such criminals go scot-free. In Palani in Tamil Nadu a woman had gone to the Police Station with her husbands to register a case. In the very presence of the husband, this Mohammedan woman was raped and thrown out. No case was registered and no action was taken to punish the culprits. In Karaikudi, one Balammal was raped by

[Shri T. Nagaratnam]

5 people, and she was murdered also. The post-mortem revealed that she had been raped. The ADMK Minister on the floor of Tamil Nadu Assembly admitted that she was raped by two and not by five. It is there on record. It was accepted by the hon. Minister. But no case was registered by the Police. In my constituency, nearby Tiruvellur in a village a mother of two children was raped by four people. She went to the Police station for registering the case. They also sent the vaginal smear for chemical examination. The medical certificate confirmed that she was raped. Yet under Section 376 the case was not registered. Under 147, 148, 324 and 354, I.P.C. the case was registered as outrage on the modesty of woman. The Police people are primarily responsible for the increase in such inhuman crimes. The Opposition Parties accused the Ruling Party of inaction in such cases. I would like to remind them that Shrimati Indira Gandhi deputed the Home Minister to the scene of incident in Baghat and a judicial inquiry has also been ordered. I think that all of us should appreciate the speedy action taken by our Prime Minister.

With these words I conclude my speech.

*SHRI R. K. MHALGI (Thane): Mr. Speaker, Sir, the highest democratic forum of our land, this august House, has been discussing the condition created by rape on women in various parts of the country. Whenever a woman is violated, it causes pain and shame. Instances of rape reported in the press over the past one year have not only damaged prestige of India but also brought down the dignity of Indian womanhood. Because the allotted time is short, I would like to make some suggestions to deal with the situation created by these incidents.

India is the land of Sita and Savi-
tri. Women were honoured here with
all respect and faith. We must think
of how to defend the honour of our
womenfolk today.

There has been a decided increase
in the incidents involving rape and
atrocities on women. In the city of
Delhi alone, 42 such instances were
recorded in 1974 and the number
went up to 78 in 1979. The shameful
assaults on women are not confined
to women belonging to the Schedul-
ed Castes and Tribes alone. Chasti-
ty of women has been violated with-
out regard to their caste origin. A
policeman raped a mentally sick
woman in the Jaipur Mental hospital
recently. A couple of days back we
read in the newspapers that a father
raped his 16 year old daughter. We
must take the most stringent action
against such persons who are obses-
sed by sex and passion. We should
not politicise the issue and should
rise above party politics when we
discuss the violation of feminine dig-
nity. The problem must be handl-
ed on administrative and social level.

I would like to make some sugges-
tions with regard to the administra-
tive measures we should take to
solve the problem. The law to punish
those who perpetrate atrocities on
women must be made more stringent.
No woman should be taken to a police
station for investigation. Section 106
of the Criminal Procedure Code for-
bids policemen from doing this but
inspite of it they take women accused
to police stations. Action against such
policemen is a must. Investigation of
crimes against women must be carried
on by women officials. Medical ex-
amination of a rape victim should in-
variably, be conducted by lady
doctor. It would be better if only
lady judges are appointed to try such
cases. The recommendations of the
Law Commission on the subject
should be implemented, with certain
reasonable restrictions soon.

*The Original speech was delivered in Marathi.

The age of consent should be raised from 16 to 18 years. It is not only an administrative imperative, but also a question of social responsibility which all should share. But, unfortunately in so called modern age our attitude towards women is strange. We forget that she is a mother, a sister and a daughter, but remember only that she is an object of sexual gratification. As long as this attitude remains, administrative measures, howsoever stringent would fail to make a dent in this problem. Both the administrators as well as society as a whole must cooperate to preserve the honour of womanhood in our country.

The police failed to come to aid of the victims on every occasion when the chastity and the dignity of a woman is threatened. Where do we have enough policemen to be posted in every village of India? When a woman is under any threat by anti-social element, society as a whole should stand to aid and assist her. If we fail in that it would only mean that chivalry is dead. How can we stop such crimes if a woman is harassed and the policemen merely look on? If the police fail, it is for us as dutiful citizen of the Society to swing into action to protect our 'Mother', sister' and 'Daughter'.

The press also has a responsibility in the matter. The names and photographs of those who commit crimes against women must be published to make them objects of ensure for the whole of society. A proper reporting of such cases would go a long way in rooting out this social evil.

श्री तारिक अनवर (कटिहार) : काफ़ी देर से इस सदन में, देश के अन्दर हरिजनों, अल्पसंख्यकों, समाज के कमजोर वर्गों और महिलाओं पर जो अत्याचार और जुल्म हो रहे हैं, उसका निदान कैसे हो, उसका मुकाबला हम कैसे करें, इस पर चर्चा हो रही है। लेकिन इस सदन में कुछ ऐसे लीग भी हैं कुछ हमारे ऐसे साथी भी हैं जो सुबह-सुबह उठ कर अखबारों में ऐसी खबरें खोजते हैं कि कहां पर हरिजनों पर जुल्म हुआ कहां पर बलात्कार की घटना हुई है और उस समाचार पर दुख प्रकट करने के बजाय खुशी का इजहार करते

हैं इसलिए कि उनको आज एक मसाला मिल गया है और सदन में जा कर वे इस बात की चर्चा करेंगे और यहां आकर वे बड़ियाली भांसू बहाते हैं। हकीकत यह है कि उनकी इस बात की चिन्त नहीं होता है कि जो अत्याचार हो रहे हैं, हरिजनों पर जुल्म हो रहे हैं, अल्पसंख्यकों पर जुल्म हो रहे हैं, उनका क्या इलाज किया जाए, कैसे उनका निदान किया जाए। इस बात की उनको जरा भी फिक्र नहीं है, अगर फिक्र है तो यह है कि कैसे हम सरकार को नीचा दिखायें और कैसे होम मिनिस्टर को नीचा दिखायें। यही उनके दिल की भावना है, यही बातें हैं।

आज जो बागपत को लेकर आन्दोलन कर रहे हैं, मैं उनसे पूछना चाहता हूँ कि जब अलीगढ़ और जमशेदपुर, बेलछी में और पता नहीं पिछले 3 सालों में कितने ऐसी घटनाएं हुई हैं, कितने मासूम लोग मारे गये हैं, कितनी महिलाओं के साथ बलात्कार हुआ है, तो उस समय वे कहां थे? आज आन्दोलन चला रहे हैं हमारे चौधरी चरण सिंह कहां थे वे उस समय? वह उस समय होम मिनिस्टर थे, इस देश की सर्वोच्च कुर्सी पर थे। अगर वह चाहते तो उस वक्त भी आन्दोलन हो सकता था। 6 महीने तक लगातार दंगे होते रहे, जमशेदपुर में दंगे होते रहे, चरण सिंह जी के कान पर जूं नहीं रेंगी लोकदल के लोगों के कानों पर जूं नहीं रेंगी। इसीलिए, कि वह उस समय कुर्सी पर थे, सत्ता में थे।

अगर सही मायनों में हम चाहते हैं कि ऐसे जुल्म न हों, अगर सही मायनों में इस देश के लोग यह चाहते हैं कि हरिजनों पर जुल्म न हों तो हमें आर्थिक विषमता को कम करना होगा। आज देश में जितनी घटनाएं घट रही हैं, अगर उनको गहराई से देखें तो उसके पीछे आर्थिक विषमता सबसे बड़ा कारण है।

आज आपने देखा कि 20-सूत्री कार्यक्रम के माध्यम से जो भी हमने जमीन, मकान और दूसरी थोड़ी बहुत सुविधाएं हरिजनों को दी थीं, इन साढ़े 3 सालों में उन्होंने उन मारी सुविधाओं को बन्द कर दिया और फिर उनसे जमीनें छीन ली गईं और आज फिर बड़े-बड़े जमींदारों का उन पर कब्जा हो चुका है।

अभी श्री ज्योतिर्मय वसु ने कहा कि बागपत में उस दारोगा का और इन्स्पेक्टर का ट्रान्सफर इसलिए नहीं हो रहा है क्योंकि उसने कांग्रेस को जिताया, इसलिए उसके साथ कार्यवाही नहीं की जा रही है। मैं उनसे पूछना चाहता हूँ कि क्या बंगाल के अन्दर जो उनकी जीत हुई, क्या वह पुलिस के जोर से जीत हुई ?

ज्योतिर्मय वसु जी मैं आपको बताना चाहता हूँ कि कांग्रेस ने कभी भी सत्ता का दुरुपयोग नहीं किया है। 1977 में इन्दिरा जी इस देश की प्रधान मंत्री थीं। सारे देश में कांग्रेस हार गई और इतना ही नहीं खुद श्रीमती इन्दिरा गांधी भी चुनाव में हार गई। अगर हमें सत्ता का दुरुपयोग करना होता, पुलिस का दुरुपयोग करते तो कभी भी इन्दिरा जी नहीं हारती, कभी कांग्रेस चुनाव नहीं हारती।

[श्री. तारिक अमनवर]

हमने हमेशा जनता ने जो फैसला किया है, उस पर विश्वास किया है, अमाम ने जो फैसला किया है, हमने उस पर विश्वास किया है। आज जब यू०पी० में जनता ने बागपत की जनता ने जब कांग्रेस को अपना समर्थन दिया, सहयोग दिया तो आपको भी उसे कबूल करना चाहिए। मैं इतना ही कहना चाहता हूँ कि हमें राजनीतिक भावना से प्रेरित हो कर इस पर कार्यवाही नहीं करनी चाहिए, हमें ऐसे काम नहीं करने चाहिये। आज देश हमारी ओर, सदन की ओर देख रहा है कि हम क्या कर रहे हैं उनके लिए। आज जो समाज के कमजोर लोग हैं, वह हमारी ओर बड़ी उम्मीद के साथ देख रहे हैं। इसलिए सारे सदन को चाहे किसी कुर्सी पर हों, किसी पक्ष में हों, उन सब को मिल कर बैठ कर फैसला करना होगा कि किस तरह से देश के साथ, हरिजनों पर, अल्पसंख्यकों पर, समाज के कमजोर वर्ग पर जो अन्याय हो रहा है, जल्म हो रहा है, उससे निपटारा हो। इन्हीं शब्दों के साथ मैं आपको धन्यवाद देना हूँ।

SHRI JAGJIVAN RAM (Sasaram):

We are discussing a very grave matter; a matter of national shame. I need not go into the details of quoting the instance because every instance is adequate to hand the head of any citizen in shame and, therefore, it should not be made a party question. It is not a question of the Scheduled castes and the Scheduled tribes alone. It is not a question of minorities. It is the question of the honour of India's mother. Are we prepared to protect the honour of our mothers? Are we prepared to protect the honour of our mothers and sisters? Are we to discuss it in a partisan spirit, in a spirit of frivolity? That is another matter for which we should hang our head in shame.

I will not quote instances. Previous speakers have done that. I will limit myself strictly to the subject matter of the motion. I will not go into the question of the economic condition of the Harijans or Girijans or what kind of discrimination is being perpetrated on the minorities in this country though much can be said on each of these questions, they are not relevant to the motion. The issue again is not limited—to protect the honour of the womanhood in this country from the general public as well as from those who are custodians

of law and order in this country. I will proceed to make a few suggestions for the consideration of the Government.

At present we have a great lady at the helm of affairs of the Government. During the election, the ladies of this country voted massively for her party in the hope that her assurances and promises are going to be implemented. She had promised to restore law and order in the society. The ladies of the country are looking up to her. Will she rise to the occasion? Will she establish order in the country? Will she arouse the conscience of the nation that if the honour of one lady is threatened, hundreds of men will be prepared to protect it even at the cost of their lives. That is what is required and I am sure if Shrimati Indira Gandhi takes it into her head, she can create that spirit in this country. That is what is required. You cannot depend upon the police. It has been proposed that if a lady is taken to the police station, she has to be escorted by a lady constable. But we have completely lost our faith in the lady constables after what happened in Madhya Pradesh. Any lady who has the slightest character in her would not ask a son to violate his mother. That was done by a lady constable. I would suggest to the Home Minister that before a lady is appointed as a lady constable, it should be fully examined as to what has been her sexual past. Unless that is done, a lady should not be appointed as a lady constable. Again no lady should be taken to the police station for investigation. It is not enough that she should be accompanied by a lady constable or even by her own family members, because instances have come to notice where the family members, husband and son have been driven out of the police station and the ladies have been violated. It is for the consideration of the Home Minister whether it should not be provided that only an advocate will accompany a lady to the police station and if the cost has to be borne, it should be borne by the Government. The cost

involved is not much in comparison with the protection of the honour of this country's motherhood.

I will suggest another thing. It has been suggested that deterrent punishment should be given to those who violate the honour of ladies in this country. Violation of a lady's honour is worse than her murder. The punishment therefore should be for that of murder. But I am going to suggest another thing. Our whole jurisprudence is based on English jurisprudence. A lady who has been violated has to prove that she has been violated. Is it possible in our society? Statistics have been quoted that so many cases of rape have taken place. This is just the tip of the iceberg. Any lady who has been violated will try to keep it a secret otherwise, she becomes a fallen lady. A fallen lady has no place in our society. So, the statistics quoted give just a proportion of the actual incidents that are taking place in this country. We have already changed in some cases the concept of British jurisprudence. In this matter I will suggest that when a person is charged with the crime of rape, it should be his responsibility to prove that he is innocent. It is not for the lady to prove that she has been violated. This is not the first time that I am suggesting this. This concept of jurisprudence that the accused is innocent until proved guilty has been changed in a few cases already by this House. I will suggest for the consideration of the Home Minister that it should be done at the earliest opportunity. The responsibility of proving his innocence should be that of the person who is charged with a crime of rape. This is required. It is not the question of Harijan lady; it is not the question of Scheduled Tribe lady; it is the question of the Indian lady. Have not the Brahmin ladies been violated? Only yesterday, it was being discussed in the U.P. Assembly that 17 ladies had been violated during the course of these few months by the custodians of law and order alone and Brahmin ladies are included in

Atrocities on women

that. Ladies belonging to minority community are also included in that. What has happened at Narayanpur? Mrs. Bajpai was waxing eloquent about Narayanpur. She is not aware of the fact that it is not the Harijan ladies that were violated; it is the minority muslim ladies that were violated. So, one should be sure of facts. So, I will not restrict it to this small point. It is the question of honour of the Indian motherhood. And let the Government take stringent action. We open the newspapers in the morning and some incident somewhere is reported. Why is it happening like that? Because people are feeling emboldened. It has happened in Narayanpur but nothing has happened to the culprits. The Home Minister does not have even upto date information. What legal action has been taken and at what stages these cases are pending? What has happened at Narayanpur? Where are the culprits? What action is likely to be taken against them?

I will suggest for the consideration of the Home Minister that he should open a cell in his Ministry so that these cases are watched bit by bit and the progress noted. If slackness is found, the Minister will see that all these cases are not ignored. I do not propose to narrate the various incidents. As I have said, one incident is adequate to hang the head in shame of any civilised nation; if we claim to be civilised, we will have to rouse the conscience of the nation that at all costs, the honour of the ladies has to be protected. I am sure, the Government will rise to the occasion.

श्रीमती प्रमिला बन्धवते (बम्बई उत्तर मध्य) : अध्यक्ष महोदय, हमारे देश में जो बातें हो रही हैं, महिलाओं पर जो अत्याचार हो रहे हैं वह सिर्फ हरिजनों के ऊपर या आदिवासी महिलाओं के ऊपर ही हों ऐसी बात नहीं है। बड़ों के ऊपर भी हो रहे हैं, लड़कियों के ऊपर भी हो रहे हैं, अपनी खुद की लड़की के ऊपर भी हो रहे हैं, ये सारी बातें सुन कर और पढ़ कर ऐसा लगता है कि हमारे देश के बारे में दुनिया क्या समझती होगी। हमारे देश में कहा जाता है कि जहाँ महिलाओं की इज्जत होती है वहाँ देवताओं का वास रहता है। इस प्रकार की बातें आज तक हमने सुनी थी। मैं यहाँ पर पालिटिक्स नही करना चाहती,

[श्रीमती प्रमिला इण्डवते]

लेकिन मैं एक बात पूछना चाहती हूँ। अभी अभी हमने रिजर्वेशन के लिए दस साल और बढ़ाए हैं। क्यों? तीस साल तक किस का राज था? अगर हरिजनों की हालत तीस साल में सुधार पाते तो दस साल और बढ़ाने की जरूरत नहीं होती। मैं इस के लिए किसी को जिम्मेदार नहीं ठहराती। मुझे लगता है कि हम सारे लोग इस प्रकार की जो चीजें होती हैं उस के लिए जिम्मेदार हैं। मैं यह कहूँगी कि हमारे गृह मंत्रों जो ये सारे सवाल हैं उनको शेर और शायरी में परिवर्तित न करें, यह कोई मजाक की बातें नहीं हैं। बहुत गंभीर बातें हैं और मुझे उम्मीद है कि इस सदन में बैठने वाले जो सदस्य हैं वे इसको समझेंगे कि जो चर्चा चल रही है यह हमारी बच्ची के बारे में है, हमारी लड़की के बारे में है, हमारी बहू के बारे में है और किसी न किसी की पत्नी के बारे में है।

मुझे ख़ुशी है, श्रीमती किदवई ने कहा कि वह यह मानती हैं कि यह सवाल पार्टी का नहीं होना चाहिए। लेकिन नारायणपुर में पालिटिकम बनाया गया, बेलची में पालिटिकस बनाया गया... (व्यवधान)... मैं अपने बारे में और अपनी पार्टी के बारे में कहती हूँ कि अगर मुझे पोलिटिकल कैपिटल बनाना होना तो मैं उम लड़की को इंदिरा गांधी जी, प्रधान मंत्री के पाम नहीं ले जाती। उसके पहले जब मेरे पाम वह लड़की आई तो मैंने कांग्रेस (आई) के सदस्यों से कहा कि आप भी मिलना चाहते हैं तो जनता पार्टी के दफ्तर में वह आने वाली है, आपसे मुलाक़ात करने लिए तैयार है। मैं चाहती थी उसके नाम का पता पार्लियामेंट में सभी को न चले क्योंकि वह एक एडवर्टीज-मेण्ट हो जाता है और एक लड़की को सभी लोग देखने के लिए चले जायें यह गलत बात है। मैंने यह कहा था और मैं समझती हूँ कि इसको पोलिटिकल रूप में नहीं लेना चाहिए और आज भी मैं ऐसा ही मानती हूँ।

मेरा आपको सुझाव है। पुलिस जिनके ऊपर हमने सुरक्षा की जिम्मेदारी डाली हुई है उनको सुरक्षा देने का जो काम बागपत में हुआ और वह डकैत की बोबी कही जाती है, इसलिए हुआ, परन्तु मुझे लगता है अगर सम्पत्ति लूटने वाले लुटेरे होते हैं तो स्त्री की इज्जत लूटने वाले भी लुटेरे ही हैं। इसलिए आज जो पुलिस है, वे अगर क्रिमिनल्स इन यूनियफार्म—उनको सुरक्षा नहीं देनी चाहिए थी। 18 तारीख को यह घटना हुई और अगर 19 तारीख को ही पुलिस वालों को सम्प्रेण्ड कर दिया जाता तो किसी को पोलिटिकल कैम्पिल बनाने का मौका ही नहीं मिलता लेकिन आपने ही ऐसा मौका दे दिया। परन्तु आपको यह नोट करना चाहिए कि मैं इसको मानने वाली नहीं हूँ।

मैं इस सदन में कांग्रेस (आई) की सदस्यों से प्रार्थना करती हूँ कि आइये, आप और हम इस देश

की महिलाओं की इज्जत बचाने के लिए इकट्ठी हो कर आवाज उठावें और कहें कि जो पुलिस और पुरुष स्त्री की इज्जत लूटते हैं उनके खिलाफ लड़ने के लिए हम एक साथ हैं। हमें यह नहीं कहना चाहिये कि किसने क्या किया या क्या कहा। हमारी माया के बारे में बातें होती हैं, एक बार नहीं कई बार, एक बार बागपत में नंगा किया, यहाँ भी बार बार नंगा करना चाहते हैं। तो उस बारे में हमको नहीं कहना चाहिए। बार बार उसके बारे में चर्चा नहीं करनी चाहिए, वह बेचारी वहाँ पर बैठ कर क्या कहती होगी? हमारे देश में जो सब से ऊँचा स्थान है वहाँ से उसकी इज्जत के बारे में, उसके शरीर के बारे में कि किस प्रकार से किया गया, बार बार बातें कही जायें, यह नहीं होना चाहिए।

मेरी आपसे प्रार्थना है हमें इस देश में एक नई हवा बनानी है। लेकिन मैं देखती हूँ हमारे देश में ऐसी हवा बनी है, इण्डस्ट्रियल पॉजिमी का वजह से, कि लोग गाव छोड़ कर शहरों में आ रहे हैं। उनके परिवार गांवों में हैं। शहरों में मिनेमा कैमे है और पोस्टर कैमे होते हैं? बुभुक्षित कि न करोति पापम। उनके सामने मिटमुसूलटिंग एटमा-म्फियर रहता है जिनकी वजह से हमारे देश में गुनाह बढ़ गए हैं। मेरी प्रार्थना है कि सवाल सिर्फ पुलिस और पुरुषों को ठीक करने का नहीं है बल्कि सभी क्षेत्रों में महिलाओं की इमेज कैसे बनाई जाये, नवाल डम वान का है। हम रोज़ अखबारों और मैगज़ीनों में देखते हैं कि स्त्री का शरीर ही महत्व का है। स्त्री केवल पुरुष के उपभोग की चीज नहीं है—हम इसको नहीं होने देगे। सभी वहनों को इसको समझना चाहिए और वे पुरुष इस संघर्ष में हमारा साथ देने के लिए तैयार हो जो यह समझें कि स्त्री पुरुष के उपयोग की चीज नहीं है—वह चीज है भी नहीं—वह एक व्यक्ति है और वह अपने अधिकारों के लिए काम करेगी।

मेरी ना मिनिस्टर से प्रार्थना है कि मथुरा केम में जो हमने संघर्ष किया था उसके बाद ला कमीशन ने जो भी हमारे सुझाव मंजूर किए हैं वह जल्दी से जल्दी सदन में लाये जायें।

मेरी दूसरी प्रार्थना यह है कि पुलिस से कहना चाहिए कि आपकी लायल्टी किसी भी पार्टी के साथ नहीं होनी चाहिए, न सत्तारूढ़ पार्टी के साथ, न विरोधी पार्टियों के साथ, बल्कि उनकी निष्ठा संविधान के प्रति होनी चाहिए और संविधान की इज्जत रखने के लिए ही उन्हें काम करना चाहिए। अगर पुलिस यह समझे कि सत्तारूढ़ पक्ष के साथ सम्बन्ध रख कर कोई भी गुनाह करेगी, उसकी सजा नहीं होगी तो

कभी पुलिस रक्षा का काम नहीं कर पायेगी। अतः पालिटिक्स से ऊपर उठ कर इस देश की इज्जत रखने के लिए, यहां पर मैंने जो कुछ सुझाव रखे हैं उन पर मंत्री जी ठोस कार्यवाही करें।

THE MINISTER OF STATE IN
THE MINISTRY OF HOME AFFAIRS
(SHRI YOGENDRA MAKWANA):

Sir, I am thankful to all the hon. Members who have participated in the debate as they have participated with all seriousness, and some of them of course have given it a political colour, but most of them have discussed it with all seriousness, and therefore, I am thankful to them.

Shrimati Kidwai, Shrimati Gita Mukherjee, Chandrajitji, and the final speaker, Babuji, have given very good suggestions. We will see how it can be implemented and in what way it can be connected with the law of the land. Of course, this is a question, as Babuji rightly described, of the Indian mother, but many things have been said about atrocities on Harijans and on the weaker sections. Therefore, I would like to say something about that also.

I have repeatedly said in this House on previous occasions that this Government has commitment to the uplift and protection of the weaker sections, and women in particular. As I have said on previous occasions, we have implemented certain economic programmes for the uplift of the Harijans and the weaker sections. As I have said earlier also, a special Central assistance scheme of Rs. 100 crores has been sanctioned this year for the uplift of these communities. We are going from State to State to the review meetings, and there also we have been impressing upon the State Governments the importance of allocating funds proportionate to the percentage of the population of the scheduled castes in the particular State. The Prime Minister has written letters to all the Lt. Governors, Governors and Chief Ministers and thereafter the Home Minister has

written a letter giving detailed guidelines how to deal with this problem and what action should be taken by the authorities. At the last meeting of the Governors and the Chief Ministers when they were here, special attention was given to the discussion of this problem, but even after that these instances are repeatedly happening in this country. It is a most unfortunate aspect, and it will be our endeavour to minimise them and stop them for ever.

However, instances of police misbehaviour, wherever it occurs in any form with women is reprehensible and deserves the severest action on the part of any Government. While no Government will shield its police officers for wrongs done, particularly towards women, care has to be taken to ensure that at least *prima facie* the guilt of the policemen is established in an inquiry before any action is taken or initiated. In some of the recent incidents which have been highlighted in the press and, therefore, have agitated the minds of the opposition leaders in particular, it has been found that the allegations have been totally ill-founded, if not false, and it gives an impression that an attempt is being made to malign the Government by publishing such unconfirmed, false and alarming news. It would be unfair to take any political advantage out of such exaggerated versions as appear in the press without proper verification. The allegation of rape by nine policemen in Baghpat, allegations of killing of two Harijans and injuring 250 women and children and mass rape of nine Harijan women in Uttar Pradesh which found a prominent place in some newspapers, have, on enquiry, been found to be highly exaggerated, if not false. This cannot but lead one to a feeling that such tendentious dissemination of news has some ulterior motives.

Now I would like to reply to some of the points raised by hon. Members:

SHRI A. NEELALOHITHADASAN (Trivandrum): Is the Minister replying or intervening?

MR. SPEAKER: He is intervening.

SHRI YOGENDRA MAKWANA: I am intervening in the debate. The Home Minister will reply to the debate. But when I intervene, it is my duty to refer to certain points raised by some of the hon. Members.

The first speaker, Mr. Jyotirmoy Bosu, referred to the Twentyfifth Report of the Commissioner for the Welfare of Scheduled Castes and Scheduled Tribes. But when he referred to that, he does not know that this Report pertains to the year 1977-78, particularly to the latter part of 1977-78. It pertains to the period when the Congress Party was not in power and it was the Janata Party which was in power. Whatever remark the Commissioner for the Welfare of Scheduled Castes and Scheduled Tribes has made in the Report is against the Janata Party, not against the Congress Party.

Then, he referred to an incident at Banda. That report is ill-founded and, on enquiry, it has been found to be substantially not correct.

AN HON. MEMBER: What is correct?

SHRI YOGENDRA MAKWANA: I will say, what is correct.

Again, he referred to the Durg incident. About that also, on verification, it has been found that there is no substance in it. As I rightly pointed out before, in regard to many of the incidents which were referred to by the hon. Members, there is some substance in some of the incidents but many of the incidents are rather exaggerated in the newspapers. I do not want to go by the newspapers. I go by the reports of our investigating officers, independent authorities like CID and IB.

The second speaker, Mr. Chandrajit Yadav, made very good suggestions. With all seriousness, he has discussed this issue. I appreciate his intention. He has asked certain questions. He wanted to know about the position of cases in Pipri and elsewhere. In Pipri, the incident took place on 25th February, 1980 and, on the same day, the complaint was lodged and it was chargesheeted on 8th March, 1980 and committed to the Sessions Court on 18th March, 1980. The Sessions Court trial opened on 8th April, 1980 and, on the request of the State Government, the High Court has earmarked an Additional Sessions Judge for day-to-day hearing of the case.

So far as the Belchi case is concerned, it was registered on 28th May, 1977 and the chargesheet was submitted on the 30th June, 1977 whereas the case was started on 5th February, 1980.

You can mark the difference between the two cases, the way in which the present Government has dealt with the cases, the way in which the investigation is carried out and the way in which the judicial authorities are requested to deal with the cases, to give top priority to such cases. All this shows that this Government is sincere to the cause to which it is wedded.

There are some good suggestions made by some of the hon. Members. As I said in the beginning, I have taken note of them. We will see that most of them are implemented.

One hon. Member wanted to know about the meeting of the Leaders of the Opposition. I have repeatedly said in this House that we are going to discuss this issue of Harijan atrocities with the leaders of the Opposition and with all the Members of the Scheduled Castes and Scheduled Tribes. A meeting has been fixed for 14th July, 1980. I have already written letters to the leaders of the Opposition; my colleague, the Minister for Parliamentary Affairs has written...

PROF. N. G. RANGA (Guntur): Some of the Members of Parliament belonging to the Congress-I Party also should be invited.

SHRI YOGENDRA MAKWANA: The Members of all the Parties belonging to the Scheduled Castes and Scheduled Tribes are being invited in batches and different dates have been fixed where this will be discussed threadbare. A meeting of the State Home Secretaries has also been called on the 15th July, 1980, to discuss this issue and to give them certain instructions

One lady Member suggested 'in camera' trial. This is a suggestion given ...

श्री मलिक एम० एम० ए० खां (एटा) यह हरिजनो का ही मवाल क्यों बनाया जा रहा है, इसमें माइनोरिटी कम्युनिटीज के लोग भी शामिल है।

SHRI YOGENDRA MAKWANA: Not only Harijans. I am talking about the Scheduled Castes and Scheduled Tribes, minorities and other weaker sections of the society. (*Interruptions*). All the weaker sections of the society are included. But when the Scheduled Castes and Scheduled Tribes are the prime sector of the weaker sections, I must give the information to this august House as to what we are going to do.

So far as offences against women like rape, etc., are concerned, the Government is quite vigilant. A Memorandum was given by the hon. lady Member, Shrimati Geeta Mukherjee, and some letters were written by the hon. Members of this House and the other House. The Government immediately referred the matter to the Law Commission, and in the Eighty-Fourth Report of the Law Commission, many suggestions have been given. The Report is under the active consideration of the Ministries of Home Affairs and Law. It has been sent to the State Governments

for their views since criminal law is in the Concurrent List of subjects. A meeting with the Home Secretaries of the various State Governments and the other officers concerned, to discuss the recommendations of the Law Commission, has been fixed for 15th July, 1980. The views of the Government of India will be finalised very soon thereafter. They have made criminal laws. The Law Commission has suggested amendments to the IPC. Many amendments have been suggested to the Criminal Procedure Code. Many amendments have been suggested to the Indian Evidence Act...

AN HON. MEMBER: Regarding what?

SHRI YOGENDRA MAKWANA: Regarding punishment and the way in which inquiries are to be conducted and how the evidences are to be obtained. Many aspects are covered under these amendments. As I said, the Report is under the active consideration of the Government. As soon as we receive the reports from the State Governments, our views will be finalised, and as the Home Minister has already assured the Rajya Sabha, a comprehensive Amendment will be brought before both Houses of Parliament when again all the Members of this House will have an occasion, an opportunity to discuss it at length....

AN HON. MEMBER: In this Session itself?

SHRI YOGENDRA MAKWANA: As I said, this subject is in the Concurrent List. We have to receive the reports from the State Governments also. As soon as they are received, a comprehensive Amendment will be brought forward by the Home Minister. It will be in this House as well as in the other House where all the Members will again have an opportunity to discuss this problem at length.

[Shri Yogendra Makwana]

As I said, I have noted the suggestions given by the hon. Members, and they will also be taken into consideration while framing the amendments to the different laws.

With these words, I assure, through you, Sir, all the Members of this House that the Government is quite vigilant. As rightly pointed out by Babuji, it is the Prime Minister of this country who can do many things; she has the intention of doing, she is committed to do, she wants to do, many things. I can assure this House that a comprehensive Amendment will be brought before the House. Everything will be done in this direction to see that no atrocities will be committed on the Harijans, on the weaker sections, on women and on the minorities also.

With these words, Sir, I thank you and all the hon. Members.

SHRI A. NEELALOHITHADASAN
(Trivandrum): Never in the history of our country such a large number of incidents of rape of women and atrocities on women have taken place as they are happening nowadays.

The newspaper reports everyday are revealing. But here Mr. Makwana, the State Home Minister, is saying that he is not relying on the newspaper reports but he is relying on the reports of his officials only. Who are the officials? They are the Police officials. Some of these police officials who are responsible for them are also accused in the incidents. If the Home Minister is going to rely on them, how is justice going to be done?

Sir, I am not going to cite the incidents because there is no time. They have already been discussed in this House itself. As regards Baghpat, it has been admitted in this House. The Home Minister has admitted the incident. He announced that he was going to visit the place. But he has not gone to the place of the actual incident. He seems to be a physically

courageous person but he has not shown the mental courage to visit the actual place of incident. Also after visiting the place he has stated, 'I am fully confused.' Sir, if the Home Minister is himself confused, then what is the fate of this nation? What is the fate of the motherhood of this country? What is the fate of the sisterhood of this country and the daughters of this nation?

Sir, somebody has quoted the Narainpur incident. Sir, it was the late Sanjay Gandhi who has raised the issue in this House and held the then Lok Dal Ministry responsible for the incidents of Narainpur. Now, the Deputy Superintendent of Police who was the accused in that case and who was suspended by the then Lok Dal Ministry, has now been reinstated by the Congress after it came into power. If this is the way you are going to run the administration, how can you protect the honour of the women?

Then, I am going to ask the Home Minister who is sitting here and who physically seems to be rock-like unaffected and unaffected by anything that is happening in the country in the supreme confidence that 'I am personally loyal to the caucus running the state of affairs in this country and I will remain to be the Home Minister.' But, Sir, this country has a great tradition. You are sitting in the chair adorned by great men like Sardar Vallabhbhai Patel, Lal Bahadur Shastri and Gobind Ballabh Pant. Lal Bahadur Shastri has created a tradition in this country. He resigned from the post of Railway Minister immediately after a gruesome railway accident. So also a Defence Minister Shri Krishna Menon gave up his office on account of the Chinese aggression. So at least to keep the prestige of the country or at least to show to the world that the government is serious about the matter, I demand his resignation. Otherwise, we are not going to listen to him.

श्री मनोराम बागड़ी (हिसार) : अध्यक्ष जी, बागपत में 18 तारीख को यह घटना घटती है और 20 तारीख को श्री राज नारायण जी वहाँ जाने हैं। दूसरे दिन अखबारों में यह खबर आती है।

मैं मुबारकवाद देता हूँ कि आखिर इस घटना पर इस देश के अन्दर जो चर्चा हो रही है उसके कारण हम और आप सब इस पर विचार करने के लिए मजबूर हुए। ये हैं हालात जो आज देश के सामने हैं। इनके रहने हम यहाँ पर इस विषय पर विचार कर रहे हैं।

एक बात मैं कहना चाहता हूँ। माया त्यागी की इज्जत लूटी गई, वह तो अलग बात है। लेकिन अब शायद उसकी जिन्दगी भी खतरे में है। हम वास्ते होम मिनिस्ट्री और प्रान्तीय सरकार को उसकी रक्षा करने की अपनी जिम्मेवारी को समझना चाहिए और उसकी जिन्दगी की रक्षा करनी चाहिए।

SHRI RAJESH PILOT (Bharatpur):
She is in their custody.

श्री मनोराम बागड़ी : मैं जानी जी का बड़ा आभारी हूँ कि वह मौके पर गए। लेकिन मैं समझता हूँ कि जानीजी अगर समझदार डाक्टर होते तो एक दम से फोड़े का अप्रेशन कर देते और जो पीक थी उसका निकाल देते। यदि उन्होंने ऐसा किया होता तो शायद यह सब कुछ कहने का हम को मौका नहीं मिलता। जो खिल बरती गई है, जो मजबूत कदम नहीं उठाए गए हैं उसी का यह नतीजा है कि बार बार इस देश के अन्दर हम तरह की जो घटनाएं घट रही हैं, उनको चर्चा का विषय बनाना हम को पड़ रहा है। जानी जी ने मौके पर जा कर बहुत अच्छा काम किया है। मैं उनकी बहुत इज्जत करता हूँ। लेकिन मौके पर जा कर उनको जो मजबूत कदम उठाना चाहिये था वह कदम उन्होंने नहीं उठाया। इंदिरा जी की मैं इस मामले में निन्दा नहीं करता हूँ। उनकी मैं तारीफ करता हूँ। वह गई अन्यत्र और जाने के बाद उन्होंने कदम उठाए। लेकिन जानी जी ने ऐसा नहीं किया। जानी जी गए और उन्होंने अपना कदम वापिस ले लिया जिस की वजह से यह सब बवंडर उठा।

गुरु नानक की याद मैं आपको दिलाना चाहता हूँ। उन्होंने कहा था :

हाकिम चोर मुमड़ी कुत्ते,
जा जगावन था था सुत्ते।

मैं कहना चाहता हूँ कि जानी जी के जमाने में अगर बेटे को मां के साथ बलात्कार करने के लिए मजबूर किया जाए और पुलिस वाले ऐसा करें, बाप के सामने बेटे के साथ पुलिस वाले बलात्कार करें तो उस देश का क्या हाल होगा इसका अनुमान आप स्वयं लगा सकते हैं। मैं कहना नहीं चाहता था, इस विषय को मैं छेड़ना नहीं चाहता था लेकिन मैं

मजबूर हूँ कहने के लिए कि हिन्दुस्तान की फौज का भी पतन हो रहा है। मैं फौज के हाकिमों से कहना चाहता हूँ, जनरलों से कहना चाहता हूँ कि देश में यह जो तवाही हो रही है इस तवाही से देश को बचाएं और इस देश के चरित्र को कायम रखें, देश की रक्षा वे करें। फौज को इन कामों में नहीं उलझना चाहिए। रेलों में किस तरह से और क्या हो रहा है, इसके किस्से भी रोज पढ़ने को मिल जाते हैं। जानी जी आप याद रखें। आपको घमण्ड है, इन भाइयों को घमंड है लेकिन घमंडी का सिर नीचा होता है। क्या आप भूल गए हैं वे दिन कि एमरजेंसी की वजह से जनता ने आपको उखाड़ कर फेंक दिया था, पुलिस जतों से पीटती थी, ठोकें मारती थी, तुम रोते थे? इन लोगों ने भी कोई काम नहीं किया और हिन्दुस्तान की जनता ने इनको भी उखाड़ कर फेंक दिया। समय आ रहा है और बहुत जल्द आ रहा है आपको भी लोग उखाड़ कर फेंक देंगे। गांधी जी ने क्या कहा था इसको भी मैं आपको याद दिला देता हूँ। उन्होंने कहा था कि एक समय आएगा, कांग्रेस वालों सचेत हो जाओ और ठीक काम करो और अगर तुम ने ऐसा नहीं किया तो वह जमाना आएगा कि गांधी टॉपी वालों को लोग चुन चुन कर मारेंगे। याद रखो मजाक करने वालों, तुम्हारा नामोनिशान नहीं मिलेगा। हालात इस तरह के पैदा हो रहे हैं, हालात इस ओर इशारा कर रहे हैं। एक जलजला आएगा और तुम मिट जाओगे। इसको मामूली बात न समझो।

मैं जानी जी की हालत को समझ रहा हूँ। जानी जी कोई मामूली आदर्मी नहीं हैं। वह सिद्ध सिद्धान्तों के कायल हैं। आखिर जानी जी भी इस देश के रहने वाले हैं। भारत में हर कोई किसी बेटे का बाप है, किसी पत्नी का पति है, किसी मां की कोई बेटे है और जब किसी की इस तरह से इज्जत लूटती है तो यह हो नहीं सकता है कि जानी जी चुप बैठे रहें और कोई सख्त कदम न उठाएँ। लेकिन उनकी कुछ मजबूरी है। जिस तरह से हिन्दुस्तान में बंधुवा मजदूर हैं, उसी तरह से आजकल बंधुवा बजीर भी हैं जो कुछ कर नहीं सकते हैं। जानी जी समस्त संसार को याद रखो, जब जुल्म इस देश में बढ़े, पटना से गुरु तेग बहादुर, पटना, जहाँ से श्री गुरु गोविन्द सिंह अपने पिता को कहते हैं, जाओ, दिल्ली का दरवार, दिल्ली तुमको शहीदी के लिए पुकारती है, जों कि जुल्मों सितम का केन्द्र बन गई है। वहाँ बहिनों की, अबलाओं की इज्जत लूट रही है। आज देश की महिलाओं की इज्जत लूट रही है, इसके लिए कुछ करो, वरना जमाना नहीं बखशेगा। जेल तो हमारी भी होगी, कैद तो हमारी भी होगी, लेकिन बखशे आप भी नहीं जायेंगे।

याद रखना कि इस देश में बेटे चाहे वह किसी की है, बेटे है, हम सब की बेटे है। मां लो, मानते नहीं, लेकिन जवान से कहते हैं। बहिन जी ने कहा कि कानून से कुछ नहीं होता, यह सत्य है। सिर्फ कानून से नहीं होता, लेकिन यह भी सत्य है कि

[श्री मनीराम बागड़ी]

कानून से नहीं होता तो गन्दे कानून बनाये जाते हैं। चोरी कानून से नहीं रुकती तो चोरी का कानून हटाया नहीं जा सकता। बच्चों की शादियां शारदा एक्ट से नहीं रुकीं तो उसको हटाया नहीं जाता, रेप अगर कानून से नहीं रुकती तो उस कानून को मजबूत बनाओ, ज्ञानी जी, आपके हाथ क्यों कमजोर हैं? आप गुरु गोविन्द सिंह को मानने वाले हों, तो उठाओ, कलम, धरो जेल में उन दरिन्दों को जिन्होंने इस किस्म का भ्रष्टाचार किया है।

कहां हैं, मकवाना साहब, आपको याद है कि याने में जाद की हरिजन लड़की आपके द्वारा बरामद कराई गई, उस थानेदार को आपने मुअ्तिल नहीं किया। आपने ज्ञानी जी, वहां पर, यह ठीक है, मैं साफ कहता हूँ (ब्यबधान) आप किम को कहलवाना चाहते हो ?

ज्ञानी जी घर मंत्री हैं। इन्दिरा जी को मैं नहीं कहना चाहता, क्योंकि इन्दिरा जी इस समय शोक में हैं, मैं उनसे इस समय बात नहीं करना चाहता। ज्ञानी जो घर मंत्री हैं, जिम्मेदार हैं, मैं उनसे कहना चाहता हूँ—या तो करो या इस्तोफ़ा दे दो। आपको शोभा नहीं देता है। आप इस देश का समस्त वटियों के बाप है, सिर्फ एक, दो या चार बेटियों के बाप नहीं है जो अपने घर में पैदा हुई हो।

मैं उमोद रखूंगा कि या तो कर जाओ, या हट जाओ, इस देश की परम्परा को कायम रखो।

मेरे भाई ने कहा कि लोकदल करेगा। अच्छा होता लोकदल ही नहीं, बल्कि समस्त लोग मिलने, जो बागपत के अन्दर एजीटेशन ली थी, उममें कायम के भी आदमी थे, जिन्होंने आन्दोलन खड़ा किया, आन्दोलन का मतलब सत्याग्रह नहीं, जिन्होंने आवाज उठाई। एक पार्टी की बात मत बनाओ, देश की बनाओ।

मैं हिन्दुस्तान के सभी लोगों को आह्वान करना हूँ, बिना लिहाज किसी पार्टी के, अगर जुल्म हों तो गांधी जी ने कहा था कि अगर बहिनो की इज्जत का अहिंसा के रास्ते पर चल कर नहीं बचा सकते तो चाहे हिंसा करो, जान दे कर इज्जत बचाओ, अगर जान दे कर नहीं बचा सकते हो तो जान लेकर इज्जत बचती हो तो जान लेना, मगर अवला की इज्जत बचाओ।

SHRI A. K. ROY (Dhanbad): Mr. Speaker, Sir, the system is in very sad condition. Some time back, Sir, we were hearing the so-called intervention by our Minister of State for Home Affairs and I became very much disappointed because of the casual manner in which he dealt with the atrocities on women. And I take

objection to his words when he said that atrocities on women, rape, etc." To him 'rape' is like a hundred other atrocities and it can be said 'rape' etc."

Sir, this word should be removed from the proceedings. Sir, atrocities on harijans, atrocities on adivasis, and atrocities on women, do not constitute any new news to our country. We are used to it. Every morning we see this type of news. We saw these in Congress regime. We saw these in the Janata regime. We saw these in the Lok Dal regime. We are again seeing these in Congress regime. This is what we are used to. But, Sir, the very feature, the very speciality, which are terrorising the guardians of the country into this awe, this feeling of awe, even of this House,—this is the limit. We used to know only that harijans would be raped, harijans would be tortured. Now you are finding, it is spilling over that boundary. It is affecting our community. It is also affecting the ruling class. That has created panic. Sir, when we are in distress we seek the protection of the Police. But, who will protect us from Police? Here is the question. The system has started tearing its garb, fearing its own police, its own protector. Sir, with bayonet you can do many things. But you cannot sit on that bayonet. The system is sitting on its own bayonet, and now feeling panicky. This is the point, Sir.

You will not give me time, I know. But I remember that I read one book long back—Ronald Segal's 'Crisis in India'. It has compared two provinces of India, one Kerala and the other U.P. They say, what is the difference between Kerala and U.P. I am here in the Parliament; previously I was in the Assembly also. I have never heard, never discussed, any case of rape in Kerala. But why these things are happening only in Bihar? Only in U.P.? What is the difference? I like to ask this august House, what is the caste of a woman. You will find, the society which commits atrocities on the harijans and adivasis,

commits atrocities on women also. Woman also constitutes a scheduled caste, a harijan...

DR. RAJENDRA KUMARI BAJPAI:
We don't agree.

SHRI A. K. ROY: You may not like it, mother, but you are.

So, this is the position. There is one more thing which I would like to tell you. They say, by amending the Indian Penal Code, we will protect the honour of the women. I differ with them. I know by all the speeches Zia-ul-Haq of Pakistan may be delighted. Perhaps that law is the best where man is stoned to death, if he is accused of rape. Why don't you bring that law? But law cannot protect the honour of women. It requires a social revolution in which women themselves will have to take a lead. Your honour lies in your own hands. Sir, I remember one word of **Paradise Lost**:

'To be weak is miserable
Being or suffering'

If you remain at the mercy of men-folk your honour is in peril. We are living in a capitalist society; here everything is a commodity; even the body of a woman is a commodity. We are talking of hanging the rapist. Can you stop all these ugly pictures, ugly cinemas, ugly cultures? Today we are in the midst of a perverted culture, defunct culture, which is polluting the body-politic of our country. That is why, Sir, it is a big problem. I say, big problem should not be tackled in a small way. It should not be tackled in a right way. I appeal to the conscience of the country, conscience of the House to rise and fight it. India is symbolised in motherhood. We call Mother India, not Father India. In the West they call Fatherland. We call Motherland. Our mother is in danger; let us stand up, unite and fight and protect the honour of the mother.

MR. SPEAKER: Now, the Home Minister.

श्री हरिकेश बहादुर (गोरखपुर) : मान्यवर, गृह मंत्री के पुलिस-समर्थक दृष्टिकोण के कारण हम वाक-बाजट करते हैं।

18.20 hrs.

(Shri Harikesh Bahadur and some other hon. Members then left the House).

श्री मलिक एम० एम० ए० खाँ (एटा) : इस हाउस का ** बाहर चला गया है।

MR. SPEAKER: I will see to it that unparliamentary words are expunged.

गृह मंत्री (श्री जैल सिंह) : अध्यक्ष महोदय, आज इस सदन में हमारे 16 सम्माननीय सदस्यों ने अपने विचार प्रकट किए। सब के विचारों पर टिप्पणी करूं, इस की मेरे ख्याल में जरूरत नहीं रही है। हर ख्याल के मुताबिक एक दूसरे के विचारों को कुछ लोगों ने समर्थन भी किया है और कुछ ने एक दूसरे की काट भी की है। इसलिए भी मैं समझता हूँ कि ज्यादा समय में हाउस का न लूँ। मेरे कुलीग जिन्होंने इंटरवीन किया, कुछ बातों पर उन्होंने विचार प्रकट कर दिया। मैं समझता था कि शायद मुझे कुछ कहने की जरूरत न होती भगद यह जो मोशन है उस में लिखा है...

"to raise a discussion on the large scale increase in the incidents of rape and atrocities on women particularly working class women, Harijan and Adivasi women and the involvement of police officials in such crimes."

अगर इस मोशन में इन्क्वीज शब्द न लिखा होता, तो मैं समझता था कि मेरे बोलने की जरूरत नहीं थी। यह "इन्क्वीज" का जो लफ्ज है, यह बिल्कुल गलत है और मैं आर्थेप्टिकली कहता हूँ, इस सम्माननीय हाउस के सामने जिम्मेदारी के साथ कहता हूँ कि ये जितनी बुराइयां इस मोशन में लिखी गई हैं, एक-एक कर के बढ़ी नहीं हैं, कम हुई हैं। बढ़ी नहीं हैं। बल्कि कम हुई हैं। जिस का सुबुत देने के लिए मेरा ख्याल है कि राजेश जी की तकरीर में और दूसरे आनरेबिल मेम्बरों की तकरीरों में काफ़ी कहा गया है। अगर किसी मेम्बर को शुद्धा हो, तो मेरे पास ये रिकार्ड्स हैं, मैं बता सकता हूँ, 1975 से ले कर अब तक... (व्यवधान) ..

श्री मनोराम बागड़ी : ज्ञानी जी, पुलिस रेप के प्रांकड़े जरा बतायें ।

श्री जैल सिंह : मैंने बागड़ी जी की बातें बड़े शीर से सुनी हैं और मैं तो ज्योतिर्मय बसु से लेकर डा० राजेन्द्र कुमारी वाजपेयी जी, राजेश पायलट, चन्द्र जीत यादव जी, श्रीमती मोहसिना कियदर्दी, श्रीमती गीता मुखर्जी, श्री धर्मदास शास्त्री, श्री नागरत्नम जी, श्री आर० के० महालगी, तारिक साहब, बाबू जग-जीवन राम जी और श्रीमती प्रमिला दण्डवते जी, मकवाना जी, नाडार जी, बागड़ी जी और ए० के० राय जी की बातें सुनता रहा हूँ । प्रमिला दण्डवते जी तशरीफ ले गयीं । इन सब माननीय सदस्यों ने, जिन्होंने अपने विचार दिए हैं, उनका मशकूर हूँ, और उसके लिए उनको धन्यवाद देता हूँ । उन्होंने बहुत अच्छे सुझाव भी दिए । कुछ बातों पर जहाँ उन्होंने शंका प्रकट की है, उसके बारे में मैं कहना चाहता हूँ । बाबू जी का जो विचार है, उन्होंने बहुत आदर्शवादी बातों की और असल समस्या को ठीक तरीके से निपटाने के लिए अपने ख्याल दिए । मैं समझता हूँ-- गुस्से से और लड़ाई से इन निहायत शर्मनाक घटनाओं को खत्म करने के लिए हम किसी नतीजे पर नहीं पहुँच सकते । यह हमारे समाज पर एक काला घन्टा है मगर यह डब्बा यह कह कर कि उस पार्टी के जमाने में हुआ, इस पार्टी के जमाने में हुआ, मिट नहीं सकता । किसी के जमाने में ज्यादा हुआ होगा और किसी के जमाने में कम हुआ होगा । लेकिन इस बात पर भी आप इत्तफाक करेंगे कि भारत के इतिहास में यह बीमारी सदा पुरानी है । यह मनुस्मृति के समय की बीमारी है । जब भारत वर्ष में ब्राह्मण, क्षत्री, वैश्य, शूद्र में बटवारा किया गया तब से यह बीमारी चली आती है । आप इस बात को मानेंगे कि इस पुरानी बीमारी को कैसे उखाड़ा जा सकता है इसके ऊपर काफी ठंडे दिल से और फराख दिली से बात करना पड़ेगी ।

बागड़ी जी ने गुरु गोविंद सिंह जी का, गुरु नानकदेव जी का हवाला दिया, ज्यादातर दिया, इसलिए कि मैं उनको जानता हूँ । मेरी पगड़ी, दाढ़ी और केश को देखकर उन्होंने ज्यादा हवाला दिया । खीर, मैं खुश हूँ, मुझे इस बात पर कोई नाराजगी नहीं है ।

आज मैं कोई शेर नहीं कहूँगा । इस लिए नहीं कहूँगा क्योंकि श्रीमती प्रमिला दण्डवते जी कह गई हैं कि शेर नहीं कहने चाहिए । (व्यवधान) मगर वे तशरीफ ले गई हैं ।

मैं यह प्रार्थना कर रहा हूँ कि यह सबियों पुरानी बीमारी है, मगर आप हिन्दुस्तान के इतिहास

पर बोड़ी सी निगाह डालें तो भगवान राम जी के वक्त में जब उन्होंने भीलनी के जुटे बेर खाए तो समाज में जो ऊंची जात के लोग थे उन्होंने उसको बुरा माना । जब भगवान कृष्ण जी बिदुर के यहा गए तो दुर्योधन ने बुरा माना । उसके बाद जितने हमारे महर्षि और देवता पुरुष आए उन्होंने इन बातों के खिलाफ सड़ाई की लेकिन फिर भी यह बीमारी हट नहीं सकी । (व्यवधान) आप अगर रेप के बारे में पूछते हैं तो भारत वर्ष के माये पर जो यह कलक है वह खाली भारत में ही नहीं है, पूरे मानव समाज के ऊपर है । एसी वहशियाना ताकतें संसार में हमेशा रही हैं और रहेगी, उनके साथ लड़ाई होती रहेगी, उनके मिटाने के लिए यत्न किया जायेगा, उनको खत्म करने के लिए उपाय किए जायेंगे लेकिन यह तो कोई बताये कि कौन सी दुनिया का वह मुल्क है जहाँ पर ऐसी वहशियाना ताकतें मौजूद नहीं हैं ? अगर इन वहशियाना ताकतों को खत्म करने के उपाय हमको करने चाहिए । (व्यवधान)

श्री मनोराम बागड़ी (हिसार) : जब कभी खत्म होंगी ही नहीं तो उपाय क्या करोंगे ?

श्री जैल सिंह : मैं आपसे एक सिद्धांत की बात कर रहा हूँ । मैं आज आपसे कहता हूँ कि कोई आदमी कहे संसार में बुराइयां खत्म हो जायेंगी तो नहीं होंगी लेकिन कम की जा सकती हैं, दबाई जा सकती हैं । हमने तहैया किया है आपके मिलवर्तन से इन बुराइयों को खत्म करेंगे । (व्यवधान) मुझे यकीन है मुसम्मम इरादा रखने वाले इनसान पहाड़ों को चीर कर निकल जाते हैं, दुनिया की कोई ताकत उन्हें रोक नहीं सकती है । (व्यवधान)

अब तो खुश हो ।

श्री राजनाथ सोनकर शास्त्री (सैदपुर) : बुराई खत्म करने के लिए कह रहे हैं या हमें खुश करने के लिए कह रहे हैं ।

श्री जैल सिंह : बुराई खत्म करने के लिए कह रहा हूँ, आपको खुश करने के लिए कुछ नहीं कह रहा हूँ । अगर आपको खुश करने के लिए कहूँ तो आप एक दिन भी काम नहीं करने देंगे । मैं आपको ओबलाइज करने के लिए नहीं कह रहा हूँ ।

..... (व्यवधान)

माननीय स्पीकर साहब, मैं विरोधी दल के नेताओं और मੈम्बरों का अदब करता हूँ, सत्कार करता हूँ और करता रहूँगा, लेकिन जिस बात को मैं समझूँगा कि मेरे लिए आप गलत

कह रहे हैं, तो मैं आपको बुझ करने के लिए नहीं बल्कि एक आदर्शवादी इन्सान के नाते बात कहेगा और करता रहूंगा ।

अभी श्री ज्योतिर्भय बसु भी तबारीफ ले गए हैं । उन्होंने कहा कि कांग्रेस पार्टी जनता पार्टी के मार्ग पर चल रही है । मुझे उनको सिर्फ इतना ही कहना है कि श्री ज्योतिर्भय बसु जब भी आप कोई बात करते हैं तो उस बात में आप लड़ाई झगड़ा पैदा करने की कोशिश करते हैं । मैं नहीं समझता कि जिस नुकता नजरिए से उन्होंने कहा वह उन्होंने बुराई को खत्म करने के नुकता-नजरिए से नहीं कहा ।

मैंने श्री चन्द्रजीत यादव, बाबू जगजीवनराम की तकरीरें भी सुनी हैं उन्होने भी हमको बहुत कहा है, बागड़ी जी ने भी सबसे ज्यादा कहा है, लेकिन क्या इन तकरीरों में कुछ उपाय बताए गए हैं, कुछ सुझाव दिये गये हैं, कुछ कन्स्ट्रक्टिव सजैजन्स हैं ? श्री ज्योतिर्भय बसु कहते हैं कि जनता पार्टी भी बुरी थी और कांग्रेस पार्टी भी बुरी है और जनता पार्टी के रास्ते पर कांग्रेस चल रही है ।

मैं बसु जी से कहता हू कि फिर तो आपके लिए मथिकल नहीं है आप जनता पार्टी के रास्ते पर चले थे, हम जनता पार्टी के रास्ते पर हैं, तो फिर आप भी हमारे रास्ते पर चलते रहिए । लेकिन अब आपको कोई दूसरा रास्ता दिखाई नहीं देता । पार्टियां दूसरा रास्ता बनाती हैं और आप उसके साथ चलते हैं और हमेशा से साथ चलते आये हैं और अब भी साथ ही चलते रहेंगे तथा सहारे के बगैर आप नहीं चल सकते ।

खैर, एक खत श्री एन० जी० रंगा ने, जो हमारे बहुत पुराने बूजुर्ग पालियामेंटेरियन हैं, प्राइम मिनिस्टर को लिखा है और उन्होंने उम खत में कुछ सुझाव दिए हैं । लेकिन एक सुझाव जो उन्होंने दिया है—

“The Union Home Minister to call a conference at an early date of States' Home Ministers and their IGs of Police, and impress upon them the urgent and Political need to improve the behaviour of Police towards the people.”

इस तरह का सुझाव उन्होंने दिया है, सारा पढ़ने की जरूरत नहीं है, मैं इनके सुझाव को कुबल करता हूँ और मैं भारत के तमाम होम मिनिस्टरों की मिटिंग बुलाऊंगा और आई० जी० पुलिस की मीटिंग भी बुलाऊंगा ।

दूसरी बात जो आगे जाकर रंगा जी ने कही है कि रिफोर्श कोर्ब देकर ट्रेनिंग दी जाये, पुलिस

वालों को, कि वह व्यवहार अच्छा करें और जितने निकम्मे हैं, बदमाश हैं, उनकी छंटनी कर दी जाए । मैं यह समझता हूँ कि एक जनसाधारण के मुकाबले में अगर पुलिस वाला कोई गुनाह करता है तो उसकी सजा कहीं ज्यादा होनी चाहिए । उनके ऊपर तो हमें एतबार होना चाहिए कि वे हमारी रक्षा करेंगे । अगर रक्षा करने वाला भी हमको मारता है, तो उनको सजा ज्यादा से ज्यादा मिलनी चाहिए और मैं इसके हक में हूँ ।

एक बात को आप जरूर मानेंगे, दुनिया में गुनाहगार को बखाना महापाप है और निर्दोष को सजा देना भी महापाप से महापाप है । जब तक किसी का दोष साबित नहीं होता है, तब तक उसको सजा देना यह इन्सा० की बात नहीं है । मैं समझता हूँ कि हाउस इस बात पर इतिफाक करेगा और हाउस के तमाम मੈम्बर इतिफाक करेंगे कि जिस घटना के ऊपर जोर दिया गया, वह बागपत वाली घटना है
... (व्यवधान) ...

बाबू जी ने कहा था कि स्त्री को साबित करने की जरूरत नहीं है, जिस पर दोष हो, वह साबित करे कि मैं निर्दोष हूँ । लेकिन उसको मौका तो देंगे कि साबित कर सके । अगर निर्दोष होने के लिए मौका ही नहीं देंगे, तो वह क्या करेगा ? ऐसा दुनिया में कहीं नहीं हुआ कि जिसके ऊपर इल्जाम लगे, वह निर्दोष साबित होने के लिए अपनी धर्ती भी न दे सके ।

श्री राजनाथ सोनकर शास्त्री : लेकिन, मान्यवर, मैं एक बात कहना चाहता हूँ

श्री जैल सिंह : आप बैठ जाइए, मैंने बड़े गौर से आपकी बात सुनी है । आप जो सवाल करना चाहें, बाद में कर लें, मैं फिर मौका दे दूंगा । मैं इस तरह से बात करके भागने वाला नहीं हूँ । आप जो चाहें पूछें, लेकिन आप जरा ठंडे दिल से पूछें ।

श्री राजनाथ सोनकर शास्त्री : मैं ठंडे दिल से पूछना चाहता हूँ ।

श्री जैल सिंह : आप तो पूछने से पहले ही गरम हो गए ।

श्री राजनाथ सोनकर शास्त्री : मैं कहां गरम हुआ हूँ, मान्यवर ।

श्री जैल सिंह : मैं अपोजीशन के सदस्यों को बतलाना चाहता हूँ कि जो ऐसी समस्या है, जिस के लिए आप भी कहते हैं कि पोलिटीकलाइज नहीं करनी चाहिए और हमारा भी फर्ज है कि इस को पोलिटीकलाइज न करें, तो फिर आप पोलिटीकलाइज क्यों करते हैं ? क्या आप इस बात से

[श्री जैल सिंह]

इंकार कर सकते हैं ? बहुत से बाक्यात थे, जिन के बारे में मकवाना जी ने बातचाया, बिलकुल निर्मूल और निराधार थे, और उनकी सबरें बिलकुल झूठीं छपीं। इंडियन एक्सप्रेस अखबार को माफ़ी मांगनी पड़ी—जब उन्होंने बम्बई का एक ऐसा केस प्रकाशित किया। आप मानेंगे कि बहुत बार गलती भी हो सकती है और बहुत बार बदवीषती से भी ऐसा किया जाता है। लेकिन सरकार का यह फज है कि असलियत को निकाले और असलियत को निकालने के लिए चाहे कोई बड़ा हो या छोटा हो, उस को श्रेस्टर न दें। मैं कहना चाहता हूँ—आप इस बात पर यकीन रखें—हम किसी को भी श्रेस्टर नहीं देंगे। जब एक जुडीशियल एन्कवारी का फैसला हो गया है और वह भी हाई कोर्ट की मंजूरी से और एक जज के धू हो रही है, और उस एन्कवारी से पहले हम किसी को सजा दें, तो उस एन्कवारी का कोई मतलब नहीं रह जाता है। आप को देखना होगा—मैंने एक बात उस रोज भी कही थी कि बहुत शमिन्दगी की बात है कि एक औरत के कपड़े उतारे गए, वही बात अब भी कहता हूँ कि इसमें कोई शक नहीं कि उसके कपड़े उतारे गए, लेकिन हमारे दोस्त कहते थे कि बागपत जा कर फिर घटना स्थल पर क्यों नहीं गए ? मैं ग्रानरेबिल मैम्बर साहबान से यह प्रार्थना करूंगा—जहां हजारों आदमी इकट्ठे हो जायें, अपने अपने वकील ले आये और वकील बात करें, जिन्होंने अपनी आंखों से उस घटना को देखा नहीं था, वहां पर नारे बाजी हो रही हो, तो आप बतलायें वहां क्या एन्कवारी हो सकती है। असल में ऐसा कम्पयजन था कि कोई दूसरा रास्ता नहीं था, मैंने वहां जा कर फैसला किया कि मैं जुडीशियल एन्कवारी के लिए उत्तर प्रदेश की सरकार को मशविरा दूंगा ताकि असली बात सामने आ सके। एक तरफ एक वकील ने 15 मिनट तकरीर की कि पुलिस निर्दोष है, पुलिस ने बहुत अच्छा काम किया है। उन्होंने डाकुओं को मारा है, हमें बचाया है, हमारी इज्जत को बचाया है, औरत के कपड़े उतारना पुलिस का काम नहीं था, लोगों ने गुस्से में उतारे हैं। लेकिन दूसरे ने कहा कि लोगों का बिलकुल कोई कसूर नहीं है, पुलिस गुनाहगार है, तीन निर्दोष आदमियों को मारा गया है, औरत के कपड़े उतार कर थाने में ले जा कर उसके साथ बलात्कार किया। जब उससे पूछो—क्या आप वहां थे ? तो उसने जवाब दिया—हम नहीं थे। हमारी लेडी मैम्बर श्रीमती मुखर्जी हमारे साथ गई थीं। बड़े जोर से उन्होंने उस दिन भी तकरीर दी थी और आज भी तकरीर दी है। मैं आप के सेन्टीमेंट्स की कद्र करता हूँ, लेकिन मैं लेडी मैम्बर से यह भी प्रार्थना करूंगा कि क्या आप जुडीशियल एन्कवारी के सामने जा कर शहादत दे सकती

है कि इस के साथ बलात्कार हुआ और किस से किया ? जब आप ने खुद कुछ देखा नहीं है तो क्या मैं बगैर किसी बात के किसी को फांसी लटका दूं ? क्या यह न्याय की बात है ? न्याय करने के लिए मजबूती की जरूरत है।

SHRIMATI GEETA MUKHERJEE:

...**

MR. SPEAKER: Nothing to be recorded without my permission.

श्री जैल सिंह : स्पीकर साहब, मैंने इन को दावत दी है। मैं तो आप के सेन्टीमेंट्स की कद्र करता हूँ। आप को जाना चाहिए लेकिन इस बात का ख्याल रखिए कि कोई ऐसी चीज पैदा न हो। मैं उस पार्टी से विनती करूंगा जो घमकी देती है कि हम मूवमेंट करेंगे, हजारों, लाखों आदमी जाएंगे। वे सोचें कि वे ऐसा कर के गलती करते हैं। उस देवी की, उस माया देवी की, उस लड़की की इज्जत का भी ख्याल रखें। अगर रेप नहीं हुआ, तो उस को क्यों बदनाम करते हैं। अगर रेप हुआ, तो हम सब से सब सजा देंगे, माधारण सजा नहीं देंगे।

श्री चन्द्रजीत साहब : एक औरत को नंगा कर के चौक पर सरे बाजार घुमाया जाए, आप समझते हैं कि यह मामूली बात है।

श्री जैल सिंह : जिस ने घुमाया, उस को सजा देंगे। स्पीकर साहब, यादव साहब के साथ मैंने पहले भी इतिफाक किया है। वही बात आप ने कही। मैंने कहा था कि यह बहुत निन्दनीय है, बहुत घटिया, बहुत नीच काम है। औरत के कपड़े उतारे गये लेकिन यह पता नहीं कि कपड़े उतारने वाला कौन था। यह साबित करना पड़ेगा। जिस ने कपड़े उतारे, उस को सजा मिलेगी क्योंकि औरत के कपड़े उतारना भी एक पाप है।

श्री चन्द्रजीत साहब : 16 आदमियों का बेलथी में कत्ल हुआ, क्या वहां जुडीशियल इन्क्वायरी हो रही है। अगर आप में ईमानदारी है तो किसी

की सी.आई.डी. की कड़े अफ़सर से जांच करा कर
महीने भर के अन्दर रिपोर्ट सबमिट कराए... **

MR. SPEAKER: Nothing should be recorded.

(Interruptions). **

श्री बल सिंह : स्पीकर साहब, जुडिशियल
इन्क्वायरी का फ़ैसला ...

(Interruptions). **

अध्यक्ष महोदय . आप गुस्सा मत करिये ।
आप बैठिए । .. (व्यवधान) हब
हो गई । आप इतने गुस्से में आ गये हैं ।

Nothing should be recorded without
my permission.

SHRI MANIRAM BAGRI: On a
point of order.

MR. SPEAKER: Mrs. Geeta Mukher-
jee, please sit down . (Interruptions).
Mr. Bagri, what is your point of
order.

श्री मनी राम बागड़ी : आखिर एक परम्परा
रखनी है । मेरा प्वाइण्ट ऑफ़ ऑर्डर यह है,
अध्यक्ष जी, कि एक माननीय महिला सदस्य के ऐसा
कहने पर गृह मंत्री जी गुस्से में आ जाएं, यह शोभा
नहीं देता है ।

अध्यक्ष महोदय : यह कोई बात नहीं है ।
यह इन की आपस की बात है । आप बैठिए ।

श्री मनी राम बागड़ी : इन को गुस्सा नहीं
करना चाहिए । विरोधी पक्ष का छोटा-मोटा आदमी
गुस्सा कर सकता है ।

MR. SPEAKER: Please do not give
a lecture now.

श्री मनी राम बागड़ी : **

MR. SPEAKER: Nothing should be
recorded.

श्री बल सिंह : मानरेबिल स्पीकर साहब,
बागड़ी जी अग्ला सुझाव देते हैं, मुझे खुशी है ।
मैं चन्द्रजित यादव जी से प्रार्थना करूंगा कि
आप धमकियों में न आएं । आप ठंडे दिल से सोचें
यह एक बुनियादी बीमारी है । उसका खात्मा
करना है । उस को खत्म करने के लिए पार्टी को
मुक्ता-निगाह से नहीं देखना चाहिए ।

देखिए कई दोस्त ऐसा ब्याल करके अपनी पार्टी
के बर्करों को कहते हैं कि —

दोस्तो जाओ, छताएं बूढ़ कर लाओ,
मेरे आवम, मेरे मनशर, मेरे नोखेरखा बेकार
बैठे हैं ।

जब बीस साल हो जाएं, गलतियों और कब-
जोरियों को बूढ़ बूढ़ कर लाना ही एक काम रह जाए
तो क्या कहा जाए । पोलिटिकल पार्टीज का यह
फर्ज है कि बें हमको कमजोर करने की कोशिश करें,
हमारा फर्ज यह है कि हम अपनी बात को आपके
सामने रखें । लेकिन यह बात हमारी और
आपकी ही नहीं है । यह बात देश की महिला
की, हमारी मां की, हमारी बेटो की, हमारी बहिन की
है । यह मसला देश की बेटियों की, माताओं की,
बहिनों की इज्जत का मसला है । यह मसला
कीकर डेम्पस का, बिछड़े हुए समाज का, कमजोर
बर्ग के लोगों का, हरिजनों का और आदिवासियों का
है । यह एक इन्सानियत का मसला है । जिनको
हम बराबर का दर्जा देना चाहते हैं उनका मसला
है । इसमें नाइतिकता को कोई बात नहीं है ।
बेशक आप मुझसे इतिकताक न करें लेकिन यह कहां
की बात कि मैं आपकी बात तो सुनूं, लेकिन जब मैं आपको
कहूं तो आपको गुस्सा आए ।

स्पीकर साहब के डेम्बर में बैठ कर तमाम
अपॉर्जेज्डन पार्टीज के लीडर्स से बात हुई थी, फ़ैसला
हुआ था । मुखर्जी का लेटर मेरे पास है कि इसमें
जुडिशियल इन्क्वायरी करावाई जाए । फिर उस
मामले को उठाना कहां का इत्साक है ।

स्पीकर साहब ये कहते हैं कि गृह मंत्री वहां
गये लेकिन घटना स्थल पर नहीं गये । मैं घटना
स्थल पर जा कर क्या कर सकता था ? मैं तो वहां
इसलिए गया था कि मैंने राज्य सभा में बायदा किया
था । मैं कोई इन्वेस्टीगेशन आफिसर तो हूँ नहीं ।
मेरा फर्ज है कि लोगों के नुमाइन्दे की हैसियत से
जहां उनको कांटा चुभता हो, वहां जा कर उनकी
तसल्ली करा आज और ज्यादाती अगर होती हो
तो उसको दूर करूं, उसको सजा दूं । यह तो मेरी
ड्यूटी है । यह मैं अपनी ड्यूटी पूरी कर रहा
हूँ ।

मैं आप से बहुत अदब से बिनती करता हूँ कि
इस मामले में औरतों की इज्जत तभी बढ़ सकती है
जब आप लोग हम को कोआप्रेसन दें । इस मामले में
कानून में जो हम सुधार करना चाहते हैं उसके लिए
जो आपके सुझाव आये हैं उन पर हम ठंडे दिल से
विचार करेंगे । श्रीमती मोहसिना किदवाई ने कहा
कि ऐसे मामलों में सजाएँ मौत होनी चाहिए और
भी मेबरों ने कहा कि सजाएँ मौत होनी चाहिए ।
मैं इसके हक में हूँ । ऐसे जुर्म के लिए सजाएँ मौत
होना कोई बुरा नहीं है । लेकिन क्या हाउस इस
बात को मानेगा, मेम्बर मानेंगे ? मैं परसनली
तो इसके खिलाफ नहीं हूँ लेकिन डेमोक्रेसी, जम्हू-

[श्री जैल सिंह]

रियत सुनहरी उसूलों पर चल रही है। हम इस मामले में आपके साथ सलाह मशविरा करेंगे और 14 तारीख को हमने तमाम अपोजिशन के लीडर्स की मीटिंग बुलाई है। हम उन से बात करेंगे। भारत के तमाम प्रांतों की सरकारों के विचार भी मांगें गये हैं। उनको बुलाया भी गया है। इन सब से सलाह मशविरा करने के बाद, विचारने के बाद इन कानूनों में हम क्या कर सकते हैं वह देखेंगे। लेकिन आप मुझ से इतिफाक करेंगे कि कानून वही चल सकता है जिसके साथ जनता की सहमति हो, मुखालिफत न हो। इस में अवाम की हमें सहमति लेनी होगी। इसके लिए मैं आप से प्रार्थना करता हूँ कि मुल्क की इन बीमारियों को दूर करने के लिए आप हमारे साथ इतिफाक करें, सहयोग करें। मैं आपको यकीन दिलाता हूँ कि इन बुराइयों को दूर करने के लिए मुझे जो कुछ भी करना पड़ेगा मैं वह करूँगा। मैं इसके लिए अपनी जान तक भी देने के लिए तैयार हूँ, अपना मोहदा छोड़ने को तैयार हूँ और हर किस्म की कुर्बानी करने को तैयार हूँ। मैं इन बुराइयों को दूर करने की हर कोशिश करूँगा। इसीलिए मैं चाहता हूँ कि लोगों के मन में परिवर्तन आए, धार्मिक, सामाजिक, पोलिटिकल परिवर्तन आए, आर्थिक दृष्टि से भी तमाम लोग इस बात को मानें कि यह हमारे माथे पर एक बहुत बड़ा कलंक है और इसको हमने घोना है। इस परिवर्तन को लाने में आप और हम मिल कर कोशिश करें। 33 साल के करीब या उससे कुछ कम समय संविधान को लागू हुए हो गया है। जातपात के लिहाज से किसी के साथ मिलवर्तन न करना और उसको नीच कहना जुर्म है लेकिन इसको जुर्म करार देने के बावजूद भी, हर प्रान्त में हरिजन मंस्बर भी हैं, हरिजन मिनिस्टर भी हैं, हुकमरान भी हैं, सब कुछ है लेकिन इसके बावजूद भी, आज भी भारत में ऐसे स्थान हैं जहाँ हरिजनों के साथ छुआछूत बरती जाती है, उनका छुआ हुआ पानी

पीना गुनाह समझा जाता है। यह इसलिए है कि समाज में इस बात पर पूरा मिलवर्तन नहीं है, सब खामोशी अखत्यार किए हुए हैं। या तो खामोशी है या उस पर अमल नहीं किया जा रहा है। महात्मा गांधी का नाम लेने वाले गांधी भक्त भी मैंने देखे हैं जो नीच जाति वालों से नफरत करते हैं..... (इंटरप्रांज) धक्का किया आपने मुझे सचेत कर दिया। मुझ को बिल्कुल नहीं कहना चाहिए था इस तरह की बात को। जिन को समाज ने अपनी दृष्टि में नीच करके रखा हुआ था, उनको उठाने के लिए, उनकी आर्थिक दशा सुधारने के लिए, उनकी सामाजिक दशा को सुधारने के लिए हम भव को भ्राम्यमाना होगा। आज ऊंची जाति के बड़े बड़े लोग बाबू जगजीवन राम के घर से खाना तो खा लेंगे लेकिन जब सफाई मजदूर के हाथ से खाना खाने का या पानी पीने का वक्त आएगा तो नहीं पीयेंगे। क्या करेगा कानून? इसलिए आप सब के मिलवर्तन की जरूरत है। इन बुराइयों का खात्मा हो जाए, तो यह एक इनफ्लायी चीज होगी। हमारी नेशन बहुत चमकेगी, ताकतवर होगी, मजबूत होगी। जब तक हम कानूनों में, जो इन से ताल्लुक रखते हैं, —तरमीम नहीं करते हैं, मैं आशा करता हूँ कि आप अपने विचारों से हमें अवगत कराते रहेंगे और हम आपके विचारों को आदर और सम्मान के साथ देखेंगे और उनको कानून में इनकारपोरेट करने की जहाँ तक हो सकेगा कोशिश करेंगे और आपके सामने एक कम्प्रोहेंसिव बिल लाएंगे और दोनों हाउसिम से इसी बजट सेशन में इस बिल को पास करवायेंगे, और आप जो फैसला करेंगे उसको मंजूर करके उस पर सब्ती से अमल किया जाएगा, उस में कोई कमी भाने नहीं दी जाएगी, कोई कसर छोड़ी नहीं जाएगी।

18.55 hrs.

The Lok Sabha then adjourned till Eleven of the clock on Friday, July 11, 1980/Asadha 20, 1902 (Saka).