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Tuesday, February 20, 1973
Phalguna 1, 1894 (Saka)

LOK SABHA DEBATES

**Seventh Session
(Fifth Lok Sabha)**



सत्यमेव जयते

LOK SABHA SECRETARIAT

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LOK SABHA DEBATES

LOK SABHA

Tuesday, February 20, 1973/Phalgun,
1894 (Saka)

The Lok Sabha met at Eleven of the
Clock.

[MR. SPEAKER in the Chair]

INTRODUCTION OF NEW MINISTERS

THE PRIME MINISTER, MINISTER OF ATOMIC ENERGY, MINISTER OF ELECTRONICS, MINISTER OF INFORMATION AND BROADCASTING AND MINISTER OF SPACE (SHRIMATI INDIRA GANDHI): Mr. Speaker, Sir, I have pleasure in introducing to you, and through you to the House my new colleagues: Shri Bhola Paswan Shastri, Minister of Works and Housing, Shri K. Raghu Ramaiah, Minister of Parliamentary Affairs, Shri Dev Kanta Barooah, Minister of Petroleum and Chemicals, Shri L. N. Mishra, Minister of Railways, Shri Mansinghji Bhasaheb Rana, Minister of State in the Ministry of Shipping and Transport, Shri Surendra Pal Singh, Minister of State in the Ministry of External Affairs, Shri Arvind Netam, Deputy Minister in the Ministry of Education and Social Welfare and in the Department of Culture, Shri Janaki Ballav Patnaik, Deputy Minister in the Ministry of Defence, Shri Pranab Kumar Mukerjee, Deputy Minister in the Ministry of Industrial Development, Shri Sukhdev Prasad, Deputy Minister in the Ministry of Steel and Mines, Shri Kondaji Basappa, Deputy Minister in the Ministry of Health and Family Planning, Shri Ziur Rahman Ansari, Deputy Minister in the Ministry of Industrial Development and Shri Subodh Chandra Hansda, Deputy Minister in the Ministry of Steel and Mines.

3321 L.S.—1.

MR. SPEAKER: Congratulations to all of them.

ORAL ANSWERS TO QUESTIONS

Import of Power Generation Equipment

†

*1. SHRI P. M. MEHTA:

SHRI M. S. SANJEEVI RAO:

Will the Minister of IRRIGATION AND POWER be pleased to state.

(a) whether Government propose to import power generation equipment to ensure early completion of Power Plants;

(b) if so, the total amount of equipment to be imported; and

(c) the country from which it will be imported?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA): (a) to (c). A statement is laid on the Table of the House.

STATEMENT

(a) The Fifth Plan proposal of the Ministry of Irrigation and Power envisage the installation of 21.8 million KW of power generating plant during the Fifth Plan. This figure is not yet finalised. The indigenous manufacturing plants are expected to manufacture a large portion of the required plant. Some plant may have to be imported to meet the target of the Fifth Plan. Also special equipment like pumped storage equipment, large sized diesel generating sets not manufactured so far in the country will have to be imported. A Committee under the Chairmanship of Shri Narain Dutt Tewari, Minister for Power and Finance, Uttar Pradesh has been set up to determine as to what extent the indi-

genous manufacturers can meet the requirements and to what extent it may be necessary to resort to import.

(b) The quantum of equipment to be imported will only be known after the Fifth Plan proposals are finalised and the Report of the Committee is submitted.

(c) The decision as to the country from which the equipment will be imported will depend on various factors such as delivery period, term, and conditions offered by the supplier for the supply of equipment, financial arrangements and technical know-how for collaboration etc.

SHRI P. M. MEHTA: May I know from the hon. Minister whether the Commissioning of several power projects has been held up because of the delay in the supply of equipment from the indigenous manufacturers and if so whether the Government have looked into the circumstances which have caused delay in the supply of equipment?

THE MINISTER OF IRRIGATION AND POWER (DR. K. L. RAO): Yes, Sir; in some cases there has been some delay in the delivery of the equipment and we are taking every step to see that these delays are reduced to the minimum.

SHRI P. M. MEHTA: May I know whether this delay has led the Government to revise the import policy and to what extent the imports will solve the present power crisis and to what extent it has helped till now?

DR. K. L. RAO: The hon. Members are aware that power projects take five years for being commissioned. Whether we import machinery or make them indigenously, future projects will take time. In the present period of shortage what we can do is to accelerate the commissioning of units already sanctioned, which means avoiding delay as much as possible in indigenous manufacture and that is what we are doing.

SHRI S. R. DAMANI: A few days back the hon. Minister of Industries reported in the House that all the heavy

electric plants are capable of manufacturing the needed plant and machinery for generation of power whereas the U.P. Minister for Power and Finance who is chairman of the committee of State Ministers to go into this problem has stated that many critical items have to be imported. May I know from the hon. Minister which view holds good? Secondly, how many orders have been placed with manufacturers indigenously and how many are proposed to be imported so that the Fifth Plan power expansion programme does not suffer.

MR. SPEAKER: This was given in the Statement already.

DR. K. L. RAO: The Committee which we have appointed to go into this question as to what extent we should have indigenous manufacture and to what extent we should import has not yet submitted its report. It will take another two to three months. Unless the report comes, we cannot take the statement of any particular minister as the opinion of the committee. So far as the present planning for the fifth plan is concerned, we have sanctioned so far 10 million KW out of which 8 million KW of power has been placed on indigenous manufacture. As far as possible, we are placing the indents on indigenous manufacturers. Whether we should go in for import or not will depend upon the recommendations of the committee, whose report we are expecting in another two or three months.

SHRI B. S. BHAURA: May I know whether it is a fact that 50 generators were imported and they are lying unutilised in Punjab? You might have read about it in the newspapers. Is Government going to institute any enquiry to find out who is at fault?

MR. SPEAKER: Please try to be relevant.

SHRI B. S. BHAURA: It is relevant.

MR. SPEAKER: If you are to judge the relevancy, why should I sit here?

SHRI R. S. PANDEY: It has been decided that 21.8 million KW would be

generated in the fifth plan. But they have not determined what would be the quantity of equipment which would be imported from abroad. Since we have spent a lot of money on the Heavy Electricals, Bhopal, may I know what are the indigenous equipment we are going to get from there so that we may save foreign exchange?

MR. SPEAKER: How is Bhopal coming into this?

DR. K. L. RAO: 21.8 million KW is the target fixed by the Ministry of Irrigation and Power. The actual figure has not yet been decided. It depends on what the Planning Commission is going to fix. Whatever it might be, our endeavour will be to place as many orders on indigenous manufacturers as possible. Still if we find that we will not be able to produce all the equipment, we may have to import some equipment.

श्री कृष्ण चन्द कडवाय एक प्रश्न के उत्तर में मंत्री जी ने बताया है कि बिलम्ब हुआ है बाहर से माल मगाने में। मैं जानना चाहता हूँ कि उस बिलम्ब के कारण हानि कितनी हुई है? जितनी मात्रा में हमें बिजली चाहिए उतनी मात्रा में बिजली तैयार हो नके और हम इस में आत्मनिर्भर हो सके, इसमें कितना समय और लगेगा?

मंत्री जी ने यह भी बताया कि यदि आवश्यक हुआ तब हम उपकरणों का निर्माण भी करेंगे। मैं जानना चाहता हूँ कि इनको तैयार करने में आपके सामने किस किस प्रकार की दिक्कतें आ रही हैं?

DR. K. L. RAO: There has been some delay in commissioning some projects on account of the delay on the part of the indigenous manufacturers to deliver the equipment as in the case of Ukai project in Gujarat and so on. There has been shortfall in power production due to the fact that some of these projects have not come on line.

We are trying to expedite them as much as possible. If it is not possible to get all the equipment necessary to reach the target of the fifth plan from indigenous sources, we will have to import the necessary equipment because we cannot allow power shortage to develop, as it hinders the growth of the country in the industrial and agricultural sector.

श्री कृष्ण चन्द कडवाय अध्यक्ष महोदय मेरे प्रश्न का उत्तर नहीं दिया गया है। मंत्री महोदय ने स्वीकार किया है कि बिलम्ब हुआ है। मैंने पूछा है कि इस बिलम्ब से कितनी हानि हुई है। मैंने यह भी पूछा है कि इस सम्बन्ध में हम आत्मनिर्भर हो सके इसके लिये देश में सयत्तों का निर्माण करने में कितना समय लगेगा और इस विषय में सरकार को क्या दिक्कत पेश आ रही है?

MR. SPEAKER It is in the statement.

श्री कृष्ण चन्द कडवाय अध्यक्ष महोदय क्या आपने वक्तव्य देखा है?

अध्यक्ष महोदय : देखा है।

Malaviya Committee Report on O.N.G.C.

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*2. SHRI K. LAKKAPPA:

SHRI INDRAJIT GUPTA:

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) Whether Government have considered the Malaviya Committee Report on the working of the Oil and Natural Gas Commission;

(b) if so, the recommendations accepted by Government; and

(c) if not, when the final decision in this regard is likely to be taken?

THE MINISTER OF PETROLFUM AND CHEMICALS (SHRI D. K. BOROOAH) (a) to (c). As had been intimated to the Lok Sabha on November 14, 1972, in answer to Starred Question No. 29, final decisions of the Government on the various recommendations made in the Malaviya Committee Report, would have to await the observations which the Committee on Public Undertakings may like to make on those recommendations. For this purpose, copies of the Report were made available to the C.P.U. immediately after the Report was presented to the Government. Meanwhile, the Government are in the process of giving their considered views on the recommendations made in the various Chapters of the Report, to the C.P.U.

I may add that, concurrently, the Consultative Committee of the Petroleum and Chemicals Ministry is also considering this Report.

SHRI K. LAKKAPPA: Sir, I welcome this new Minister holding the portfolio of the Ministry of Petroleum and Chemicals. I hope and trust that the hon. Minister will give cogent reasons and convince the House for not yet implementing the Report on the working of the O.N.G.C. The Malaviya Committee has suggested certain revolutionary changes to streamline the working of the O.N.G.C. It has been the subject-matter of criticism and charges have been levelled against the functioning and working of the O.N.G.C. I would like to know the very purpose of appointing such an expert committee to go into the working of the O.N.G.C. when the committee has submitted a report and action has not been taken by the Government to implement the report. What are the reasons for the delay on the part of the Government to take such steps to implement the recommendations made by the Committee.

SHRI D. K. BOROOAH: As I mentioned in my main answer, this matter is being considered by the Committee on Public Undertakings. I had a discussion with the Chairman of the Committee on

Public Undertakings and she said that they will submit their report as early as possible. In the meanwhile, we have sent our recommendations on all subjects except in the matter of organisation which is under our active consideration.

SHRI K. LAKKAPPA: Firstly, there is inordinate delay in accepting the report and implementing the various suggestions made in the report and, secondly, after the report having been submitted, even the prices of crude have been increased. The inordinate delay in accepting the report is even leading to unnecessary foreign influence on the O.N.G.C. to dictate terms on the matter of price to their advantage. I would like to know what is the reason behind circulating the report to various Committees when an expert committee has given this report on the subject. Why there is inordinate delay on the part of the Government to implement this report?

SHRI D. K. BOROOAH: The fact of the matter is that the C.P.U. was also considering and studying the problems of the O.N.G.C. at the time when this committee was appointed. The C.P.U. is a Committee of this House. They have said that they would like to give their views. The Government thought that due respect should be given to a Committee of this House. The Government is merely a servant of it.

SHRI INDRAJIT GUPTA: In view of the fact that it is now, I think, almost three years since the Malaviya Committee was appointed and in view also of fact, as my friend, Mr. Lakkappa, has pointed out, that in this intervening period the prices of crude oil have been increased—you may have seen the reports that, in view of 10 per cent devaluation in the dollar, there is a chance that the foreign suppliers of crude may ask for a still further increase; it may go up to three dollars per barrel—, in view of all these, I would like to know from the Minister whether there is a real sense of urgency on the part of the Government to see that the recommendation of this Committee particularly with regard to the setting up

of a separate Ministry for oil exploration is not held up in this maze of different committees and that urgently some steps are taken so that we are not left at the mercy of these crude oil suppliers.

SHRI D. K. BOROOAH: This Committee is a Committee of the House and it is on their advice that we have to delay formulation of our decision on the recommendation. The Committee has written to us that they would like to consider it—it is a Committee of the House—and we have suggested to them that they should complete their consideration as early as possible. (*Interruption*) That is not a matter in my hands. It is a matter in your hands. As I said, we have asked them to expedite their consideration and we hope that they would be able to complete consideration of this report at an early date and then we shall formulate our decisions on them.

SHRI INDRAJIT GUPTA: You will recall that, towards the end of the last Session, I had raised a question of privilege here as to whether consideration of this report by the Public Undertakings Committee which is also a creature of this House, a creation of this House, can preclude the Ministry from proceeding with its consideration of the report and taking decisions thereon. They had even refused to lay a copy of the report on the Table until that was raised as a matter of privilege. Government set up a Committee and it had submitted its report. Can action on this be held up because the Public Undertakings Committee also chooses to study the report and give its opinion? In view of the urgency of the matter, should not Government consider some other procedure?

SHRI D. K. BOROOAH: The procedure was already there. There was hardly the time for me to change the procedure. All that I could do was to ask the Chairman of the Committee to expedite their consideration and they have agreed to do so. And I hope, before long, we will be able to come to certain definite conclusions.

SHRI AMRIT NAHATA: The Minister is trying to shift his burden on to the Committee on Public Undertakings. As far as I am aware, the Committee on Public Undertakings is not considering the report of the Malaviya Committee. It is not supposed to do that. The Committee on Public Undertakings studies various undertakings. It is studying only the action taken report on O.N.G.C. and in that connection, to the extent the Malaviya Committee's report is relevant, the Committee on Public Undertakings may take that up. Even there, the Committee on Public Undertakings had asked the Minister four times in the past to send the Government's comments on that report and Government has failed to send those comments and is again and again asking for time which means the Committee on Public Undertakings cannot do justice to this report. To say, firstly, that the Committee on Public Undertakings is seized of the Malaviya Committee report is not correct; and, secondly, it does not absolve the Government of the responsibility of taking a decision and acting upon that report.

MR. SPEAKER: The Minister has just given you the factual information (*Interruptions*). I will ask the Chairman to let me know the full position and I will let you know.

SHRI P. VENKATASUBBAIAH: This is an extra-ordinary position. The Public Undertakings Committee is not supposed to go into the Malaviya Committee's report? May I know in this connection whether the Public Undertakings Committee has asked the Government not to implement those recommendations till they consider the report?

MR. SPEAKER: I will let you know the position after I consult the Chairman (*Interruptions*)

SHRI P. VENKATASUBBAIAH: Let him answer.

SHRI K. LAKKAPPA rose—

MR. SPEAKER: May I request you, Mr. Lakkappa, to please sit down? This

is the first day for the Minister in the House... (*Interruptions*). He may not be sure of the position. As we examined last time also... (*Interruptions*). Will you please sit down? I will consult the Chairman of the Committee on the subject and shall let you know where we stand on this matter. This was quite a burning issue in the last session and it has also come up again. I think we should wait for some time. I will call the Chairman to let me know the position and shall let you know in the House... (*Interruptions*).

DR. KAILAS: Repeatedly the Public Undertakings Committee Chairman had written to the Ministry for their comments on the Malaviya Committee's report. Hence the Minister is correct that the Committee on Public Undertakings was trying to get the report from the Government and their comments on it. Till then Ministry should not implement the recommendations was the intentions of P.U.C. That is why the process has been delayed.

SHRI D. N. TIWARY: The Consultative Committee of the Ministry is having a meeting on the 22nd and they are going to consider it and afterwards it will be sent to the Public Undertakings Committee. It will take a week only to send this report to the PUC. We are considering it on the 22nd.

SHRI INDRAJIT GUPTA: What is the *locus standi* of the Public Undertakings Committee in relation to another Committee set up by the Government? PUC is a committee set up by this House to go into the working of the public undertakings. It is not expected to go into a report of a special committee set up by the Government. It is an extraordinary procedure.

MR. SPEAKER: I think it is quite an extraordinary procedure. But, before I come out with my observations, I want to know the position as to how things stand. The Public Undertakings Committee was keen to consider this report and this report was sent to them....

SOME HON. MEMBERS: Why?

DR. KAILAS: By passing the Public Undertakings Committee, the Malaviya committee was appointed. Naturally, the PUC would like to examine it.

SHRI BHAGWAT JHA AZAD: Sir, I rise on a point of order....

MR. SPEAKER: I am passing on to the next question.

SHRI K. S. CHAVDA: In spite of the fact that it is Question-Hour, you allowed a discussion regarding this point. That is why I request you that only ten minutes should be given to each question. On an average, not more than ten minutes should be given to a question.

SHRI A. P. SHARMA: In this connection I want to seek a clarification: whether a committee of this House can ask the Government not to implement the recommendation of another committee?

MR. SPEAKER: Please sit down.

Bhim Kund and Rengali Dam Projects

*3. SHRI ARJUN SETHI:

SHRI DEVENRA SATPATHY:

Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether the Project reports of Bhim Kund and Rengali major Dam projects are under detailed examination in the Central Water and Power Commission;

(b) if so, how soon they are expected to get clearance; and

(c) the amount advanced to the State Government of Orissa to expedite the preliminary works on these two projects?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA): (a) to (c). A statement is laid on the Table of the House.

Statement

(a) to (c). The Rengali Project Report (Stage—I) was received by the Central Water and Power Commission from the Government of Orissa in July, 1972. In October, 1972 a Supplementary Report was also received relating to flood control and power generation aspects. The Report was examined by the Central Water and Power Commission and placed before the Technical Advisory Committee on 4th January, 1973. The Committee observed that the report did not contain the estimates relating to embankments to be constructed downstream of the dam as part of the flood control measures and these estimates are necessary before a view on the project could be taken. Information regarding cost of embankments was received on 23rd January, 1973 and is now under examination.

On a suggestion in 1971 to take up the Bhim Kund Multipurpose Project as a flood control measure, the Orissa Government furnished in September, 1972 replies to the comments of Central Water and Power Commission. Some additional information is still awaited.

The question of releasing funds for preliminary works will be taken up soon after the projects are approved.

SHRI ARJUN SETHI: I want to know from the hon. Minister whether they have received the complete project reports of these irrigation schemes.

THE MINISTER OF IRRIGATION AND POWER (DR. K. L. RAO): All these projects can be multipurpose in character: that is, they can control the flood, they can be useful for irrigation, they can be useful for power production. When the State Government submitted a multi-purpose project which involved a huge amount of money what we suggested to the State Government was to confine themselves to the control of the flood in the first instance and to remodel the project for control of the flood in Orissa in the first instance and the views are awaited from the State Government.

SHRI ARJUN SETHI: I want to

know whether they have not received the project report of the Bhim Kund project and further, I want to know whether they have taken any action to expedite the project for the early execution and control of flood in these rivers, especially the Baitarni river.

DR. K. L. RAO: That is what I said already. The Government of India wants to give priority to control of flood in that area. That is why we have called for this information and we are awaiting the project from the State Government.

SHRI CHINTAMANI: It is something mysterious for us to understand the answer given. It is now 1973 and this has been going on for so many years and I am really surprised how the project report itself has not come up to the Central Government for approval. I would like to know from the Minister whether the technical approval for Rengali project was given or not. For Bhim Kund, how long will it take for giving technical approval?

DR. K. L. RAO: I have already submitted that these projects are capable of giving three types of benefits. One is flood control, the other is power production, the other is irrigation. And the project which we received, the Rengali project was costing huge amount of Rs. 116 crores. It is a big project. We wanted to take up the project to control the flood in the first instance. That will cost about Rs. 50 crores. Once we do the first stage, afterwards, the other stages could follow, but we wanted to give first priority to the flood control. That is what we are trying to do and we have received all the details in regard to this Rengali project and it will be put up before the Advisory Committee to proceed further. The report regarding Bhim Kund is awaited.

SHRI PRIYA RANJAN DAS MUNSI: In the statement, it has been said like this. It is really very peculiar for us to note that in the past it had been said that the Committee did not submit the report for the cost of the embankment, so the

Government could not take a decision. Here in the statement it has been said that the Committee has submitted the report on the 23rd of January. This is about the actual cost of the embankment. We are told that this is under consideration. So we want to know what minimum time will be required in spite of their submitting this report, including the cost of the embankment, to support this scheme.

DR. K. L. RAO: It will take about 2 or 3 months; it is under the process of examination. I will be put up before the next Advisory Committee. The Advisory Committee meets once in a month or once in two months and it will be put up before the next Advisory Committee.

Setting up Fertilizer Plants in Collaboration with Toyo Engineering Corporation of Japan

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*5. SHRI SAROJ MUKHERJEE:

SHRI K. BALADHANDAYUTHAM:

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether there is a proposal to set up five new fertilizer plants in collaboration with Toyo Engineering Corporation of Japan;

(b) if so, the salient features of the projects and Government's decision in the matter; and

(c) Whether Government have considered the possibility of building the fertilizer plants without any foreign collaboration?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI D. K. BOROOAH): (a) to (c). An offer has been received from Engineers India Limited—a public sector undertaking under this Ministry—for setting up of five fertilizer plants in collaboration with Toyo Engineering Corporation based on credit assistance from Japan. The offer, which is being evaluated, covers the setting up of five fertilizer plants—three at inland locations based on 900 TPD of ammonia and two at port locations for the production of

nitrogenous and complex fertilizers based on 1300 TPD of ammonia. The total rupee cost of the five projects would be Rs. 491 crores and foreign exchange component Rs. 156 crores. These projects will be executed as in the case of other projects with maximum possible utilisation of services and supplies available within India. This would mean that external assistance will be utilised only to the extent required to fill up gaps in the design and engineering fields in which efforts are being continued to secure maximum self-reliance.

SHRI SAROJ MUKHERJEE: May I know from the hon. Minister whether Engineers India Limited has made this offer, in spite of the fact that there is no gap in indigenous know-how in our country and no other gap is there as well? May I know whether in spite of this they have proposed the setting up of fertiliser plants in collaboration with foreign companies, for instance, the Japanese company?

SHRI D. K. BOROOAH: Certainly, so far as fertilizers are concerned, we have advanced our technology, but in this case, it is a somewhat specialised type of technology for which we have to have foreign collaboration. None-the-less, our intention is that there should be maximum participation by our engineers and technologists in this project.

SHRI SAROJ MUKHERJEE: The hon. Minister's reply does not satisfy me, because in spite of the fact that we want to have a self-reliant economy, we are depending upon foreign collaboration.

Engineers India Limited has been given the main job of developing petro-chemicals and petroleum refineries, but instead of doing that, they are going into fertilisers, distilleries and breweries and all sorts of other things. They are not doing the main thing, and they have not set up any refinery.

SHRI D. K. BOROOAH: Fertiliser is also one of their jobs.

SHRI BHAGWAT JHA AZAD: May I know whether the yen credit that has been sought for in this connection for the ferti-

liser projects has been already agreed to or they are in the process of being negotiated, and if so, may I know the amount sought for?

SHRI D. K. BOROOAH: We have not agreed to anything. It is being discussed and it is under consideration. So, it will be too early to say this.

SHRI BHAGWAT JHA AZAD: There is no question of our agreement; I am asking the hon. Minister to tell us the yen credit that has been sought for by us. How can we agree? We are only asking for it. I want to know whether they have agreed:

SHRI D. K. BOROOAH: They have given a proposal which is being considered, and details are to be worked out.

SHRI SAMAR GUHA: In conducting these negotiations with Japan, in regard to the setting up of the fertiliser plants, may I know whether the quantum of help that Government will get from Japan in regard to foreign exchange has been decided and also whether a demarcation has been made as regards the extent to which our technological know-how would be utilised and to what extent their know-how and technology would be utilised? May I know whether this demarcation has been made clearly and whether the whole aspect has been gone into?

SHRI D. K. BOROOAH: That is the point under discussion. We are suggesting that our engineers should have as much responsibility as they can really bear.

SHRI SAMAR GUHA: When will it be finalised?

SHRI D. K. BOROOAH: It is difficult to say this. But this is under active consideration.

SHRI SAMAR GUHA: Fertiliser production is an urgent issue. How long will this discussion continue? It is the most urgent issue.

SHRI D. K. BOROOAH: We have to strike a balance between producing fertiliser as fast as we can and also developing our own technology so that we can be self-reliant.

SHRI P. VENKATASUBBAIAH: In setting up these fertiliser plants in collaboration with the Toyo Engineering Corporation of Japan, may I know whether the Government of India have taken sufficient care to see that the indigenous raw material, namely coal which is in abundance in this country is made maximum use of, instead of depending upon the import of raw materials?

SHRI D. K. BOROOAH: This is a proposal which is not based on coal. We have three fertilisers factories which are based on coal and they are being set up. But, as the hon. Member Shri Samar Guha had pointed out, it is a matter of great urgency, and, therefore, it was thought that we should go ahead with it, because otherwise there would be a tremendous gap between requirement and production.

SHRI RAJA KULKARNI: In this Japanese collaboration, has Government given the management of these five plants to the Japanese company?

SHRI D. K. BOROOAH: No, Sir.

SHRI DASARATHA DEB: Is it a fact that one of the terms and conditions of the agreement reached is that the Toyo Engineering Corporation will be free to bring raw materials from Japan if supplies in India are delayed and will also bring labour from Japan if there is some labour trouble in these factories? If so, is this not against the working class of India?

SHRI D. K. BOROOAH: The answer is No (with a capital N).

SHRI K. S. CHAVDA: What is the total amount involved in these five new fertiliser plants?

SHRI D. K. BOROOAH: I have already stated that Rs. 491 crores would be the total cost. Out of that, the foreign exchange component will be around Rs. 156 crores.

SHRI B. V. NAIK: The hon. Minister stated that out of these five projects, two will be on the coast and three will be inland fertiliser plants. Has this decision about location been taken by Engineers India Ltd. or by the Toyo Engineering

Corporation or by the Government of India?

SHRI D. K. BOROOAH: No decision has been taken. Certainly the decision will not be taken by the Jyoti Engineering Corporation but by Engineers India Ltd. and the Government of India, which is more or less the same thing.

श्री पञ्जालाल बारूपाल : क्या यह सत्य है कि राजस्थान के बीकानेर डिवीजन में एक उर्वरक का कारखाना स्थापित करने के लिये एक कमेटी बनी थी और उसकी सिफारिशों पर हमारे गंगानगर में उर्वरक कारखाना खोलना था ।

अध्यक्ष महोदय इसको फिर देखेंगे ।

श्री पञ्जालाल बारूपाल : अध्यक्ष महोदय वहाँ हजारों एकड़ भूमि जमीन किसानों से लेकर बेकार पड़ी हुई है पानी भी है दूसरी चीजें भी हैं, लेकिन हमारे जिले की उपेक्षा की जा रही है । क्या गंगानगर को कोई कारखाना देने के बारे में सरकार विचार कर रही है ?

MR. SPEAKER: I am sorry; this is not at all relevant.

भारतीय संविधान का प्राधिकृत हिन्दी पाठ तैयार करना

*6. **श्री शंकर दयाल सिंह :** क्या बिबि, न्याय और कम्पनी कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या भारतीय संविधान का प्राधिकृत हिन्दी अनुवाद तैयार किया जा रहा है ; और

(ख) यदि हाँ, तो इसके प्रकाशन में विलम्ब के क्या कारण हैं ?

बिबि, न्याय और कम्पनी कार्य मंत्रालय में राज्य मंत्री (श्री नीतिराज सिंह चौधरी) :
(क) और (ख). भारत के संविधान का हिन्दी में अद्यतन अनुवाद तैयार कर लिया गया है । हिन्दी में संविधान के प्राधिकृत अनुवाद के प्रकाशन की व्यवस्था करने के लिये संसद् में विधान अधिनियमित करना होगा । आवश्यक विधान अधिनियमित करने का प्रश्न विचाराधीन है । हिन्दी में संविधान का प्राधिकृत अनुवाद आवश्यक विधान के अधिनियमित करने के पश्चात् ही प्रकाशित किया जा सकता है ।

श्री शंकर दयाल सिंह : मान्यवर, इसके पहले ही राष्ट्रभाषा हिन्दी या राज्य भाषा हिन्दी में संविधान का आधिकारिक अनुवाद था । मैं माननीय मंत्री जी से जानना चाहूंगा कि संविधान का हिन्दी रूपान्तर संविधान सभा के सभी सदस्यों के हस्ताक्षर से भारत सरकार के राजपत्र में 26 जनवरी, 1950 को प्रकाशित हुआ था । उसके बाद ऐसी क्या आवश्यकता प्रा गई है कि इसको नहीं मानकर फिर से अनुवाद की व्यवस्था की जा रही है ?

श्री नीतिराज सिंह चौधरी : यह प्रश्न नहीं है कि जो अनुवाद हुआ था उस को माना नहीं जाता है । वास्तविकता यह है कि भारत के संविधान का विद्यमान हिन्दी अनुवाद 17 दिसम्बर, 1949 को संविधान में रखे गये निम्नलिखित प्रस्ताव के अनुसार संविधान सभा के अध्यक्ष के प्राधिकार से प्रकाशित किया गया था—

“प्रस्ताव किया जाता है कि अध्यक्ष को संविधान का हिन्दी में अनुवाद तैयार कराने और 26 जनवरी, 1950 से पूर्व अपने प्राधिकार के अधीन उसे प्रकाशित कराने के

लिये आवश्यक कार्यवाही करने तथा भारत की ऐसी मुख्य भाषाओं में भी, जिन्हें वह उच्चिन् समझे, संविधान का अनुवाद तैयार और प्रकाशित करने के लिये प्रबन्ध करने के वास्ते प्राधिकृत किया जाय ।”

इस प्रस्ताव के अनुसार 24 जनवरी 1950 को संविधान का एक हिन्दी अनुवाद उनके सामने रखा गया जिसके ऊपर हस्ताक्षर हुये । प्रश्न यह है कि क्या यह अनुवाद प्राधिकृत है अथवा नहीं—इसी बात पर विचार चल रहा है । एटार्नी जनरल से राय ली गई लेकिन हिन्दी सलाहकार समिति को उससे सन्तोष नहीं हुआ और उसने यह निर्णय लिया कि इस के ऊपर दो और लोगों की राय ली जाये । श्री सीतलवाद और इलाहाबाद के श्री के० एल० मिश्र की राय ली गई है । एक साहब की राय मा गयी है और दूसरे साहब की राय अभी नहीं आई है ।

श्री शंकर बहाल सिंह यह खुशी की बात है कि मन्त्री महोदय ने बहुत विस्तार-पूर्वक जवाब दिया लेकिन जवाब में सवाल को और उलझा दिया । प्रश्न यह है कि जब हमारे पास अधिकारिक हिन्दी अनुवाद था जिसे संविधान सभा में प्रस्तुत किया गया था तो फिर उसको क्यों नहीं अधिकारिक मानते हैं ? दूसरी बात यह है कि जिन व्यक्तियों की राय मागी गयी है तो क्या फिर हिन्दी अंग्रेजी में अनुवाद करने की बात सोची जा रही है ? तीसरे क्या सरकार निश्चित तिथि निर्धारित करेगी जब हिन्दी अनुवाद को इस सदन में स्वीकृत के लिये रखेगी ? इन बातों के मैं जवाब चाहता हू ।

श्री नीतिराज सिंह चौधरी अनुवाद सामने है । ऐसा नहीं है कि अनुवाद करने का सवाल हो । प्रश्न यह है कि अनुवाद क्या है ? यह प्राधिकृत है या केवल अनुवाद है—इस बात के ऊपर विचार के लिये

जैसा मैंने कहा, हिन्दी सलाहकार समिति विचार कर रही है । उसने दो व्यक्तियों श्री सीतलवाद और श्री के० एल० मिश्र की राय मागी है । श्री सीतलवाद की राय मा गई है और श्री के० एल० मिश्र की राय अभी नहीं आई है । इसके बाद हिन्दी समिति के सामने बात मा जायेगी (व्यवधान)

श्री शंकर बहाल सिंह यदि वह अनुवाद प्राधिकारिक है तो किम लिए राय माग रहे है ? जिन्होंने उस पर हस्ताक्षर किए थे उस पर भी आपको आपत्ति है ।

श्री अटल बिहारी वाजपेयी अध्यक्ष जी, हमारा संविधान हिन्दी से बना था और उस पर संविधान परिषद् के सदस्यों और सर्वमान्य अध्यक्ष ने हस्ताक्षर किए थे । प्रश्न यह है उसको प्राधिकृत क्यों नहीं माना जा रहा है ? मैं जानना चाहता हू वकीलों की राय लेने से पहले विधि मंत्रालय न अपनी राय तय की है ? क्या वह सच नहीं है कि इस मामले पर राय देने वाले अलग अलग वकील मिल सकते हैं, बाजार में जितने चाहे प्राप्त कर सकते हैं ? क्या विधि मंत्रालय यह निर्णय नहीं ले सकता है कि वह अनुवाद प्राधिकृत है और किसी की राय लेने की आवश्यकता नहीं है, वह अनुवाद मान्य होगा वही चलेगा—क्या कठिनाई है यह निर्णय लेने में ।

श्री नीतिराज सिंह चौधरी जो संविधान तैयार हुआ था वह हिन्दी में नहीं, अंग्रेजी में तैयार हुआ था । उसके ऊपर 17 दिसम्बर को निश्चय हुआ कि हिन्दी में एक अनुवाद आये, 25 जनवरी को अनुवाद आया । यदि संविधान सभा ने वह प्रस्ताव कर दिया होता कि यह प्राधिकृत है तो यह बात नहीं उठती लेकिन दुर्भाग्य से संविधान सभा ने यह नहीं किया । वह आया और उस पर हस्ताक्षर कर दिए । वह प्राधिकृत है अथवा नहीं, इसके ऊपर बात चल रही है और

जल्दी से जल्दी निर्णय लेने का प्रयास किया जा रहा है ।

श्री अटल बिहारी वाजपेयी : विधि मंत्रालय की क्या राय है इस मामले में ?
.... (व्यवधान).... मेरे प्रश्न का जवाब मुझे नहीं मिला ।

क्या विधि मंत्रालय में इस प्रश्न पर मतभेद है जिसमें बाहर के लोगों की राय ली जा रही है ? विधि मंत्रालय कहां खड़ा है इस मामले में ?

श्री नीतिराज सिंह चौधरी : एटार्नी जनरल से राय ली थी और उन्होंने राय दी कि यह प्राधिकृत नहीं है । हम उसमें सहमत नहीं हुए इसलिए दो लोगों की राय ली जा रही है ।..... (व्यवधान)

श्री डी० एन० तिवारी : क्या उस समय के अध्यक्ष ने यह कभी कहा कि हिन्दी का अनुवाद ठीक नहीं है और इसके ऊपर भी अनुवाद होना चाहिए ? यदि ऐसा नहीं है और यदि ऐसी बात थी कि अधिकृत अनुवाद नहीं है तो फिर उसपर मेम्बरों के हस्ताक्षर कैसे हुए ? यदि हस्ताक्षर हो गए तो फिर उसको अधिकृत मानने में कौन सी दिक्कत है ?

श्री नीतिराज सिंह चौधरी : मैंने यह नहीं कहा कि हिन्दी अनुवाद अधिकृत है या अनधिकृत है । .. (व्यवधान)..... किसी ने यह बात नहीं कही..... (व्यवधान)....

अध्यक्ष महोदय : यह बड़ा कन्ट्रोवर्शियल मैटर है ।

श्री श्यामनन्दन मिश्र : श्रीमान् मेरा पूरक प्रश्न यह है कि इसमें जिन साहबान से अभी पूछा गया है उनसे कम बड़े विधि और कानून के विशेषज्ञ नहीं थे जब विधि निर्माता परिषद

बनी थी और उनके भी उसपर हस्ताक्षर हुए हैं तो फिर वो एक साहबान से पूछ कर उसको प्राधिकृत मानना और उन लोगों के हस्ताक्षर को प्राधिकृत नहीं मानना, यह कैसी सगत बात है यह मेरी समझ में नहीं आता । मंत्री महोदय इस बात की सफाई करें ।

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI H. R. GOKHALE): I understand that there is a strong feeling expressed by some hon. Members that the translation which had been signed by Members of the Constituent Assembly should receive its due recognition. The question arises in two ways; it was posed in two ways. One was whether this translation which was, by the Constituent Assembly as such, as a body, not accepted as authorised translation but was signed by all the Members, can be regarded as an authorised text of the Constitution. The other part of the question is whether it can be regarded as authorised translation of the Constitution. It is not necessary for me to explain the implications of its being accepted as authorised text; if it becomes the authorised text, naturally Courts will have to look at it as the original Constitution itself; just as the original English, the same of original Hindi. This raised many doubts and the question is certainly not free from difficulty, while the view expressed by many Members is that it has been signed by Members of the Constituent Assembly—by all the Members I am told—it should be regarded not only as authorised translation but also as authorised text. Since there was difference of opinion as to the legal aspect of the matter, the Government referred the question to the Attorney General; it was a long time back. There is difference of opinion among Members of the House; many have met me; this was discussed in the Hindi Advisory Committee and we took their views also. They recommended that it was not enough 'to' take the opinion of the Attorney General; we took the opinion of another distinguished Member of the Bar and a third one has also been asked and we are waiting for

his answer. We have no prejudice one way or the other. But the question is whether we should accept that translation as authorised text, as authorised translation or not. We cannot place ourselves in an anomalous situation where the courts will say that this is not the text and we will not look at it. Therefore we want to be sure of it; there is no prejudice and there is no hesitation in considering that also.

SHRI SHYAMNANDAN MISHRA:
You have taken 22 years.

**Erosion of Ganga in Murshidabad District
Down-Stream Farakka Barrage**

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*7. **SHRI TRIDIB CHAUDHURI,**
DR. H. P. SHARMA:

Will the Minister of of IRRIGATION AND POWER be pleased to state:

(a) whether the attention of Government has been drawn to the statement made by Shri A.B.K. Ghani Chowdhury, Minister of Irrigation and Waterways, West Bengal to the Press in Calcutta on 27th January 1973 and published in all Calcutta papers on 28th January 1973 to the effect that the Central Government and the Farakka Barrage authorities were responsible for the prolonged neglect of the problem of erosion of Ganga in the Murshidabad District down-stream Farakka Barrage;

(b) whether the West Bengal Government has sent an S.O.S. to the Central Irrigation Ministry asking for an assistance of Rs. 1 crore 25 lakhs; and

(c) whether C.W.P.C. and Ganga Flood Commission have undertaken any investigation of the problem of erosion in this region on expert basis?

**THE DEPUTY MINISTER, IN THE
MINISTRY OF IRRIGATION AND
POWER (SHRI BALGOVIND VERMA):**
(a) to (c). A statement is laid on the Table of the House.

Statement

(a) to (c). Government's attention has been invited to the reported statement made by Shri Ghani Choudhury, Minister for Irrigation and Waterways, West Bengal and published in the Calcutta papers on 28th January 1973. It is not correct to say that the Central Government and the Farakka Barrage authorities are neglecting the problem of erosion of Ganga in Murshidabad District down-stream of Farakka Barrage. Erosion of Ganga has been in existence for a number of years, even as far back as 1949, long before the construction of the Farakka Barrage Project was undertaken. In 1969 I inspected the erosion at Aurangabad and I suggested remedial measures to be undertaken. Subsequent to that, some protective works were carried out. Also the problem has been examined in great detail by the experts of the Central Water and Power Commission, Central Water and Power Research Station, Poona and the River Research Institute, West Bengal, in December 1971 and suggestions made for the construction of spurs and permeable spurs.

The Technical Advisory Committee of the Farakka Barrage Project also inspected the site in October 1972 and suggested that the type of protection works to be carried out should be finalised by the Chief Engineer, Irrigation and Waterways, West Bengal after discussion with the Director, Poona Research Station. The Chairman, Ganga Flood Control Commission also inspected the site in November 1972. Estimates for the protection works to be carried out have not been prepared and are awaited from the State Government.

The State Government has been requested to expedite the preparation of cost estimates. The West Bengal Government has made a request for Rs. one crore and twenty-five lakhs about three weeks back.

SHRI TRIDIB CHAUDHURI: The erosion of the right bank of Ganga downstream Farakka Barrage is a question of life and death for the people of a whole sub-division in the district of Murshidabad. Only yesterday a former General Manager of Farakka Barrage, Mr. Debesh Mukherjee has expressed the opinion that this erosion threatens the present alignment of the BAK loopline, National Highway No. 34 and also the proposed Jangipur Barrage. 3 big towns Dhulian, Aurangabad and Jangipur are threatened with being completely wiped out. Because of all these things, very recently on the 3rd February an experts' meeting was held at the instance of the Chief Minister of West Bengal in Farakka itself and they have opined that about Rs. 62 crores would be necessary to stop this erosion. But we have been finding for sometime past there is a competition in passing the buck between the Central Government and the State Government of West Bengal. The Chief Minister and the Irrigation Minister of West Bengal have been saying that they have asked for necessary funds from the Centre and the Centre is unwilling to grant any money on this account. In the statement it is said:

"Estimates for the protection works to be carried out have not been prepared and are awaited from the State Government."

May I know on what basis the West Bengal Government has made a request for Rs. 125 crores for this purpose and why so far there has been no response from the Central Government with regard to this request? May I know whether any proper cost estimates have been received from the West Bengal Government or not and if they have been received, why they have not been considered and no response has come from the centre?

THE MINISTER OF IRRIGATION AND POWER (DR. K. L. RAO): The Farakka Barrage has nothing to do with this erosion that is taking place in the right bank of the Ganga. This erosion has been taking place since 1949 and the Railway lines were shifted in 1960 whereas construction of Farakka Barrage started only in 1964. I agree this is a very den-

sely populated area and it should be our endeavour to protect this area as far as possible. I had been there in 1969 and I gave some instructions for the protection of this area. Some work was done then and the work has to be further extended. Erosion is the characteristic of a river and many erosions have taken place. Below the Mokameh bridge there has been very severe erosion. The general policy is, all these erosion works are to be financed by the State Government. In this case also, I suggested to the Chief Minister, "Please prepare the estimates and start the work. If any additional assistance is required, it will be considered by the Government of India." So far no estimate has been prepared. Without the estimates, what is the use of saying, give so much money? The estimate must be prepared first. We have sent all the technical assistance. They have gone, discussed the matter and given instructions for the preparation of the estimate. When the estimate is prepared, if the State Government is not able to meet it from its own finances, then it will be sent to the Planning Commission and it is for them to consider what assistance can be given. Without any estimate, how can funds be sanctioned?

SHRI TRIDIB CHAUDHURI: The hon. Minister has misunderstood my question. It is not the purpose of my question to ascribe erosion due to Farakka Barrage. My main purpose is to elicit information from the Central Government whether they will be prepared to bear the financial burden of at least a part of protective works that would be needed to stop this erosion and whether any decision has been taken in this regard. With regard to that, he has said that he has not received any estimate from the West Bengal Government. The Farakka Barrage is one of Central undertakings, like, the Railway, the National Highways, and because one part of the Farakka Barrage project is threatened with erosion, why should not the Farakka Barrage Project itself and the Central Government also bear a part of the cost of protective works that would be required? May I know whether any estimates has been prepared by the Central

Government so far as the Central part of it is concerned?

DR. K. L. RAO: None of the part of the Farakka Barrage project is threatened. The State has to prepare an estimate and send it on to us. If the State is not able to find finances from its own sources, the Planning Commission will naturally consider and give assistance.

SHRI SAKTI KUMAR SARKAR: In view of the reply given by the hon. Minister, may I know whether it is a fact that this sort of danger was apprehended by Mr. R. B. Chakravartty and Mr. Daves Mukerjee, ex Chief Engineers and was pointed out to Dr. K. I. Rao and he ignored it. If so, may not the West Bengal Government claim that the entire cost of stopping erosion should be borne by the Central Government? It is the responsibility of the Central Government entirely.

DR. K. L. RAO: The erosion is not due to the Farakka Barrage at all. There is a technical advisory committee headed by Mr. Mitra. They are of the opinion that this has nothing to do with the Farakka Barrage.

SHRIMATI MAYA RAY: The hon. Minister made a trip to West Bengal in 1969. May I invite him to make another trip to West Bengal to see the situation for himself and have a detailed discussion with the authorities concerned on the whole of the Farakka Barrage.

MR. SPEAKER: That is a suggestion for action.

DR. K. L. RAO: As I said in the very beginning, this area is a highly densely populated area. It needs to be protected. I accept it myself.

SHRI SAMAR GUHA: Although the hon. Minister has said that this erosion

has no connection with the Farakka Barrage project, may I know whether there is a probability that the linking of Ganga with Padma may threaten the Farakka Barrage? He has said that West Bengal Government has made a request for Rs. 125 crores, about three weeks back. Is it an *ad hoc* request or based on an estimate?

DR. K. L. RAO: It is an *ad hoc* request.

SHRI KRISHNA CHANDRA HALDER: I would like to know from the hon. Minister whether the unscientific and incorrect decision taken in 1963 by Dr. K. I. Rao himself, ignoring the correct design and opinion of the high powered Technical Advisory Committee and expert engineers of the Farakka Barrage Project, including two former Chief Engineers one of them was Mr. R. B. Chakravartty who resigned on account of differences with Dr. K. L. Rao— of the Farakka Barrage Project is responsible for the virulent erosion in Murshidabad and Malda districts, and whether the Irrigation Minister is going to rectify the error and sanction Rs. 2 crores for rivetment-cum-rectification scheme to prevent the virulent erosion, and if not, he should quit.

DR. K. L. RAO: I have emphatically said that the erosion has nothing to do with the Farakka Barrage at all. Nothing was done against the advice of the Technical Advisory Committee. At every stage the Technical Advisory Committee was consulted and everything was done according to the advice given by the Committee. This erosion, as I have submitted already, started in 1949 in that area. The construction of the barrage was in 1964. The erosion that has taken place has nothing to do with the Farakka Barrage at all.

MR. SPEAKER: The Question Hour is over.

WRITTEN ANSWERS TO QUESTIONS

Paid-up Capital of Proposed Chlorine and Caustic Soda Plant in Madhya Pradesh

*4 SHRI DINESH JOARDER Will the Minister of PETROLEUM AND CHEMICALS be pleased to state,

(a) the total paid up capital of the proposed chlorine and caustic soda plant to be set up in Madhya Pradesh,

(b) the percentage of shares in the total capital held by the House of Bangurs State Government and others, and

(c) whether Government have promised full control of the management in the plant of the House of Bangurs?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI D. K. BOROOAH) (a) to (c) The authorised share capital of the proposed company to be set up for implementing the caustic soda project by Madhya Pradesh Adyogik Vikas Nigam would be Rs 5 crores, suitably divided between equity and cumulative redeemable preference share. No proposal has been received about participation in share capital by the House of Bangurs in the proposed project.

समुद्र तट के क्षेत्रों में तेल की खोज

*8 श्री जगन्नाथ राव जोशी
श्री बेकारिया

क्या पेट्रोलियम और रसायन मंत्री यह बताने की कृपा करेंगे कि

(क) क्या समुद्र तट के क्षेत्रों में तेल के निक्षेपों की खोज की जा रही है, और

(ख) यदि हा, तो इस संबंध में क्या प्रगति हुई है ?

पेट्रोलियम और रसायन मंत्री (श्री बेकारिया) (क) और (ख). पश्चिमी और पूर्वी तटों के कई दूर क्षेत्रों में भूकम्पीय सर्वेक्षण कार्य किए गए हैं। इस प्रकार प्राप्त ब्योरे पर प्राधारित अल्ट्राबेट पश्चिम क्षेत्र में, कम गहरे पानी में एक अन्वेषी कुएँ का भी व्ययन किया गया है किन्तु प्राप्त तेल की मात्रा वाणिज्यिक हित की नहीं थी।

* खम्बात की खाड़ी के दक्षिणी भाग के गहर पानी में गौर अरब मागर के समान क्षेत्र में अन्वेषी कुओं के व्ययन के लिए स्थान भी निश्चित किए गए हैं और ज्योंही एक स्वयं प्रणोदित (सैल्फ प्रॉपेल्ड), स्वयं-उत्पाक (सैल्फ-एनर्जिजिंग) चल उपतट प्लेटफॉर्म, जो तेल और प्राकृतिक गैस आयोग के लिए जापान में तैयार किया जा रहा है पेंगिन होता है और भारत में पहुंचता है व्ययन कार्य प्रारम्भ हो जायेगा। काण्टी-नेटल शैलफ के कुछ भागों में, जिन्हें अभी तक व्ययन के लिए सम्मिलित नहीं किया गया है अल्पतम भूकम्पीय सर्वेक्षणों को जारी रखने का प्रस्ताव है ?

Accident at Baramura Oil and Natural Gas Exploratory Centre in Tripura

*9 SHRI DASARATHA DEB. Will the Minister of PETROLEUM AND CHEMICALS be pleased to state,

(a) whether the attention of Government has been drawn to the accident that occurred at Baramura Oil and Natural Gas exploratory centre in Tripura during the month of December, 1972,

(b) the nature of damage caused; and

(c) whether any investigation has been made or is being made to find out the causes as well as to fix responsibility for the accident?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI D. K. BOROOAH): (a) Yes, Sir.

(b) On the 19th December, 1972, after drilling at Baramura Well No. 1 had reached a depth of 1500 meters, the casing line parted from the dead-end at the crown block sheave, resulting in a stuck-up of the drilling string. The stuck-up was successfully removed on the 28th January, 1973. There was no damage to the major equipment.

(c) An enquiry into the accident is being made by the Project authorities of the ONGC.

One Irrigation Project in each State as National Project

*10, SHRI RANABAHADUR SINGH: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether Central Government have decided to take one major irrigation project in each State as a National Project; and

(b) if so, the broad outlines of the decision of Central Government regarding Madhya Pradesh State in this regard?

THE MINISTER OF IRRIGATION AND POWER (DR. K. L. RAO): (a) and (b). No such decision has been taken.

देश में बिजलीघन रेलवे लाइनों की सम्बाद्ध

*11. श्री अम्बेश : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) देश में इस समय चैरो मीटर गेज तथा ब्रोड गेज लाइनों की, पृथक-पृथक किलोमीटरों में सम्बाद्ध कितनी है ; और

3321 L.S.—2.

(ख) ऐसी रेलवे लाइनों की कुल लम्बाई कितनी है जिन पर बिजली की रेल गाड़िया चल रही हैं ?

रेल मंत्रालय में उप-मंत्री (श्री मुहम्मद शफी कुरैशी) (क) 31 मार्च 1972 को बड़ी लाइन, मीटर लाइन, और छोटी लाइन की मार्ग किलोमीटर सम्बा क्रमश . 30041, 25550 और 4683 थी ।

(ख) 3952 मार्ग किलोमीटर ।

मध्य प्रदेश सरकार द्वारा जंगलों से चारा लाने के लिए माल डिब्बे देने का अनुरोध

*12. श्री धनराह प्रधान : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या मध्य प्रदेश सरकार ने मध्य प्रदेश के जंगलों से चारा आदि मुगमना से लाने के लिए माल डिब्बे देने का अनुरोध किया है ; और

(ख) यदि हा, तो सरकार की इस पर क्या प्रतिक्रिया है ?

रेल मंत्रालय में उप-मंत्री (श्री मुहम्मद शफी कुरैशी): (क) जी नहीं ।

(ख) प्रश्न नहीं उठता ।

लेकिन चारे आदि की दुलाई के लिए माल डिब्बों की मांग पर अन्य मांगों की तुलना में उनकी अग्रता के अनुरूप उचित ध्यान दिया जाता है ।

Re-opening of Martin Railway in Howrah Division

*13. SHRI PRIYA RANJAN DAS MUNSI:

SHRI R. N. BARMAN:

Will the Minister of RAILWAYS be pleased to state:

(a) what effective measures have been taken to re-open the closed Martin Railways in Howrah Division;

(b) whether any approach in this regard has been made by West Bengal Government; and

(c) if so, Central Government's reaction thereto?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) to (c). It has been decided to examine the feasibility of broad gauge lines in the area served by the erstwhile Light Railways. For this purpose, Engineering-cum-Traffic Surveys are in progress or are being taken up. The position has also been explained to the State Government of West Bengal.

Loss of income suffered by Railway during the Recent Agitation in Andhra Pradesh due to Stoppage of Normal Movement of Railways

*14. SHRI P. A. SAMINATHAN;
SHRI S. A. MURUGANANTHAM:

Will the Minister of RAILWAYS be pleased to state:

(a) the total loss of income suffered due to the stoppage of movement of Railways in Andhra Pradesh during the recent agitations;

(b) the extent of dislocation in Railway services in the State; and

(c) the steps taken to ensure regular running of Railway services there?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) The loss of income due to cancellation of passenger trains and dislocation of goods traffic as a result of the agitation in Andhra Pradesh, from the last week of October 1972 till 15th February 1973 is estimated to be about Rs. 18 crores.

(b) A number of passenger trains including several through trains from Delhi, Bombay, Madras and Calcutta passing through Andhra Pradesh had to be cancelled. As on 16th February 1973, 33 Mail/Express trains and 356 passenger trains remain partly or fully cancelled. Goods train operation has also considerably suffered and thousands of loaded wagons have been held up resulting in considerable reduction in loading.

(c) Every endeavour is being made to restore the rail operation to the extent possible. Services of the Territorial Army units are also being utilised for this purpose.

Accidents due to non-supply of Tools in Locomotives in Asansol Division

*15. SHRI ROBIN SEN: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware that in the Asansol Division of Eastern Railway off and on Railway accidents occur due to non-supply of proper tools in the locomotives;

(b) if so, the reason for such lapses on the part of the local Railway administration; and

(c) what safety steps have been taken in the matter?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) There has been no accident attributable to non-

supply of proper tools on locomotives in Asansol Division of the Eastern Railway.

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

Completion of Upper Krishna Project in Mysore

*16. SHRI DHARAMRAO AFZALPUR KAR: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) what is the progress of work of the Upper Krishna Project at Almatti Dam site in Mysore; and

(b) whether Central Government have asked the State Government to complete the work of Upper Krishna Project during the target period?

THE MINISTER OF IRRIGATION AND POWER (DR. K. L. RAO): (a) and (b). The Upper Krishna Project stage—I envisages the construction of the Narayanpur dam, an irrigation system from this dam and the foundation works for a future Alamatti dam, which site is liable to periodical submergence under Narayanpur reservoir. The Government of Mysore have a number of major projects in hand and are providing funds to the Upper Krishna Project Stage—I in the context of the requirements of other projects which are in a more advanced stage and other Sectors of development. The project is in the initial stages of construction and is likely to be completed during the Sixth Plan.

Stopping of Bombay-Howrah Mail on a Small Wayside Station on 27-28th December, 1972

*17. SHRI CHANDRASHEKHAR SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether on the 27-28th December, 1972, Bombay-Howrah Mail was stopped on a small Railway Station for about two hours;

(b) whether this Mail train never stops on this station normally; and

(c) if so, the reasons for stopping it there for about two hours?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) to (c). Yes, Sir. 4 Dn Bombay-Howrah (via Allahabad) Mail reaching Howrah on 28th December 1972 suffered cumulative detention of one hour 21 minutes at Khardi, Kasara and Cabin No. 3 Block stations on Kalyan-Igatpuri section of the Central Railway due to passage difficulty arising out of parting of a goods train between Kasara and Cabin No. 2 Block. 4 Dn Bombay-Howrah Mail normally does not stop at these way-side stations except at Kasara where this train stops for attaching a banking engine.

Destruction of Private Property under Railway Custody during Andhra Agitation and Compensation by Railways

*18. SHRI R. R. SINGH DEO: Will the Minister of RAILWAYS be pleased to state the description and value of private property under Railway custody destroyed or damaged during the recent anti-Mulki and pro-Mulki agitations in various parts of Andhra Pradesh and the amount of compensation paid by the Railways therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): It is not possible to arrive at the value of private property under railway custody destroyed or damaged in the Mulki Rules agitation at this stage. The value would be known only when enquiries are made in processing claims preferred. It is however, estimated that private property valued at about Rs. 3 lakhs (three lakhs) has so far been destroyed or damaged during the agitation.

**Setting up of a Fertilizer Plant at
Paradeep Port**

*19. SHRI CHINTAMANI PANI-
GRAHI:

SHRI D. K. PANDA:

Will the Minister of PETROLEUM
AND CHEMICALS be pleased to state:

(a) whether Government have finally
decided to set up a fertilizer plant at
Paradeep Port;

(b) if so, the broad outlines thereof;
and

(c) when this project is going to be
started?

THE MINISTER OF PETROLEUM
AND CHEMICALS (SHRI D. K.
BOROOAH): (a) to (c). The Fertilizer
Corporation of India Ltd. had earlier
prepared a feasibility report for setting up
of a fertilizer plant at Paradeep. This
report contained various alternatives based
on imported ammonia. In the context,
however, of the larger programme en-
visaged for the Fifth Plan period and the
uncertainties involved in ammonia im-
ports, the Corporation is drawing up a
revised feasibility report which also in-
cludes substantial production of nitrogen.

**Strike by Railway Employees on 'Bonus'
Issue**

*20. SHRI SAMAR GUHA:
DR. LAXMINARAIN PANDEYA:

Will the Minister of RAILWAYS be
pleased to state:

(a) whether Government are aware
that Railway employees are preparing for
a general strike on the issue of bonus for
the Railway employees;

(b) whether Government have taken
any steps to discuss the matter with the
representatives of the Railwaymen; and

(c) if so, the outcome of the discus-
sion?

THE DEPUTY MINISTER IN THE
MINISTRY OF RAILWAYS (SHRI
MOHD. SHAFI QURESHI): (a) Yes.
The two recognised Federation had asked
their affiliates on the Railways to conduct
secret ballots for a general strike on the
demand for Bonus. It is understood
that the ballots have been practically
completed, although no official communi-
cation on the subject has been received
from the two Federations.

(b) and (c). There has been and
there continues to be an exchange of view
points between Government and organised
labour.

*Misuse of Railway Passes in MTP
(Railways) Delhi.*

1. SHRI R. V. BADE: Will the
Minister of RAILWAYS be pleased to
state:—

(a) whether any cases of fraudulent
use of Railway passes in the M.T.P.
(Railways), Delhi, have come to the
notice of the Vigilance Directorate of
Railway Board; and

(b) if so, the results of the investiga-
tions and the action taken against the
defaulters?

THE DEPUTY MINISTER IN THE
MINISTRY OF RAILWAYS (SHRI
MOHD. SHAFI QURESHI): (a) A
complaint alleging misuse of Railway
passes in Metropolitan Transport Project
(Railways), Delhi, was received in the
Vigilance Directorate.

(b) The investigations are underway.

Irrigation of Land in Mysore

2. SHRI G. Y. KRISHNAN: Will the
Minister of IRRIGATION AND POWER
be pleased to state:

(a) the percentage of irrigated land in
Mysore to the entire irrigated land in
the country;

(b) the broad outlines of the major
irrigation projects relating to Mysore State

pending with Government for inclusion in the Fifth Five Year Plan; and

(c) the names of projects relating to Mysore State pending because of Cauvery Water Dispute?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA):

(a) The irrigation potential in Mysore from major, medium and minor irrigation schemes by 1973-74 is expected to be 16.6 per cent of the cropped area. The corresponding All India figure is expected to be 27.8 per cent.

(b) The Fifth Plan programme has not been so far drawn up.

(c) Hemavathi, Harangi, Kabni (revised), Cauvery reservoir and Suwarnavathi Schemes have not been accepted so far in view of the inter-State issues on Cauvery Waters.

Foreign Drug and Pharmaceuticals Companies with 50 per cent Foreign Equity

3. SHRI K. SURYANARAYANA: Will the Minister of PETROLEUM AND CHEMICALS be pleased to refer to the reply given to Unstarred Question No. 203 dated the 14th November, 1972 regarding foreign drug and pharmaceutical Companies with 50 percent foreign equity and state:

(a) whether the information asked for therein has since been collected;

(b) if so, whether it will be laid on the Table of the House; and

(c) if no, the reasons for the delay and when it would be laid on the Table?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH):

(a) to (c). The names of the foreign drugs and pharmaceutical companies with a foreign equity of 50 per cent and more who have diversified their articles (non-drug items) during the last three years (1969, 1970 and 1971) with a valid industrial licence or not are indicated below:

Sl. No.	Name of firm	Name of item	Whether under valid Ind. Licence or not	Action taken
1	M/s. Smith & Nephew	Nivea Vanishing Cream.	No	Under consideration.
2	M/s. Warner Hindustan Ltd.	Chicklets Chewingam	No	No Industrial Licence is necessary
3	M/s. Angle Thai Corporation	Woodward Baby powder.	No	Under consideration.

The following firms have not diversified their articles (non-drug items) during the last three years;

1. M/s. Abbott Laboratories Ltd.
2. M/s. Alkali and Chemical Corpn. of India Ltd.
3. M/s. Anglo French Drug Co.
4. M/s. Bayer India Ltd.
5. M/s. Boacham Ltd.
6. M/s. Burroughs Wellcome & Co. Ltd.
7. M/s. Boehringer Knall Ltd.
8. M/s. Cyanamid Ltd.
9. M/s. E. Marck Ltd.
10. M/s. German Remedies Ltd.
11. M/s. Glaxo Laboratories Ltd.
12. M/s. May & Baker Ltd.
13. M/s. Merck Sharp & Dohme Ltd.
14. M/s. Parke Davis Ltd.
15. M/s. Pfizer Ltd.
16. M/s Roche Products Ltd.
17. M/s. Wyeth Laboratories Ltd.
18. M/s. C. W. Carnrick (Asia)
19. M/s. Cooper Laboratories.
20. M/s. Dental Products of India Ltd.
21. M/s. Ethner Ltd.
22. M/s. Indian Schering Ltd.
23. M/s. John Wyeth Bros.
24. M/s. Nicholas of India Ltd.
25. M/s. Smith Kline & French (India)
26. M/s. Roussel Pharmaceuticals.

Information in regard to other firms with foreign equity of 50 per cent and more is being collected and will be laid on the table of the House as early as possible.

Use of Inspection Carriages by Chief Auditors

4. SHRI K. SURYANARAYANA: Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 2006, dated the 28th November, 1972 regarding the use of Inspection Carriages by Chief Auditors on the Railways and state:

(a) whether the scope of use of inspection carriages for "functional purposes" has been laid down in any Code or order issued by the Railway Board;

(b) if so, whether a copy thereof will be laid on the Table;

(c) whether the information asked for in part (b) of the above question has since been collected; and

(d) if so, whether it will be laid on the Table?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) and (b). Yes, in the Ministry of Railways letter No. 68-TTIV/34, dated 8th June, 1970 issued to Railway Administrations. A copy thereof is laid on the Table of the House. [Placed in Library. See No. LT-4780/73.]

(c) and (d). Yes. Only one of the three Chief Auditors travelled once in train service to Lucknow (in February, 1972) on his Metal Pass during his tenure.

Steps to check remittance of Profits and Dividends by Foreign Drug Companies

5. SHRI K. SURYANARAYANA: Will the Minister of PETROLEUM AND CHEMICALS be pleased to refer to the reply given to Starred Question No. 30 on the 14th November, 1972 and state :

(a) The reasons for such high disproportionate remittance of dividends amounting to about Rs. 5 crore by M/s. Pfizers against the capital investment of about Rs. 4 crores in 1970 and the extent of check exercised by Government on the

remittance of profits and dividends by the foreign drug manufacturing companies in India; and

The profits of the company after the Drugs (Prices Control) Order, 1970 came into force are as follows:—

Year ending	Rs. lakhs	% of profit on turnover
30-11-1970	324.00	18.33
30-11-1971	367.00	16.87

(b) the steps Government propose to take to prevent such heavy remittance, of money by foreign drug manufacturing companies to their share-holders and head offices?

The reasons for the decrease in the percentage of the profitability on turnover is mainly due to Drugs (Prices Control) Order, 1970. Despite increase in the sales turnover from Rs 1768 lakhs in 1970 to Rs. 2176 lakhs in 1971, the percentage of profits has declined

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH):

(a) M/s Pfizer Limited has been functioning in India in its present form since 1960. Prior to 1960, this company was known as M/s Dumex Private Limited. The amount remitted from 1959 to 1971 amounted to Rs. 482.87 lakhs. These remittances have been allowed as per the Government's policy in this regard

The capital employed by M/s Pfizer Limited was Rs. 1118.74 lakhs, the net profits for the year ending 30th November, 1971 amounted to Rs 173.48 lakhs, which is 15.5 per cent on capital employed. Furthermore, return on capital employed, and dividend remitted on capital employed for the year 1962, 1967, and 1971 are as follows :

Year	Capital employed	Net profit	Percentage on capital employed	Dividends remitted	Percentage of dividends remitted abroad on capital employed
	Rs. lakhs	Rs. lakhs		Rs. lakhs	
1962	161	97	60	41.86	26
1967	716	152	21	39.66	5.53
1971	1119	173	15.5	68.28	6.1

As against a capital investment of Rs. 399 lakhs and capital employed amounting to Rs. 1147 lakhs in 1970, the dividend declared during that year was Rs. 71.76 lakhs and the amount remitted during 1970 was Rs. 63.12 lakhs.

panies, if the declaration of dividends involves drawal from reserves, the remittance facility will be subject to the Reserve Bank of India being satisfied regarding the following:—

(b) As per Government's present policy, remittances of profits and dividends are normally allowed after the payment of Indian taxes thereon. However, in the case of 100 per cent foreign owned com-

(i) that the reserves have been drawn upon only for maintaining the dividend quantum at the average of the previous 5 years or at 10 per cent of the paid-up capital, whichever is more;

(ii) that the drawal on reserves does not exceed 10 per cent of the total of the paid up capital and free reserves of the company at the beginning of the year, and

(iii) that the balance of free reserves left after the drawal does not fall below 15 per cent of the total of the paid up capital and reserves as in (ii) above

दक्षिण-मध्य रेलवे में होया गया भाल

6 श्री हुकम चन्द कछवाय क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) गत पाच महीनो मे दक्षिण मध्य रेलवे मे कितने मूल्य का भाल होया गया; और

(ख) उससे कितने राजस्व की आय हुई ?

रेल मंत्रालय में उपमंत्री (श्री मुहम्मद शफी कुरेशी) : (क) इस प्रकार के कोई आकड नही रख जात ।

(ख) सितम्बर, 1972 से जनवरी, 1973 तक, पाच महीने की अवधि मे लगभग 25.24 करोड रुपए की आय हुई ।

पूर्वांतर सीमान्त रेलवे में दुर्घटनाएँ

7. श्री हुकम चन्द कछवाय : क्या रेल मंत्री यह बतान की कृपा करेंगे कि

(क) गत पाच महीनो से पूर्वांतर सीमान्त रेलवे मे कितनी दुर्घटनायें हुई ;

(ख) तीड फीड के परिणामस्वरूप दुर्घटनाओ की संख्या कितनी है , और

(ग) बढ रही दुर्घटनाओ को रोकने के लिए सरकार क्या कार्यवाही कर रही है ?

रेल मंत्रालय में उपमंत्री (श्री मुहम्मद शफी कुरेशी) (क) 1-9-72 मे 31-1-73 तक की अवधि मे पूर्वोत्तर सीमा रेलवे पर गाडियो की टक्कर गाडियो के पटरी से उतरने, मम्पारो पर दुर्घटनाओ तथा गाडियो मे आग लगने की 49 गाडी दुर्घटनाये हुई थी ।

(ख) एक ।

(ग) चालू वर्ष मे दुर्घटनाओ की संख्या पिछले वर्ष की इनी अवधि मे हुई दुर्घटनाओ की संख्या की तुलना से कम है । गाडी परिचालन से सम्बद्ध कर्मचारियो मे मरका के प्रति चतना जागृत करने तथा यह सुनिश्चित करने के लिए कि वे निर्धारित मरका नियमो को भलीभाति समझते है, रेलो पर गठित सरका सगठन कार्य कर रहे है । इसके अतिरिक्त यह पता लगाने के लिए कि कर्मचारीगण सरका नियमो का उल्लघन तो नही करते तथा कोई लाचर विधि तो नही अपनाते, स्थानिक जाच की जाती है । सभी दुर्घटनाओ की जाच की जाती है और उत्तरदायी व्यक्तियों के विरुद्ध समुचित कार्यवाई की जाती है । इसके अलावा, यदि किसी जाच से किन्ही अन्य दृष्टियो वा कमियो का पता चलता है, तो उनकी पुनरावृत्ति रोक्ने के सम्बन्ध मे कार्रवाई की जाती है । मरका मे वृद्धि करने के लिए, जहा तक व्यावहारिक हुआ है, मुधर सिगनलिंग और अन्तर्पानन, रेलपथ परिपथन आदि के रूप मे प्रौद्योगिकीय सुधार भी किए गए है ।

ग्रामीण विद्युतीकरण योजनाएं

8. श्री हुकम चन्द कड़वाय :

श्री आर० नी० बड़े :

क्या सिन्धुई और बिछुत् मंत्री यह बताने की कृपा करेंगे कि

(क) क्या राज्यों में ग्रामीण विद्युतीकरण योजनाएँ आत्मनिर्भर हैं, और

(ख) यदि नहीं, तो क्या केन्द्रीय सरकार राज्यों में इन कार्यक्रमों को तीव्र करने के लिए अनुदान एवं व्याजमुक्त ऋण प्रदान करने पर विचार कर रही है ?

सिन्धुई और बिछुत् मंत्रालय में उपमंत्री (श्री बालगोविन्द वर्मा) :

(क) कोई भी ग्राम विद्युतीकरण स्कीम अपने प्रारम्भिक वर्षों के दौरान अपना खर्च स्वयं नहीं वहन कर सकती। साधारणतया विकसित क्षेत्रों में कोई स्कीम, पिछड़े क्षेत्रों में स्कीमों के मुकामबले में कम अवधि में ही अपना खर्च स्वयं वहन करना प्रारम्भ कर देती है।

(ख) ग्राम विद्युतीकरण स्कीमों के लिए राज्यों को अनुदान अथवा बिना व्याज के ऋण देने का कोई प्रस्ताव नहीं है। बहरहाल, ग्राम विद्युतीकरण निगम विकसित तथा पिछड़े क्षेत्रों के लिए प्रारम्भिक अवधि का ध्यान करते हुए, इसके द्वारा स्वीकृत स्कीमों का बर्गीकरण कर देता है। पिछड़े क्षेत्रों में स्कीमों के लिए ऋणों पर व्याज और अदायगी की शर्तें कुछ अधिक सुविधाजनक होती हैं।

मध्य प्रदेश, गुजरात और उत्तर प्रदेश में सामान्य बिछुत् ग्रिड की स्थापना

9 श्री हुकम चन्द कड़वाय क्या सिन्धुई और बिछुत् मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या मध्य प्रदेश, गुजरात और उत्तर प्रदेश में एक सामान्य बिछुत् ग्रिड स्थापित करने का प्रस्ताव है ; और

(ख) यदि हा, तो उक्त प्रस्ताव का अनुमोदन करने तथा क्रियान्वित करने में विलम्ब के क्या कारण हैं ?

सिन्धुई और बिछुत् मंत्रालय में उपमंत्री (श्री बालगोविन्द वर्मा) : (क) और (ख) क्षेत्रीय ग्रिडों को बनाने के लिये बिछुत् प्रणालियों में अन्तःसम्पर्क स्थापित करने की विचारधारा पहले ही स्वीकृत की जा चुकी है और कई अन्तर्राज्यीय/अन्तर्देशीय पारोषण लाइनों का निर्माण किया जा चुका है। मध्य प्रदेश और गुजरात तथा महाराष्ट्र की बिछुत् प्रणालियाँ पश्चिमी क्षेत्रीय ग्रिड में शामिल की जा चुकी हैं। उत्तर प्रदेश की बिछुत् प्रणाली उत्तरी क्षेत्रीय ग्रिड में शामिल कर ली गई है, जिसमें राजस्थान, हरियाणा, पंजाब, जम्मू व कश्मीर, हिमाचल प्रदेश तथा दिल्ली में बिछुत् प्रणालियाँ शामिल हैं।

उत्तर प्रदेश और मध्य प्रदेश की बिछुत् प्रणालियाँ, उत्तर प्रदेश में रिहन्द से मध्य प्रदेश में मोरवा तक की एक 132 के० वी० लाइन के जरिये आपस में जुड़ी हुई हैं। नरोखा-उदयपुर 220 के० वी० अन्तर्राज्यीय लाइन और भरतपुर-मथुरा 132 के० वी० लाइन के निर्माण कार्य, जो कि सब, प्रगति

पर हैं, के पूरा हो जाने के पश्चात् गुजरात विद्युत् प्रणाली उत्तर प्रदेश विद्युत् प्रणाली के साथ, राजस्थान राज्य ग्रिड के जरिये जुड़ जाएगी।

Visit of Swedish Disarmament Minister to India

10. SHRI M. S. SANJEEVI RAO:
Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether the Swedish Disarmament Minister visited India in January, 1973 and had discussion on several irrigation projects; and

(b) if so, the outcome thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA):
(a) No, Sir.

(b) Does not arise.

Massive Flood Control Programme

12. SHRI M. S. SANJEEVI RAO:
SHRI SHASHI BHUSHAN;

Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether Government propose to launch a massive flood control programme to protect at least 50 per cent of the areas in each State from floods by 1981;

(b) if so, what would be the estimated cost of this programme and the areas which will be given priority; and

(c) by what time the proposal is expected to be finalised?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA):

(a) to (c). The Central Flood Control Board at the meeting held in November, 1970 had recommended that the State Governments should prepare comprehensive plans of flood control and draw out

programme of works to be implemented by 1981 with the objective of providing protection to atleast fifty per cent of the flood prone areas. The Sixth conference of State Ministers of Irrigation and Power held in June-July, 1972 had also recommended that the State Governments should prepare comprehensive plans of flood control as early as possible, carryout investigations of priority schemes to be taken up in the 5th Five Year Plan and strengthen the organisations for the implementation and maintenance of works and that concerted action should be taken for increasing the tempo of flood protection works during the 5th Plan with a view to provide protection to atleast fifty per cent of the flood prone areas by 1981. These recommendations have been forwarded to the State Governments who are to prepare the comprehensive plans and fix up the priority of works to be taken up in the 5th Five Year Plan.

The details of the proposals are to be finalised when the comprehensive plans are prepared and relative priorities determined by the State Governments. The Central Water and Power Commission have roughly estimated on the basis of available date that the programme of achieving the target of reasonable protection of fifty per cent of the flood prone areas would cost about Rs. 540 crores in the period from 1971—81.

Demand by Punjab Government for Closure of Nangal Fertilizer Factory

13. SHRI M. S. SANJEEVI RAO:
SHRI B. S. BHAURA:

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether the Punjab Government have requested the Centre to close the Nangal Fertilizer plant to meet the power shortage which has seriously hit the industry and agriculture in that State; and

(b) if so, the reaction of the Union Government to this request?

**THE DEPUTY MINISTER IN THE
MINISTRY OF PETROLEUM AND
CHEMICALS (SHRI DALBIR SINGH):**

(a) A request in this regard was received from the Punjab Government.

(b) After a full consideration of all aspects, it has been decided that the Nangal Plant should not be closed and that instead the power supply should be reduced further to 60 M.W. for a period of two months from 10th February, 1973.

**Relaxation on Ban on Import of Power
Equipments**

14. SHRI K. LAKKAPPA:

SHRI P. M. MEHTA:

Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether Government have decided to relax the three year old plan ban on the import of power equipment;

(b) if so, the reason therefor; and

(c) to what extent this decision will help solve current power crisis?

**THE DEPUTY MINISTER IN THE
MINISTRY OF IRRIGATION AND
POWER (SHRI BALGOVIND VERMA):**

(a) and (b). No, Sir. The requirements of power plant equipment are by and large being mainly met by the indigenous manufacturing plants. Individual cases of import are considered on merit and imports are resorted to only in such cases where the delivery schedule offered by the indigenous manufacturers do not meet the commissioning schedules of the projects or where the indigenous plants are unable to manufacture the required type of plant.

(c) The decision to import some power plant and equipment will not materially help solve the current power shortage but will, to some extent reduce the deficit in the coming years.

Flood Forecasting Organisations

15. SHRI K. LAKKAPPA:

SHRI SURENDRA MOHANTY:

Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether Government propose to have an efficient Flood Organisation analogous to the existing Weather Forecasting Organisation;

(b) if so, when the working of the Flood Forecasting Organisation will start; and

(c) the places where the Flood Forecasting Offices will be set in the country?

**THE DEPUTY MINISTER IN THE
MINISTRY OF IRRIGATION AND
POWER (SHRI BALGOVIND VERMA):**

(a) to (c). The Centre has already set up a Flood Forecasting Organisation for the forecasting of floods on some of the most flood prone basins in the country. The first unit was set up in 1958 and six more in 1969. A statement showing the location of the Centres and the Control rooms and the river on which flood forecasting arrangements have been made is laid on the Table of the House. [Placed in Library. See No. LT-4781/72]

More Centres are proposed to be set up during the Fifth Plan, the details of which are now being worked out

Transportation of Goods by Railways

16. SHRI K. LAKKAPPA:

SHRI P. M. MEHTA:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Railway transport of goods has gone up during the year 1972; and

(b) if so, what are the items which the Railways have carried in larger quantity?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Yes.

(b) The increase has been primarily in coal, raw materials to and finished product from Steel Plants, foodgrains and fertilizers.

Distribution of Power to Farmers

17. SHRI K. LAKKAPPA:

SHRI P. GANGADEB:

Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether the Central Government have asked the States to take steps to distribute power to farmers on a priority basis; and

(b) whether the States have taken any steps in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA):

(a) Yes, Sir.

(b) Most of the States have given priority in the supply of power for agricultural purposes to the farmers. In spite of the power shortage prevailing in the country, generally no appreciable cuts have been applied on the supply of power to agricultural consumers.

Report of Study Group on Railway Line from Banspani to Jakhapura en Route to Paradip

18. SHRI ARJUN SETHI: Will the Minister of RAILWAYS be pleased to state:

(a) when the report of the Study Group constituted to go into the aspect of infra-structural development, with special reference to alternatives, of Haldia and Paradip Port facilities and the relative economics of utilisation of the Railway line from Banspani to Jakhapura en route to Paradip is expected to be submitted; and

(b) what are the difficulties in the early submission of the report?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) and (b). In the first meeting of the Sub-Group, it was decided that the Ministry of Railways, Ministry of Mines, Calcutta Port, Paradip Port, and M.M.T.C. would each prepare a paper of sensitive activities which would be discussed at the next meeting. The papers by the Ministry of Mines and M.M.T.C. are still under preparation. It is expected that as soon as these are ready, the Sub-Group will be able to formulate their views and submit their report.

Time-Schedule for Completion of Cuttack-Paradip Rail Link

19. SHRI ARJUN SETHI: Will the Minister of RAILWAYS be pleased to state:

(a) the percentage of work completed till 20th February, 1973 of the Cuttack Paradip Rail Link; and

(b) whether the Rail Link is going to be completed according to the schedule by June, 1973?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) and (b). The overall physical progress as per the latest progress report up to December, 1972 is 73 per cent. Work on the rail-link is progressing according to Schedule and it is expected to be opened to goods traffic by June, 1973.

Construction of Over Bridge at North-end of Cuttack Station

20. SHRI ARJUN SETHI: Will the Minister of RAILWAYS be pleased to state:

(a) what preliminary steps have been taken by Government to construct a road over-bridge at North-end of Cuttack station in replacement of both the North and South-end level crossings in Cuttack Yard, which has been included in the Railways Works Programme for 1972-73; and

(b) if no steps have been taken the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) The site for the overbridge has been selected and finalised in consultation with the State Government. The State Government of Orissa is yet to prepare the drawings for the approaches. The calculations for the design of main portion of the bridge are also awaited from the State Government. The matter is under further correspondence with the State Government.

(b) Does not arise.

Steps taken to Control Unrecognised Railway Unions in Khurda Road Division. (South Eastern Railway)

21. SHRI ARJUN SETHI: Will the Minister of RAILWAYS be pleased to state:

(a) the steps Governments have taken to control the unrecognised Railway Unions which have been the contributory cause for increased lawlessness in the Khurda Road Division of the South Eastern Railway; and

(b) if no steps have been taken the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) and (b). Unrecognised Unions are not allowed to have any official dealings with the Railway Administrations concerned. Cases of breach of discipline on the part of individual employees are dealt with suitably.

Travelling Allowance to Trainees of Zonal Training School at Sini (South Eastern Railway)

23. SHRI SAROJ MUKHERJEE: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Chief Personnel Officer, South Eastern Railway granted

travelling Allowance to the trainees of Zonal Training School at Sini with effect from 1st April, 1970 and discontinued it with effect from 1st January, 1972;

(b) if so, what are the reasons for granting it and subsequently discontinuing it; and

(c) what are the difficulties in reintroducing the particular system which was in vogue from 1st April, 1970 to the 1st January, 1972 in South Eastern Railway?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Yes.

(b) In Railway Training Schools, where messing arrangements exist, staff undergoing training, are required to be given free messing in lieu of Daily Allowance in terms of Rule 429 of the Indian Railway Establishment Code Volume I. In the Railway Training School at Sini, where messing arrangements exist, the Railway Administration provisionally allowed Daily Allowance in lieu of free messing with effect from 1st April, 1970 and approached the Board to authorise this practice in relaxation of the Code Rule referred to above. The Railway Board did not agree and the payment of Daily Allowance in lieu of free messing was discontinued from 1st January, 1972.

(c) The procedure adopted by the Railway Administration from 1st April, 1970 to 31st December, 1971 was not in conformity with the rules and therefore had to be discontinued.

पटना उच्च न्यायालय में अनिर्णीत पड़े मामले तथा उनका निपटान

24. श्री अरुण दयाल सिंह :

बिधि, न्याय और कम्पनी कार्य मंत्री यह बनाने की कृपा करेंगे कि :

(क) पटना उच्च न्यायालय में 31 जनवरी, 1973 तक विचाराधीन मामलों की संख्या कितनी थी ; और

(ख) उनको निपटाने के लिये क्या कदम उठाये जा रहे हैं ?

विधि, न्याय और कम्पनी कार्य मंत्री (श्री एच० आर० गोखले) : (क) 31 जनवरी, 1973 तक की जानकारी तुरन्त उपलब्ध नहीं है। 31 दिसम्बर, 1972 को लम्बित मामलों की संख्या 23,704 थी।

(ख) विवरण संलग्न है।

विवरण

उच्च न्यायालय के न्यायाधीशों की संख्या में दो न्यायाधीश और बढ़ा दिये गये हैं। राज्य-प्राधिकारियों को सलाह दी गई है कि वे इस समय संस्थित किए गये, निपटाये गये तथा अनिर्णीत मुकदमों को ध्यान में रखते हुये, न्यायाधीशों की संख्या की फिर से जांच करें।

न्यायमूर्ति जे० सी० शाह की अध्यक्षता में न्यायाधीशों की एक समिति ने उच्च न्यायालयों में बकाया मुकदमों की समस्या पर एक रिपोर्ट पेश की है। समिति ने अनिर्णीत मुकदमों की संख्या कम करने और न्याय में विलम्ब कम करने के लिये अनेक सिफारिशों की है। समिति की वे सिफारिशें जो पूर्णतः प्रशासनिक प्रकार की हैं और जिनके लिये नियम, कानून या विधि में संशोधन करने की आवश्यकता नहीं है, राज्य सरकारों और उच्च न्यायालयों को क्रियान्वित करने के लिये भेज दी गई है। जिन सिफारिशों में कानून या विधि के संशोधन की उपेक्षा की गई है उनकी जांच की जा रही है और उच्च न्यायालयों और उच्चतम न्यायालयों के न्यायाधीशों और राज्य सरकारों के विचार मालूम कर लिये जाने के लिये पश्चात् उनके बारे में निश्चय किया जायेगा।

विधि आयोग ने अपनी रिपोर्ट में सिविल मुकद्देबाजी में विलम्ब समाप्त करने या कम करने और उस द्वारा खर्च घटाने की दृष्टि से सिविल प्रक्रिया संहिता, 1908 में कुछ विशेष प्रकार के संशोधनों का सुझाव दिया है। सुझाव विचाराधीन है। पुनर्गठित विधि आयोग से भी सिविल प्रक्रिया संहिता में और संशोधन करने के प्रश्न पर विचार करने के लिये धनुरोध किया गया है। हाल ही में, आयोग ने अपनी रिपोर्ट प्रस्तुत की है, जिसकी जांच की जा रही है।

विधि आयोग ने दण्डिक मामलों में प्रक्रिया सम्बन्धी विधि के संशोधन के लिये भी अनेक सिफारिशों की हैं। उनमें से बहुत सी सरकार द्वारा मान ली गई हैं और दण्ड प्रक्रिया संहिता के पुनरीक्षण के लिये एक विधेयक, राज्य सभा द्वारा पारित कर दिये जाने के पश्चात्, लोक सभा में विचाराधीन है।

आंध्र प्रदेश में आवांलन के कारण रेलों को हुई क्षति

25. श्री शंकर दयाल सिंह :

श्री पी० ए० साभिनाथन :

क्या रेल मन्त्री यह बताने की कृपा करेंगे कि

(क) मुन्की रूल आन्दोलन के सिलसिले में आंध्र प्रदेश में विगत छः महीनों के अन्दर भारतीय रेलों को कितनी क्षति पहुंची है और उसका विवरण क्या है; और

(ख) इस क्षति की पूर्ति के लिए सरकार कौन से कदम उठा रही है;

रेल मंत्रालय में उपमंत्री (श्री मुहम्मद शफी कुरेशी) : (क) (i) चलन्टाक 42,18,144 रुपये

(ii) विजली संस्थापनाए 85,954 रु०

(iii) सिगनल और दूर संचार उपकरण 13,99,949 रुपये.

(iv) स्टेशन की इमारतों, गटलाज और रेल पथ के सामान 8,51,142 रुपये

(V) स्टेशन के फर्नीचर, लेखन सामग्री, टिकट नकदी, फार्म तथा अन्य स्टेशन भण्डार 5,81,500 रुपये

(vi) पत्रेवण 1,92,000 रुपये

(ख) पारिचालनिक और संरक्षा के प्रयोजन के लिए जहां तक आवश्यक था, स्टेशन की इमारतों और उपकरणों की मरम्मत, आन्दोलनकारियों द्वारा क्षति पहुंचाये जाने पर शीघ्रता से कर ली गयी है। लेकिन मुल्की नियम आन्दोलन के कारण प्रभावित स्टेशनों की यात्री सुविधाओं से सम्बन्धित निमित्तियों की मरम्मत नहीं की गयी है।

बाण सागर परियोजना के बारे में बातचीत

26. श्री गंकर दयाल सिंह :
श्री एम० एस० पुरती :

क्या सिंचाई और विद्युत मन्त्री यह बताने की कृपा करेंगे कि :

(क) बाण सागर परियोजना के सम्बन्ध में बिहार, उत्तर प्रदेश और मध्य प्रदेश के मुख्य मन्त्रियों के बीच हुई बातचीत का अन्तिम परिणाम क्या निकला;

(ख) इन राज्यों के बीच इन समय किन-किन बातों पर मतभेद है और उन्हें दूर करने के लिए सरकार द्वारा क्या कार्यवाही की जा रही है; और

(ग) इस बारे में सरकार द्वारा अन्तिम निर्णय कब तक के लिया जाएगा ?

सिंचाई और विद्युत् मंत्रालय में उपमंत्री (श्री बालगोविन्द वर्मा) : (क) से (ग) मध्य प्रदेश सरकार ने मध्य प्रदेश की विकासात्मक योजनाओं में सम्मिलित करने के लिए योजना आयोग द्वारा स्वीकृति हेतु बाणसागर परियोजना प्रस्तावित की है।

उत्तर प्रदेश सरकार यह कहती आ रही है कि बाणसागर परियोजना मिर्जापुर जिले में प्रकाल-प्रस्त पठारी क्षेत्रों के लिए सिंचाई का एकमात्र स्रोत है और मध्य प्रदेश सरकार द्वारा प्रस्तावित बाणसागर को इस तरह संशोधित किया जाना चाहिए कि इससे इस क्षेत्र में भी सिंचाई की व्यवस्था हो सके।

बिहार सरकार ने मध्य प्रदेश सरकार द्वारा प्रस्तावित बाणसागर परियोजना जिसमें सोन नदी के जल का किसी अन्य बेसिन में

टॉस नदी में व्यपवर्तन शामिल है, का इस आघात पर विरोध किया है कि इसमें बिहार में सोन से, इसकी अनुप्रवाह दिशा में, जहा पानी की सप्लाई की स्थिति पहले से ही काफी नाजुक है, वृहद् सिंचाई प्रणाली पर प्रतिकूल प्रभाव पड़ेगा।

परियोजना पर तीनों राज्यों के साथ विचार-विमर्श किया गया है और ऐसे प्रस्ताव तैयार करने के लिए प्रयत्न किए जा रहे हैं जो कि तीनों राज्यों को स्वीकार्य हों और यह उम्मीद है कि निकट भविष्य में राज्यों के बीच समझौता हो जाएगा।

उत्तर प्रदेश में रेनगाड़ियों के रद्द होने के कारण रेलवे को हुई क्षति

27. श्री शंकर बयाल सिंह :
श्री शारदण्डे राय :

क्या रेल मन्त्री यह बताने की कृपाकरेंगे कि

(क) उत्तर प्रदेश के बिजली इंजीनियरों की हड़ताल के कारण रेल सेवा किस सीमा तक अस्त व्यस्त हुई थी,

(ख) उक्त हड़ताल के कारण रेलवे को कितनी क्षति हुई, और

(ग) क्या राज्य स्तर की ऐसी हड़तालों से उत्पन्न स्थिति से निपटने के लिए रेलवे के पास अपनी कोई व्यवस्था नहीं है ?

रेल मंत्रालय में उपमंत्री (श्री मुहम्मद शफी कुरेशी) : (क) माल यातायात के नियमित किये जाने और सवारी टिकटों के बिक्रे रहने के अलावा लगभग 136 सवारी गाड़ियों और 155 माल गाड़ियों की पूरी यात्रा अथवा उसके

कुछ भाग में रद्द करना पड़ा था। 15-1-73 को लगभग 18-00 बजे कानपुर इलाहाबाद मगलमराय खण्ड पर रेलगाड़ियों का अना-जाना लगभग पूरी तरह रुक गया था। 16-1-73 को कुछ गाड़ियां चलनी शुरू हो गयीं और बिजली उपलब्ध होने के साथ-साथ दिन प्रतिदिन स्थिति सुधरने लगी। 23-1-73 को स्थिति सामान्य हो गयी।

(ख) लगभग 1 80 करोड़ रुपये।

(ग) राज्य की व्यवस्था प्रिड बिगड जाने पर रेलों के लिए विशेष रूप में ए० सी० कर्षण क्षेत्रों में, शत-प्रतिशत महायक व्यवस्था करना सम्भव नहीं है। फिर भी, बिजली की कमी-कमारा थोड़ी बहुत खराबी के कारण उत्पन्न स्थिति को मरफालने के लिए रेलों के पास महत्वपूर्ण स्टेशनों पर छोटे आकार के सहायक डीजल जनित्र हैं। इन जनित्रों से पानी सप्लाई करने वाले पम्प चालू रहते हैं और नियन्त्रण कार्यालयों आदि का भी काम चल जाता है।

Resumption of Trains on Martin Light Railway and Conversion of Howrah-Amta Line into Broad Gauge

29. SHRI TRIDIB CHAUDHURI: Will the Minister of RAILWAYS be pleased to state

(a) whether the Railway Board has finally turned down the proposal of the West Bengal Government for the resumption of the running of trains on Martins' Light Railway between Howrah and Amta and has proposed the conversion of the line into broad gauge in course of the next two years; and

(b) whether the possibility of operating the Light Railway as an interim measure till broad gauge was completed has been considered?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) and (b). It has been decided to examine the feasi-

bility of having a broad gauge line in the area, rather than acquiring the worn-out and dilapidated assets of the Light Railway. For this purpose, Engineering-cum-traffic surveys are being taken up. On receipt of the survey reports, the work can be taken up on a top priority basis.

कृषि योग्य भूमि की सिंचाई

30. श्री जगन्नाथ राव जोशी :
श्री हरी सिंह :

क्या सिंचाई और बिद्युत् मन्त्री यह बताने की कृपा करेंगे कि

(क) कुल कृषि योग्य भूमि में से राज्य-वार कितने प्रतिशत कृषि योग्य भूमि को सिंचाई सम्बन्धी सुविधाएं प्राप्त है, और

(ख) शेष कृषि योग्य भूमि को कब तक सिंचाई सुविधाएं उपलब्ध की जाएगी ?

सिंचाई और बिद्युत् मंत्रालय में उपमंत्री (श्री बालगोविन्द कर्ना) : (क) और (ख) देश में शस्यगत क्षेत्र लगभग 164 मिलियन हेक्टेयर है अनुमान है कि पहले से ही हाथ में ली गई परियोजनाओं के पूर्ण होने पर 51.4 मिलियन हेक्टेयर अर्थात् लगभग 31 प्रतिशत को सिंचाई सुविधाएं मिल जाएंगी ।

राज्य सरकारों कई नई परियोजनाओं का आयोजन तथा अनुसंधान कर रही है जिन्हें संसाधनों के उपलब्ध हो जाने पर कार्यवाही के लिए हाथ में ले लिया जाएगा । कच्चा है कि ऐसी नवी परियोजनाओं के पूर्ण होने पर देश में विनिर्दिष्ट क्षेत्र बढ़ कर लगभग 100 मिलियन हेक्टेयर हो जाएगा । देश के उन हिस्सों से सूखा प्रवर्ण क्षेत्रों को पानी देकर वहां भूनी उमकी आवश्यकता से अधिक है, ऐसे भाग में और कृषि हो-सकती ।

Railway Electrification Staff put under 'No Work Notices' on South Eastern Railway

32 SHRI DASARATHA DEB: Will the Minister of RAILWAYS be pleased to state

(a) whether a number of members of Railway Electrification staff in South Eastern Railway have been put under "No Work Notices" in between the years 1970 and 1972, and

(b) how much money has been paid to the staff during the "No work period"?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD SHAFI QURESHI): (a) Due to Injunction from Calcutta High Court against repatriation of the Railway Electrification staff to their parent Railways, the surplus staff had to be continued and paid their wages in full.

(b) About Rs 5 lakhs

C.E.P. Recruited Staff to be recognised by Eastern Railway

33 SHRI DASARATHA DEB
SHRI JYOTIRMOY BOSU:

Will the Minister of RAILWAYS be pleased to state

(a) whether there are a number of persons, recruited by Calcutta Electrification Project, at present working on the South Eastern Railway;

(b) whether Government have decided that all C.E.P. recruited staff would be considered as the staff of Eastern Railway;

(c) whether Government have decided that the selections for promotions held in Railway Electrification for the CEP recruited staff would be recognised by the Eastern Railway; and

(d) if so, what action has been taken to give the said staff a lien as well as proforma seniority position in Eastern Railway?

THE DEPUTY MINISTER IN THE
MINISTRY OF RAILWAYS (SHRI
MOHD SHAFI QURESHI): (a). Yes.

(b) Calcutta Electrification Project Staff working in erstwhile Railway Electrification Project were treated as staff of Eastern Railway.

(c) No Promotions on Projects are purely temporary ones and are valid only so long as such staff work on the Project.

(d) Does not arise

**Early Marriages and Child Marriages in
Madhya Pradesh, Rajasthan, Bihar and
other States**

34 SHRI RANABHADUR SINGH:
Will the Minister of LAW, JUSTICE AND
COMPANY AFFAIRS be pleased to
state:

(a) whether Government are aware that early marriages and child marriages are arranged in orthodox and uneducated families in Madhya Pradesh, Rajasthan, Bihar and other States;

(b) if so, what steps Government have taken to check them, and

(c) whether Government propose to enhance the marriage age of girls and boys to eighteen years and twenty-five years respectively?

THE MINISTER OF STATE IN THE
MINISTRY OF LAW, JUSTICE AND
COMPANY AFFAIRS (SHRI NITIRAJ
SINGH CHAUDHARY): (a) Government
has no authentic information in this re-
gard.

(b) Does not arise.

(c) A proposal for raising the minimum age for marriage of boys and girls is being considered by the Government

रीवा में कुठालिया में रेलवे स्टेशन का निर्माण
और रीवा को मिर्जापुर से मिलाना

35. श्री रमबहादुर सिंह : क्या रेल
मन्त्री यह बताने की कृपा करेंगे कि .

(क) क्या मध्य प्रदेश के मन्द् मदम्यो ने केन्द्रीय सरकार को सुझाव दिया है कि रीवा में कुठालिया में रेलवे स्टेशन का निर्माण किया जाये और रीवा को मिर्जापुर से मिलाने के लिए प्रस्तावित सतना-ध्योहारी रेलवे लाइन का विस्तार किया जाये. और

(ख) यदि हा, तो सरकार की डम पर क्या प्रतिक्रिया है ?

रेन मंडलिय में उपमंत्री (श्री मुहम्मद शकी कुरेशी) : (क) जी हा।

(ख) सतना-रीवा ध्योहारी बड़े आमान की रेल लाइन के लिए सर्वेक्षण का काम जो इस समय चल रहा है, आशा है कि शीघ्र पूरा हो जायेगा। सर्वेक्षण रिपोर्ट प्राप्त हो जाने के बाद ही इस बात का पता चलेगा कि कुठालिया में स्टेशन बनाने का औचित्य बनता है या नहीं। सतना-ध्योहारी रेल सम्पर्क-लाइन बन जाने के पश्चात् ही मिर्जापुर तक इसके विस्तार के प्रश्न पर विचार किया जा सकता है।

Supply of Electricity by U.P. to Madhya Pradesh

36. SHRI RANABAHADUR SINGH: Will the Minister of IRRIGATION AND POWER be pleased to state;

(a) whether U.P. Government are not supplying Madhya Pradesh's share of electricity from Rihand and are utilising the same for meeting the demand of consumers in the U.P. State;

(b) if so, whether U.P. Government are paying for the extra power used by them; and

(c) whether the U.P. Government have made available to Madhya Pradesh the details of cost of Rihand Power to Madhya Pradesh?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA): (a) At present Uttar Pradesh is not supplying Madhya Pradesh's share of power from Rihand Power Station. This block of power is being utilised in Uttar Pradesh itself.

(b) For Madhya Pradesh's share of power from Rihand Power Station, no payment is being made by Uttar Pradesh to Madhya Pradesh.

(c) Uttar Pradesh Government have not yet given details of the cost of Rihand Power to Madhya Pradesh.

Electrification of Villages

37. SHRI AMBESH: Will the Minister of IRRIGATION AND POWER be pleased to state;

(a) the number of villages State-wise to be electrified in the country in the year 1973-74; and

(b) the total number of villages, State-wise, electrified in the year 1972-73?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA): (a) and (b). A Statement is attached.

STATEMENT

Sl. No.	Name of State/Union Territories.	Number of villages programmed to be electrified during the year 1973-74.	Number of villages electrified during the year 1972-73 (from 1-4-1972 to 31-12-1972).	REMARKS
1	2	3	4	5
1.	Andhra Pradesh	600	229	
2.	Assam	148	7	
3.	Bihar	1,500	404	
4.	Gujarat	500	391	
5.	Haryana . . . . .	..	578	
6.	Himachal Pradesh	541	241	
7.	Jammu & Kashmir	50	5	
8.	Kerala	225	53	

1	2	3	4	5
9.	Madhya Pradesh	1,250	486	
10.	Maharashtra	1,000	736	
11.	Manipur	22	5	
12.	Meghalaya	35	..	
13.	Mysore	667	841	
14.	Nagaland	4	12	
15.	Orissa	1,100	1,385*	*Upto 31-1-1973.
16.	Punjab	1,525	168	
17.	Rajasthan	600	328	
18.	Tamil Nadu . . . . .	..	791	
19.	Tripura	27	8	
20.	Uttar Pradesh	3,000	2,143	
21.	West Bengal	4,400	1,328	
	Total States	17,194	10,139	
	Union Territories	17	18	
	GRAND TOTAL	17,211	10,157	

नदी-घाटी परियोजनाओं पर
व्यय किया गया वन

38. श्री प्रमोद : क्या सिंचाई और विद्युत् संबंधी यह बताने की कृपा करेंगे कि देश में चल रहे नदी-घाटी परियोजनाओं के नाम, उनके आरम्भ होने का वर्ष, अब तक प्रत्येक पर किया गया व्यय, उनमें से प्रत्येक द्वारा उत्पादित बिजली की मात्रा तथा प्रत्येक परियोजना द्वारा सिंचाई की जाने वाली भूमि का क्षेत्रफल क्या है ?

सिंचाई और विद्युत् मंत्रालय में उपरोक्त
(श्री बालवंशिभद्र वर्मा) : अपेक्षित जानकारी

के विवरण सभा पटल पर रखे हैं—दो वृहद् सिंचाई परियोजनाओं के सम्बन्ध में और जेथ जल-विद्युत् बहुदेशीय परियोजनाओं के सम्बन्ध में। (संघालय में रखा दिया गया। देखिये सख्या LT 4782/73)

मध्य प्रदेश को हरिजन बस्तियों में
बिजली का लगाया जाना

39. श्री शंभूदास शर्मा : क्या सिंचाई और विद्युत् संबंधी यह बताने की कृपा करेंगे कि :

(क) क्या सरकार ने मध्य प्रदेश में कुछ हरिजन बस्तियों में बिजली लगाने हेतु कुछ धन-राशि मजूर की है; और

(ख) यदि हां, तो कितनी राशि मंजूर की गई है और मंजूर की गई राशि से कितनी बस्तियों में बिजली लवाई गई है ?

सि.आई.ओर विद्युत् मंत्रालय में उपसंचो (श्री बाभौषिन्ध वर्मा): (क) और (ख). कि क्योंकि यह देखा गया कि पहले से विद्युतीकृत ग्रामों के साथ पड़ने वाली कुछ हरिजन बस्तियों को, इन क्षेत्रों में भारों के झलाभकारी होने के कारण तथा राज्य बिजली बोर्डों के तंग वित्तीय संसाधनों के कारण विद्युतीकृत नहीं किया गया था, भारत सरकार ने दिसम्बर, 1972 में ऐसी हरिजन बस्तियों के विद्युतीकरण के लिए एक विशेष स्कीम लागू की है। इस स्कीम के अनुसार ऐसी हरिजन बस्तियों के विद्युतीकरण के लिए राज्य बिजली बोर्डों को, ग्राम विद्युतीकरण निगम के जरिए रियायती दरों पर ऋण सहायता दी जा रही है। निगम ने अभी तक मध्य प्रदेश की ऐसी तीन स्कीमें स्वीकृत की है जिसमें 15.891 लाख रुपये की ऋण सहायता की परिकल्पना की गई है और पहले से विद्युतीकृत ग्रामों के साथ पड़ने वाली 339 हरिजन बस्तियों में 4001 स्ट्रीट लाइटों की व्यवस्था का लक्ष्य रखा गया है।

सनश-रोंडा-छतरपुर-हरपालपुर-टीकमगढ़
झांसी के लिए रेलवे लाइन

40. श्री धनशाह प्रधान: क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार ने सतना-रीवां-छतरपुर-हरपालपुर-टीकमगढ़-झांसी को रेल द्वारा मिलाने हेतु सर्वेक्षण का पूरा कर लिया है; और

(ख) यदि हां, तो इस सम्बन्ध में कब तक निर्णय किया जायेगा ?

रेल मंत्रालय में उपसंचो (श्री मूहम्मद शकी कुरेशी) : (क) और (ख). रीवां के रास्ते सतना से ब्योहारी तक बड़े भ्रामान की एक नयी रेल लाइन के लिए सर्वेक्षण के काम में अच्छी प्रगति हो रही है और यह काम पूरा होने वाला है। यह लाइन प्रस्तावित सतना-रीवां-छतरपुर-हरपालपुर-झांसी रेल सम्पर्क का ही एक भाग है। इस समय जो सर्वेक्षण किया जा रहा है उसके परिणाम मालूम होने पर ही सतना-रीवां-ब्योहारी लाइन के निर्माण के सम्बन्ध में विनिश्चय किया जा सकेगा। प्रस्तावित सतना-रीवां-ब्योहारी रेल लाइन को छतरपुर या हरपालपुर के रास्ते झांसी तक बढ़ाने के सम्बन्ध में कोई प्रस्ताव विचाराधीन नहीं है।

निर्धनों को निःशुल्क कानूनी सहायता देने वाले राज्य

41. श्री धनशाह प्रधान :
श्री भारत सिंह चौहान :

क्या बिधि, न्याय और कम्पनी कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) देश के किन राज्यों में सरकार द्वारा हरिजनों तथा आदिवासियों को निःशुल्क कानूनी सहायता दी जा रही है; और

(ख) क्या केन्द्रीय सरकार ने इस सम्बन्ध में कोई विशेष धनराशि की मंजूरी दी है; और यदि हां, तो चालू वर्ष के दौरान, राज्यवार, कितनी राशि की मंजूरी दी गई है ?

बिधि, न्याय और कम्पनी कार्य मंत्रालय में राज्य मंत्री (श्री नीतिराजसिंह चौधरी) :
(क) सामान्यतः निर्धन व्यक्तियों के लिए,

जिनमें अनुसूचित जाति, अनुसूचित जन-जाति के सदस्य, हरिजन और आदिवासी सम्मिलित हैं, कानूनी सहायता को स्कीमों की व्यवस्था, उपलब्ध जानकारी के अनुसार, निम्नलिखित राज्यों में की गई है —

आन्ध्र प्रदेश, बिहार, केरल, गुजरात, हरियाणा, हिमाचल प्रदेश, जम्मू-कश्मीर, मध्य प्रदेश, महाराष्ट्र, मैसूर, उड़ीसा, पंजाब, राजस्थान, तमिल नाडु, त्रिपुरा और पश्चिम बंगाल । राज्यों की कानूनी सहायता की स्कीमों के ममान स्कीम दादर, नागर हवेली, गोवा, दमण और दीव तथा पाण्डिचेरी सच राज्यक्षेत्रों द्वारा भी बनाई गई है ।

(ख) पिछड़े वर्गों के राज्य सेक्टर की योजना-स्कीमों के अधीन 1972-73 के दौरान अनुसूचित जन-जातियों और अनुसूचित जातियों को कानूनी सहायता देने के लिए विभिन्न राज्यों और सच राज्यक्षेत्रों की सरकारों द्वारा आवंटित रकमों को दर्शित करने वाला विवरण सलग्न है । यह व्यय केन्द्रीय सरकार और राज्य सरकारों के बीच बाट लिया जाता है । तदुपि, सभी स्कीमों के लिए, जिनमें पिछड़े वर्गों के राज्य सेक्टर के अधीन कानूनी सहायता की स्कीम भी सम्मिलित है, केन्द्रीय सहायता ब्लाक अनुदान/ब्लाक ऋण के रूप में दी जाती है । कानूनी सहायता के लिए उक्त रूप में कोई विशेष अनुदान नहीं दिया जाता है ।

विवरण

राज्य/सच राज्यक्षेत्र का नाम 1972-73 के दौरान आवंटित रकम (रुपये लाखों में)

राज्य/सच राज्यक्षेत्र का नाम	अनुसूचित जन-जातिया		अनुसूचित जातिया		डी० एन० जन-जातिया		एस० एन जन जातिया	
	अनुसूचित	जन-जातिया	अनुसूचित	जातिया	डी० एन०	जन-जातिया	एस० एन	जन जातिया
1. बिहार	1.00	—	—	—	—	—	—	1.00
2. गुजरात	0.24	—	0.10	—	—	—	—	0.34
3. हरियाणा	—	—	0.15	—	—	—	—	0.15
4. हिमाचल प्रदेश	0.02	—	—	—	—	—	—	0.02
5. जम्मू-कश्मीर	—	—	0.05	—	—	—	—	0.05
6. मध्य प्रदेश	0.10	—	0.15	—	—	—	—	0.25
7. मैसूर	0.01	—	0.10	—	0.10	—	—	0.21
8. उड़ीसा	0.50	—	0.40	—	—	—	—	0.90
9. पंजाब	—	—	1.00	—	—	—	—	1.00
10. राजस्थान	0.10	—	0.10	—	—	—	—	0.20
11. त्रिपुरा	0.04	—	0.023	—	—	—	—	0.063
12. पाण्डिचेरी	—	—	0.05	—	—	—	—	0.05

Tube Railway from Ennore to Trivanmiyur

42. SHRI P. A. SAMINATHAN.
SHRI C. T. DHANDAPANI:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Tamil Nadu Government have urged the Centre to include Rs. 180 crores 26 k.m. Tube Railway scheme in the 4th Plan to link the city suburbs Ennore and Tiruvanmiyur;

(b) whether the plea was contained in a memorandum submitted to the Union Railway Minister; and

(c) if so, the reaction of the Union Government thereto?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI). (a) and (b) State Government, in their Memorandum, have urged for allocation of Rs. 50 crores in Fifth Plan for the Tube Railway Scheme costing Rs. 180 crores as estimated by the State Government.

(c) Amount of money required and the time-table for construction will be considered after completion of techno-economic feasibility studies of the Mass Rapid Transit System in Madras

Setting up of a Fertilizer Plant on the Andhra Coastline

43. SHRI P. A. SAMINATHAN:
SHRI C. T. DHANDAPANI;

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether a Rs. 110 crores fertiliser plant using fuel oil as feedstock is proposed to be set up at one of the ports on the Andhra Coastline and if so, whether this project will be in Public Sector or in Private Sector;

(b) whether the Union Government have proposed this new venture to revive an earlier move for a similar project at Visakhapatnam;

(c) if so, what will be the total cost of expenditure involved; and

(d) when the project is likely to be set up?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH) (a) and (b). Studies are presently under way in regard to possible locations where additional fertilizer capacity could be created during the Fifth Five Year Plan. These studies also cover some locations in Andhra Pradesh.

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

Panicky Situation in Railway Colonies of Asansol Division (Eastern Railway)

44. SHRI ROBIN SEN: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government's attention has been drawn to the fact that the Railway Administration of Asansol Division (Eastern Railway) with the connivance of the Civil authorities sends Police force in the Railway colonies to create panic among the common Railwaymen;

(b) the reasons for police raids in Chandmari Railway Colony of Asansol and arrest of common Railwaymen on 7th March, 1972;

(c) whether Government are aware that on the 25th July, 1972, Central Reserve Police raided certain places in the Domohani Railway colony of Asansol and attacked common Railwaymen and if so, what steps have been taken to save the workers from the police raids in the Railway colony; and

(d) whether the Railway authorities directed the Central Reserve Police to attack the Railwaymen?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) to (c). Police authorities conducted searches and raids in Chandmari and Domohani areas to arrest naxalities and other anti-social

elements who had taken shelter in these colonies. But no railwayman was attacked or arrested.

(d) No.

Construction of Foot-Over Bridge at Barakar (Asansol Division)

45. SHRI ROBIN SEN: Will the Minister of RAILWAYS be pleased to state:

(a) whether any positive steps have been taken by the Railway Administration of Asansol Division to construct a foot-over-bridge at Barakar for which the railwaymen of that area have been pressing the Railway Administration for years; and

(b) if not, the reason therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Yes.

(b) Does not arise.

Issue of charge-sheet and transfer/suspension order to employees of Asansol division (Eastern Railway)

46. SHRI ROBIN SEN: Will the Minister of RAILWAYS be pleased to state.

(a) whether Government are aware that at Asansol Division of Eastern Railway minor penalty charge-sheets and transfer and suspension orders are being issued at random against the Railwaymen working in various Departments;

(b) if so, the reasons therefor;

(c) whether abnormal delay is being made by the Railway authorities at Asansol to conduct the D.A. Enquiry; and

(d) if so, the reason for the delay?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) It is not a fact that minor penalty charge-sheets, transfer orders and suspension

orders are being issued at random on Asansol Division.

(b) Does not arise.

(c) No.

(d) Does not arise.

Improving condition of Chandmari, Mahadanga Tunnel and Railpar Tunnel in Assam

47. SHRI ROBIN SEN: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware of the bad condition of the Chandmari-Mahadanga Tunnel and Railpar Tunnel in Assam proper (Eastern Railway); and

(b) if so, what steps have been taken to improve the condition of the tunnels?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) No. Both the bridges (popularly known as tunnels) are in good condition.

(b) Does not arise.

Release of Koyna water into Krishna by Maharashtra

48. SHRI DHARAMRAO:

AFZALPURKAR:

SHRI C. K. JAFFER SHARIEF:

Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether Government of Mysore have requested the Government of Maharashtra through the Central Government to release the Koyna water into the Krishna to ease the drinking water difficulties being faced due to the drought situation prevailing in Bijapur and Gulparga areas; and

(b) if so, what has been the reaction of Maharashtra Government thereto?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA): (a) and (b). The Government of Maharashtra has reported that no such request

has been received by them from the Government of Mysore either directly or through the Centre.

Claims received and Compensation paid for Goods pilfered, lost and damaged

49 SHRI R. R. SINGH DEO

SHRI PRABODH CHANDRA:

Will the Minister of RAILWAYS be pleased to state:

(a) the amount of claims received and compensation paid by the Railways for goods pilfered, lost and damaged during the last two years, year-wise:

(b) whether the quantum of compensation paid for various claims in this regard has progressively increased and if so, the reasons therefor;

(c) whether any investigation has been made as to why pilfering of goods and damage to parcels inside the railway wagons have been increasing; and

(d) what action, if any, is being proposed to be taken in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD, SHAFI QURESHI):

(a) The information is as under:—

Year	No. of claims received	Amount of compensation paid (in lakhs of Rupees)
1970-71	6,92,662	1,222.62
1971-72	7,17,584	1,368.41

(b) Yes, The increase in the amount of compensation paid is partly due to the law and order situation obtaining in some parts of the country as also due to increase in prices.

(c) The question of increase in the incidence of pilferage of goods and damage to parcels is under constant review by the Railways.

(d) Efforts are already being made to educate staff in correct documentation of consignments, in proper marking, labelling, sealing/rivetting of wagons, loading of consignments in commercially fit and water-tight wagons, securing open wagons with tarpaulins and ensuring better supervision on loading, transhipment and unloading of consignments, locking of brakevans, ensuring proper handling of consignments, escorting of trains while on the run, strengthening of security arrangements in yards, providing better lights in yards to enable apprehension of miscreants, preventing pilferages through panel-cuts by intensifying panel patching arrangements. To enlist the co-operation of State Governments and railway staff for combating thefts and pilferages of goods, Joint Committees have also been formed at States level and at basic level at goods sheds, parcel offices and transhipment points.

Electrification of Villages in Orissa

50. SHRI CHINTAMANI PANI GRAHI: Will the Minister of IRRIGATION AND POWER be pleased to state

(a) the total number of villages electrified so far in Orissa;

(b) the total number of villages proposed to be electrified at the end of 4th Plan in Orissa; and

(c) to what extent the achievement falls short of the target as at present?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA)

(a) to (c). At the beginning of the Fourth Plan, 821 villages had been electrified in Orissa. It was envisaged to electrify 3,000 additional villages during the Fourth Plan. As intimated by the

Orissa State Electricity Board, 4,995 villages have been electrified in the State upto 31st January, 1973. There is thus no shortfall.

Energisation of tubewells and pumping sets in Orissa

51. SHRI CHINTAMANI PANIGRAHI: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether any target for energisation of tubewells and pumping sets in Orissa was fixed upto 1972-73;

(b) if so, what was the targets fixed; and

(c) the achievement made so far in this respect?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA):

(a) to (c). The Orissa State Electricity Board programmed to energise 1,000 pumpsets/tubewells in Orissa during 1972-73. Against this, 527 Points have been energised in Orissa so far.

Railway line from Khurda Road to Bolangir District via Daspalla and Phulbani in Orissa

52. SHRI CHINTAMANI PANIGRAHI: Will the Minister of RAILWAYS be pleased to refer to the reply given to Starred Question No. 637 on the 22nd June, 1971 regarding the Railway line from Khurda Road to Bolangir District via Phulbani and state whether Government propose to include this line in the 5th Plan?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): Engineering and Traffic Surveys carried out in 1946-47 had shown that the Khurda Road-Bolangir rail link via Sonepur (288 kms.) would cost about Rs. 4.98 crores and that it would be heavily unremunerative. Its present day cost may be about Rs. 25 crores and consequently the line

will be even more unremunerative than in the past. Also there are no major developments in the area to be served by the suggested rail link. It is therefore, unlikely that this rail link would be considered for inclusion in the Fifth Plan.

Allocation of fund for Barachauka Drainage Scheme

53. SHRI SAMAR GUHA: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether the West Bengal Government have made any request to the Central Government for permitting them to divert a part of the Central Fund allocated to the State for irrigation and flood control projects for immediate undertaking of the Barachauka Drainage Scheme; and

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

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA):

(a) No, Sir.

(b) Does not arise.

54. SHRI SAMAR GUHA:

SHRI S. M. BANERJEE:

Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) the present position of power crisis in the country, State-Wise; and

(b) the steps taken or proposed to be taken by Government to meet it?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA): (a). A statement giving the requisite information is attached.

(b) Discussions were held with the Chief Ministers of the States in the Western, Northern, Southern and Eastern Regions to review the power supply posi-

tion and for taking immediate remedial measures for mitigating the power shortage

The following steps are being taken in this regard

- (i) Available surplus power is to be used fully to meet the shortage in the deficit States
- (ii) Repairs to some of the thermal generating units which are out of service are to be expedited so that the units could be brought back into commission
- (iii) Arranging better quality of coal to the thermal power stations in

the Eastern Region where units are getting damaged due to use of inferior quality of coal till such time as the three stage washeries are set up

- (iv) Power generation projects under construction and important transmission lines are being expedited to yield benefits as quickly as possible. In furtherance of this objective the States have been requested to set up IMPLEMENTATION CELLS to monitor the progress of projects and overcome the bottlenecks

STATEMENT
POWER SUPPLY POSITION

January 1963

Region State	Demand	Availability	Surplus Shortage
1	2	3	4
(All figures in million units day)			
<i>Northern Region</i>			
Delhi	4 30	5 20	0 9
Haryana	5 20	3 70	-2 2
Himachal Pradesh	0 58	0 44	-0 14
Jammu & Kashmir	1 10	0 66	-0 44
Punjab	6 25	4 60	-1 65
Rajasthan	6 60	6 60	
U P	22 90	18 40	-4 5
Nangal Fertiliser Factory	1 45	1 45	
Chandigarh	0 30	0 20	- 1
TOTAL	49 38	41 25	-9 03
		Relief	+ 1 50
		Net	-7 53
<i>Western Region</i>			
Gujarat	16 2	17 0	0 8
Maharashtra	32 7	25 4	-7 3

(inc 0 6 from Madhya Pradesh)

1	2	3	4
Madhya Pradesh	8.5	9.1	1.0.6 (Supplied to Northern Region).
Goa, Daman & Diu	0.4	0.4	..
TOTAL	57.8	51.9	-7.3
		Relief	1.0.8
		Net	-6.5
<i>Southern Region</i>			
Andhra Pradesh	10.9	7.2	-3.7
Kerala	6.8	6.8	
Mysore	15.0	11.7	-3.3
Tamil Nadu	23.8	15.0	-8.8
TOTAL	56.5	40.7	-15.8
<i>Eastern Region</i>			
Bihar	5.90	5.50	-0.40
D.V.C.	11.50	8.40	-3.10
Orissa	6.76	5.89	-0.87
West Bengal	12.02	11.25	-0.77
TOTAL	36.18	31.04	-5.14
North-Eastern:	1.60	1.60	..
TOTAL: (All-India) Utilities.	201.46	166.49	-34.97

Completion of Feeder Canal of Farakka Barrage

55. SHRI SAMAR GUHA: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) the progress made about maintaining time schedule for completion of feeder canal of the Farakka Barrage; and

(b) whether the time schedule is being maintained?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA): (a) About 92 per cent of the work of the excavation of Feeder Canal has already been completed.

(b) Every effort is being made to maintain time schedule of completing the excavation of Feeder Canal by December, 1973.

Reduction in voting age

56. SHRI S. M. BANERJEE:

SHRI K. MALLANNA:

Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether Government have taken a final decision regarding the reducing of the voting age from 21 to 18 years; and

(b) if not, the reasons for the delay?

THE MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI NITIRAJ SINGH CHAUDHARY): (a) and (b). The proposal requires careful consideration from all aspects and some more time is likely to be taken to arrive at a decision.

Discontent among Railway Employees on Non-submission of Pay Commission Report

57. SHRI S. M. BANERJEE.
SHRI D. K. PANDA.

Will the Minister of RAILWAYS be pleased to state:

(a) whether there is serious discontent among the Railway employees because of the non-submission of the Pay Commission Report; and

(b) if so, what steps have been taken by Government in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Representations have been received from Railway employees for expeditious submission of Pay Commission's Report

(b) It is expected that the Commission will submit its report as early as practicable

Introduction of Rajdhani Express between Delhi and Madras

58. SHRI S M BANERJEE Will the Minister of RAILWAYS be pleased to state:

(a) whether steps have been taken to introduce Rajdhani Express between New Delhi and Madras; and

(b) if so, when the Rajdhani Express is expected to be introduced?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) No

(b) Does not arise

Statement by the former Chief Election Commissioner regarding increase in the number of seats in Lok Sabha

59 SHRI S. M. BANERJEE:

SHRI SUKHDEO PRASAD VERMA:

Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether his attention has been drawn to the statement issued by the former Chief Election Commissioner appearing in the *Indian Express* dated the 20th January, 1973 that there was no necessity of increasing the number of seats for Lok Sabha on the basis of increasing population; and

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

THE MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI NITIRAJ SINGH CHAUDHARY) (a) and (b) Yes, Sir. The question regarding increase in the number of seats in the Lok Sabha is under consideration

National Power Grid

60. SHRI S. M. BANERJEE:

SHRI S. A. MURUGANANTHAM:

Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether a final decision has been taken to have a National Power Grid; and

(a) if so, the salient features of the Scheme and the progress made in the matter so far?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA):

(a) and (b) The concept of inter-connecting the State Power systems to form regional grids with the ultimate objective of forming a National Grid has already

been accepted and several State power systems have been inter-connected to form regional grids in the different regions. Power exchanges to the extent possible are also taking place between various power systems, depending upon the availability and needs. The evolution of a grid systems is a continuous process and more inter-State/inter regional lines are being constructed to provide for increased line capacity for the exchange of power between systems. The progress made so far is given below.

1 *Northern Region* The Punjab and Haryana Systems are inter connected by 220 KV transmission lines under the Bhakra system. The Delhi power system is drawing power of the order of 85 MW from BMB system over the 220 KV Ganguwal Rohtak Road line. With the completion of the Hissar-Ballabgarh-Delhi 220 KV line the Delhi system has now been running in parallel with the BMB system. Rajasthan is connected with the BMB system through a 220 KV S/C line from Hissar to Khetri and a 132 KV S/C line from Hissar to Rajgarh; Power drawal over these lines is at present 50 MW and 20.40 MW respectively. A 220 KV lines from Muradnagar to Delhi was commissioned in January, 1970 and Uttar Pradesh was drawing upto about 35 MW of power over this line from the Delhi system.

2 *Western Region* The Gujarat and Western Maharashtra Power system are inter-connected through the 220 KV line via Tarapur Atomic Power Station and this line is enabling both Maharashtra and Gujarat to draw power from the Tarapur Atomic Power Station. A 132 KV S/C line on D/C towers inter-connecting Chandni (M.P.) and Bhusawal (Maharashtra) was commissioned in 1969. The second circuit was commissioned in February, 1972. A 220 KV S/C line on D/C towers between Satpura (M. P.) and Ambazari (Maharashtra) has recently been completed.

3. *Southern Region.* The constituent States in the Southern Region already have unified grids in the respective systems. A 220 KVS/C line from Bangalore

to Singarapet, inter-connecting the Mysore and Tamil Nadu power systems was commissioned in November, 1965 and power of the order of 150 MW is being fed into the Tamil Nadu system from the Mysore system whenever possible. The 220 kV link between Pamba (Kerala) and Madurai (Tamil Nadu) was commissioned in 1969-70 and Tamil Nadu is receiving 100 MW from Kerala over this line. A 110 kV S/C line from Mangalore (Mysore) to Kasargode (Kerala) was commissioned in October, 1966 and since then Kerala State has been drawing power from Mysore for meeting the load demands in the Kasargode Cannanore region. The 220 kV S/C line from Mumrabad to Hampi was completed in 1970 and power of the order of 70—110 MW is being drawn by the Andhra Pradesh system over this line. The 220 kV S/C line from Chittoor (A.P.) to Katpadi (Tamil Nadu) has been completed.

4 Eastern Region The various power systems in the Eastern Region are already inter-connected by 132 KV lines. Bihar is drawing power of the order of 50 MW from Damodar Valley Corporation through 132 kV S/C line from Chandil (DVC) to Rajkharawan (Bihar). Damodar Valley Corporation is exchanging power supply with West Bengal over the 132 kV D/C line from Durgapur (West Bengal) to Durgapur (DVC). Bihar is receiving power of the order of 20 to 40 MW from Orissa over the 132 kV S/C line from Kendrapada (Bihar) to Joda (Orissa) and about 10 MW over Rourkela-Goalka 132 kV S/C line.

5 North Eastern Region Assam is supplying Power to Nagaland through the 66 kV line connecting Golaghat and Dimapur. Badarpur Dharmanagar Section of the 132 kV S/C line from Badarpur to Agartala (Tripura) has been completed and charged at 33 kV.

Inter Regional Links The Rihand (U.P.) and Bihar/DVC systems are inter-connected by a 132 kV double circuit line from Rihand (U.P.) to Baruni (Bihar). The U.P. system is further inter-connected with the Bihar/DVC systems by a 132 double circuit line from Mughalsarai to

Karamnasa. Mysore in the Southern Region and Maharashtra in the western Region are inter-connected by a 220 kV line from Belgaum to Kolhapur. Goa in the western Region is inter-connected with Mysore in the Southern Region by a 110 kV double circuit line between Ponda and Dandeli over which Goa is drawing about 20 MW from Mysore. U.P. in the Northern Region is receiving power from Madhya Pradesh in the Western Region over a 132 kV line from Morwa (M.P.) to Rihand (U.P.). The Northern Region is inter-connected with the Western Region by a 132 kV line from Neemuch to Udaipur. The Rajasthan system draws about 25 MW from Madhya Pradesh system over this link.

It may be mentioned that during the recent power crisis in Maharashtra and Gujarat grids consequent on the shut down of Tarapur and Navsi Power Stations the Belgaum-Kolhapur 220 kV line and Chandni-Bhusawal 132 kV line played a very useful role in meeting the power requirements of Maharashtra to a certain extent by importing power from Mysore and Madhya Pradesh respectively. A portion of the power and energy thus received was transmitted to Gujarat grid from Maharashtra by means of the Kiliwa-Tarapur-Navsari 220 kV link.

In order to assist in the construction of more inter-State lines of larger capacity the Centre is providing loan assistance to the States for construction of the inter-State/Inter-Regional transmission lines during the Fourth Plan outside the States Plan under the Centrally Sponsored Scheme. For enabling integrated operation of the power systems in each region Regional Load Despatching Stations are also being established.

Supply of Electricity by U.P. to M.P.

61 SHRI NARENDRA SINGH
SHRI HUKAM CHAND
KACHWAI

Will the Minister of IRRIGATION AND POWER be pleased to state

(a) whether Uttar Pradesh has started supplying M.P.'s share of power from Ma

Matatila; if so the quantum being made available;

(b) whether the quantum is in conformity with what was agreed upon by the two State Governments;

(c) whether an average rate of 6.5 paise was agreed upon by the two State Governments in the Central Zonal Council for supply of M.P.'s share of power from Matatila and if so, whether the U.P. is charging a rate of 8.5 paise per unit; and

(d) whether this matter has been reported by the State Government or State Electricity Board to the Government of India and if so the action taken by the Government of India in the matter?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA): (a) and (b). According to the arrangements agreed to by the Governments of Uttar Pradesh and Madhya Pradesh at the meeting of the Central Zonal Council in 1963, the U.P. State Electricity Board is required to make available to the Madhya Pradesh Electricity Board one-third of power based on the energy available at Matatila from year to year. No restriction has been imposed by U.P. on the drawal of power by Madhya Pradesh and the latter is drawing power to the extent necessary.

(c) For firm power supplies alone and if all the available secondary power is not taken by Madhya Pradesh, the rate is 8.5 paise/kwh. If both the firm power and available secondary power is taken, the rate is 6.5 paise per kwh.

(d) Although U.P. is making available power to Madhya Pradesh from Matatila, Madhya Pradesh is not drawing power regularly. As such U.P. is charging for the supply at the rate of 8.5 paise per kwh while Madhya Pradesh maintain that the rate should be 6.5 paise/kwh.

The matter was discussed again in the Central Zonal Council meeting held in October 1969, when the two State Governments agreed to withdraw their objections and to accept the Sachdev Committee's Recommendations *in toto*. Again

in 1970, the matter was discussed by the Union Minister for Irrigation and Power with the technical officers of both State Governments when agreement was reached. Thus the Central Government has been using its good offices in solving disputes.

Rail Link Between Ghoradongri and Hirdagarh|Satpura in Madhya Pradesh

62. SHRI NARENDRA SINGH:

SHRI HUKAM CHAND
KACHWAT:

Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal for inter-linking Ghoradongri with Hirdagarh to provide an outlet for cokinkg and semi-coking coals in the Tansi and PENCH-KANHAN areas of Madhya Pradesh and if so, when work on this inter-link will be taken up;

(b) whether a request has been received from the Madhya Pradesh Electricity Board for undertaking the work of Ghoradongri-Satpura Section of the proposed rail link between Ghoradongri and Hirdagarh immediately in order to help them to get additional coal for Satpura Thermal Station, which is not generating to its full capacity to help the neighbouring States which are having acute power shortage; and

(c) whether Government propose to give priority for the Railway link between Ghoradongri and Satpura and issue instructions for its completion before the next rainy season?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Feasibility Study for a new B.G. line from Hirdagarh to Damua and Ghoradongri (72.85 kms.) has just now been completed. A decision will be taken after the reports are examined from all aspects.

(b) Yes.

(c) This will depend upon the results of the examination of the feasibility Study Report. However, on account of the time factor, completion of the

portion between Ghoradongri and Satpura before the next rainy season, would not be possible.

Exchange of power by M.P. with Gujarat and U.P.

63. SHRI NARENDRA SINGH:

SHRI HUKAM CHAND
KACHWAI:

Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether there is a proposal to interconnect Madhya Pradesh with Gujarat and Uttar Pradesh for exchange of power; and

(b) if so, the reasons for delay in approval and implementation of the proposal?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA): (a) and (b). The Madhya Pradesh power system is now inter-connected with the Gujarat system through the Maharashtra grid. There is a proposal to construct a 400 KV inter-State line between Baroda in Gujarat and Burwaha in Madhya Pradesh and on its completion the two power systems will be directly linked. The power systems of Uttar Pradesh and Madhya Pradesh are interconnected through a 132 kv line constructed on double circuit towers with one circuit strung from Rihand in Uttar Pradesh to Morwa in Madhya Pradesh. Uttar Pradesh is availing of power supply from Madhya Pradesh through this line. Stringing of second circuit on this line is under progress and on completion of this work the line capacity for exchange of power between the two power systems will increase.

Construction of Third Main Railway Station in Delhi

64. SHRI RAMKANWAR

SHRI HARI SINGH:

Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 272 on the 14th November, 1972 and state:

(a) whether surveys for construction of a 3rd railway terminus in the Capital

3321 LS—4.

city of Delhi has been completed; and

(b) if so, the result thereof and if not, the time by which it would be completed?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) No.

(b) The survey for a 3rd terminal is expected to be completed during 1973.

Effect of Power Shortage in Haryana and Punjab on Industrial Production

65. SHRI RAMKANWAR: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether the attention of Government has been drawn to a report published in the *Indian Express* dated the 23rd December, 1972 under the caption "No relief from power famine" stating that there is likely to be no relief from power famine in Haryana and Punjab;

(b) the extent to which shortage of power supply has adversely affected the industrial production in the States of Haryana and Punjab; and

(c) the steps being taken by Government to ensure adequate power supply so that industries in these States function to their target capacity?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA):

(a) Yes, Sir.

(b) It is not possible to assess accurately the loss of production in the field of industry due to the shortage of power, as production in this sector depends on a multiplicity of factors.

(c) The following Short-term and Long-term measures have been taken to augment power supply to industries in these States:—

(i) The surplus power available with DESU is being supplied to Haryana and surplus power from Bassi in Himachal Pradesh is being supplied to Punjab.

- (ii) The commissioning of Power Generating capacity at Badarpur and Bhatinda is being expedited.
- (iii) Small generating sets lying idle with Electricity Boards are being repaired and pressed into service.
- (iv) Private industries are being permitted to install captive power generating plants.
- (v) State Electricity Boards are installing Diesel Generating Sets.

Long Term Measures

1. Additional Thermal generating capacity of 120 MW at Faridabad, 220 MW at Paniput, 220 MW at Bhatinda and 200 MW at Badarpur is being installed during 5th Plan.

2. Additional Hydro capacity aggregating to 1098 MW at Bhakra Beas complexes will be installed during 5th Plan.

3. Generation at Bhakra will increase by 148 MW (continuous) on completion of Beas Sutlej link.

4. Hydro capacity aggregating to 780 MW will be commissioned at Baira-Suil, Salal and Kishtwar. These stations will feed energy into the Northern Grid.

5. 118 MW of Hydro Capacity will be installed at Shanan, upper Bari Doab Canal and Western Jamuna Canal.

Finalisation of Plans Regarding Linking of Ganga with Cauvery

66. SHRI RAMKANWAR:
SHRI R. S. PANDEY:

Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether Government have finalised plans to build several hundred kilometre long link canal linking the river Ganga and Cauvery;

(b) if so, the main features thereof and if not, the present position of the

projects; and

(c) the reactions of the State Governments concerned separately in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA):

(a) to (c). It is proposed to carry out investigations for a National water grid, one of the components of which would be a link connecting various rivers like the Ganga, Narmada, Godavari, Krishna and Cauvery. The detailed features will be known after the field investigations which may require 5 to 10 years, are completed. The investigations will be done in close consultation with the States.

Loans for Sarda Sahayak Project and Thermal Project

67. SHRI JAGANNATH MISHRA:
Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether Government have decided to advance loan for Sarda Sahayak project in Lakhimpur Kheri District and also for thermal project at Gana; and

(b) if so, the quantum of loan proposed to be advanced?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA):

(a) and (b). It has been decided to allocate to the Government of Uttar Pradesh advance central assistance of Rs. 6 crores for the year 1972-73 for accelerating the work on Sarda Sahayak project and Rs. 3 crores for Obra Thermal Power Extension Project Stage I through additional market borrowings during the year 1972-73.

Extension of Railway Line Upto Udhampur in Jammu and Kashmir State

Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal to extend the Railway line upto Udhampur in Jammu and Kashmir State; and

(b) if so, the time by which it would be done?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) and (b). Preliminary Engineering-cum-Traffic Survey for Jammu—Udhampur rail link has been proposed to be carried out during 1973-74. Further action will be taken after the survey is completed and there reports thereof examined from all angles.

Participation of Foreign Companies in Off-Shore Exploration

69. SHRI DINEN BHATTACHARYA:

SHRI RAJDEO SINGH:

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether Government have decided to invite foreign Companies of Governments to participate in oil prospecting in off-shore areas;

(b) if so, the main features of the decision; and

(c) the names of the countries or Companies from whom offers in this regard have been received and term of offer?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH): (a) to (c). Some foreign companies have in recent months, expressed interests in participating in oil prospecting in off-shore areas and a few of them have also given outlines of their proposals for such collaboration. It is proposed to consider collaboration with foreign parties on the basis of 'General Contractor Type' of arrangement in a few off-shore areas. It is not in the public interest at this stage to disclose the names of the companies who have expressed interest nor to disclose the terms offered.

Tunnel of Beas-Sutlej Link Project

70. SHRI SHASHI BHUSHAN: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether a length* of 1403 feet Beas—Sutlej Link Project has been found sub-standard and its strength is much lower than the required minimum;

(b) whether the experts have pointed out that unless the strength of the lining is brought to the proper level without reducing the diameter of the tunnel, it will cause choking of the tunnel, a stoppage of power generation and thus cause serious financial loss to the country; and

(c) the remedial steps taken or proposed to be taken and the action proposed to be taken against the persons responsible for this lapse?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BAIGOVIND VERMA): (a) No, Sir.

(b) No, Sir.

(c) Does not arise.

Bursting of Dam in Chikkahole Project in Mysore

71. SHRI SHASHI BHUSHAN:
SHRI S. M. SIDDAYYA

Will the Minister of IRRIGATION AND POWER be pleased to state

(a) whether the officials of the Central Irrigation and Power Ministry have since visited the Chikkahole Project where a dam had burst resulting in the flooding of seven villages and Yelandur town in Mysore;

(b) whether they have submitted their report to Government and whether Government have examined the same; and

(c) if so, the conclusions arrived at on the basis of this report and whether the responsibility has been fixed and action taken against the persons responsible and the particulars of persons responsible?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA):

(a) to (c). Two officers of the Central Water and Power Commission had been deputed to visit Chikkahole Dam between December 22 and 24, 1972, for getting factual information relating to the nature and extent of breach and the damage caused. Their report in this regard has been received. These officers did not examine the question of fixing responsibility. It is understood that Mysore Government have appointed an enquiry Committee to look into this aspect.

Setting up of Generation Units to Meet Power Shortage at Key Points

72. SHRI SHASHI BHUSHAN Will the Minister of RAILWAYS be pleased to state:

(a) whether railways are considering a proposal to set up their own generation units at key points to meet power shortage; and

(b) the salient features of the proposal under consideration and when a final decision in this respect is likely to be taken?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) There is no specific proposal under consideration; the Railways are, however, examining the question,

(b) Does not arise.

Four Rail Projects for Maharashtra as Relief Measure

73. SHRI SARTOO PANDEY:
SHRI S. R. DAMANI:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Centre has given clearance to 4 Rail Projects in Maharashtra as a relief measure; and

(b) if so, what are the broad outlines of the projects and what is the amount proposed to be spent?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a), No.

(b) Does not arise.

Generation of Power and Energy Through Geothermal Resources

74 SHRI RAJDEO SINGH. Will the Minister of IRRIGATION AND POWER be pleased to state.

(a) whether India is potentially rich in geo-thermal resources; and

(b) if so, whether Government propose to utilise them to generate power and energy?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA):

(a). Geo-thermal energy potential has been indicated in certain areas.

(b) Government is actively considering the question of taking up detailed investigations, with the assistance of UNDP, to establish the quantum of geo-thermal energy available and to take up its economic exploitation.

Arrangements for attending patients in the absence of Doctors on Indian Railways

75. SHRI RAJDEO SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Pharmacists have to prescribe medicines to patients in the absence of doctors, in charge of Health Units where a limited staff comprising of one doctor, one pharmacist, one dresser and one safaiwalah is posted when the doctor is on line; and

(b) if not, the alternative arrangements made for patients including serious ones,

if a contingency arises when the Doctor is on the line?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) No.

(b) When the doctor is on line, the pharmacist gives first-aid to the serious patients and contacts the doctor on telephone to come back and attend the patient. If the condition of the patient is more serious and cannot await the return of the doctor, the pharmacist refers the case to some other recognised Medical Institution.

Academic Training of First-Aid for Pharmacists on Indian Railways

76. SHRI RAJDEO SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether the knowledge of First-Aid is not included in the academic training of Pharmacists, whereas it is a part of curriculum for Doctors and Nurses; and

(b) if so the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) and (b) First Aid is not a compulsory subject in the academic training qualifying a person to become a Pharmacist. However, in some States Pharmacists who do regular Degree or Diploma courses undergo this training.

Doctors and Nurses, who have to undertake full treatment of the ill and injured, have necessarily to know first aid also. As such the subject is included in their curriculum.

Building for Railway Health Unit at Delhi-Shahdara

77. SHRI RAJDEO SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether a large number of Railway employees and their dependents reside in Delhi-Shahdara area;

(b) whether there is no building available to house the Railway Health Unit catering to the needs of the employees except only a house stationed permanently near the Delhi-Shahdara Railway station; and

(c) if so, the steps taken to provide adequate accommodation and other equipment for this Health Unit and its staff? k

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Yes.

(b) Yes.

(c) The proposal for building for this Health Unit within available resources will be taken up for consideration in Works Programme for 1974-75

किसानों के लिए मत्तजी योजनाएँ

78. श्री म. दीपक सिंह शास्त्री : क्या सिचाई और विद्युत् मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार के पास किसानों की आवश्यकताओं को पूरा करने के लिए कोई मध्यम या लघु योजनाएँ नहीं हैं जिससे उन्हें लाभान्वित किया जा सके; और

(ख) यदि हाँ, तो इसके क्या कारण हैं और यदि योजनाएँ हैं तो उनका राज्यवार व्यौरा क्या है ?

सिचाई और विद्युत् मंत्रालय में उपमन्त्री (श्री बालगोविन्द वर्मा) : (क) और (ख) जब से योजनाएँ धारम्भ की गई हैं, राज्य सरकार द्वारा 339 मध्यम सिचाई स्कीमें पूर्ण की गई हैं तथा 159 और स्कीमें निर्माणाधीन हैं। राज्यवार जानकारी सलग्न विवरण में दी गई है।

विवरण

विभिन्न राज्यों में पूर्ण/निर्माणाधीन मध्यम परियोजनाओं की सूची

क्रम सं.	राज्य का नाम	योजनाओं के दौरान अभी तक हाथ में ली गई मध्यम स्कीमों की संख्या	
		पूर्ण	संतत
1.	आंध्र प्रदेश	32	17
2.	असम	—	7
3.	बिहार	34	14
4.	गजरात	44	12
5.	हरियाणा	2	5
6.	जम्मू व कश्मीर	4	4
7.	केरल	11	—
8.	मध्य प्रदेश	27	23
9.	महाराष्ट्र	48	22
10.	मैसूर	12	11
11.	उड़ीसा	3	11
12.	पंजाब	7	—
13.	राजस्थान	44	9
14.	तमिलनाडु	15	12
15.	उत्तर प्रदेश	53	9
16.	पश्चिम बंगाल	3	3
	कुल	339	159

Cost of Imported Medicines vis-a-vis those manufactured in the country

79. SHRI R. S. PANDEY: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether imported medicines are cheaper than those manufactured in the country by foreign medicine firms;

(b) if so, the reasons for high cost of medicines produced in the country; and

(c) the steps if any being taken by Government to reduce their prices in the country?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DAIBIR SINGH): (a) The prices of formulation in the Indian market generally compare favourably with the prices of similar formulations in domestic markets of other countries.

The costs of production of indigenous bulk drugs are generally higher as compared to those prevailing abroad. As a result the prices of bulk drugs are in several cases higher.

(b) The rates for the higher cost of production of bulk drugs are as follows:

(i) The prices of many essential raw materials obtained indigenously and utilised for production of finished drugs, are higher and therefore compare unfavourably with the prices of similar raw materials obtaining in the foreign countries;

(ii) The scale of operations of indigenous plants is generally smaller in India as compared to the scale of operations in other advanced countries and results in higher overheads and process losses;

(iii) Some of the advanced foreign countries have already achieved a considerable lead in the field of Research and Development and technology and, therefore,

are ahead of this country in this regard;

(iv) The above advantage leads to establishment of manufacturing units in these countries in the first instance. By the time such units are established in India the foreign countries in some cases have already reached and written off the value of plant and equipment and are therefore in a position to compete effectively with Indian and offer much lower rates for their products.

(c) The question of reduction in the cost of production of bulk drugs is constantly reviewed through the Development Council for Drugs and Pharmaceuticals. Economics in production are also obtained through research and development and the Government have been stressing the need for more Research and Development effort in this field.

Underground Railways for Calcutta Delhi and Bombay

80. SHRI R. S. PANDEY: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have started the construction of underground railway in Calcutta;

(b) if so, the present position of the project; and

(c) what is the progress made so far regarding the construction of underground railway system in Delhi and Bombay?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) and (b). The construction of the tube railway in Calcutta between Dum-Dum and Tollyganj about 16.5 Kms. was sanctioned on 1-6-72 at an estimated cost of Rs. 140.3 crores and the Calcutta M.T.P. Organisation have also taken necessary action to go ahead with its construction. The

foundation stone of this project was laid by the Prime Minister on 29th December, 1972 symbolising the commencement of actual construction.

(c) Techno-Economic Feasibility Studies of Mass Rapid Transit System in Delhi are expected to be completed in 1973. For Bombay the arrival of consultants is awaited before concluding the Techno-Economic Feasibility Studies there.

Service conditions of Engineers working in Delhi Electric Supply Undertaking

81. SHRI R. S. PANDEY: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether there is growing unrest and discontentment among the Engineers working in the Delhi Electric Supply Undertaking due to unfavourable service conditions;

(b) if so, what are their demands in this regard; and

(c) the steps taken by Government to remove their grievances and to provide better amenities in the service?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA):

(a) to (c). The engineers of Delhi Electric Supply Undertaking had put forward demands relating to revision of pay scales, introduction of time scales of pay, grant of special pay, conveyance allowance, project allowance, etc. A Committee was set up in January, 1971, to examine their grievances. The Committee has now submitted its final Report which has been remitted to Delhi Electric Supply Undertaking for consideration.

Shortage of Petrol and Allied Products

82. SHRI R. S. PANDEY: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether there is a growing shortage of petrol and its allied products in the

country and, if so, an assessment in this regard; and

(b) the steps taken by government to ensure adequate availability of petrol to meet demands of transport and industry in the country?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH):

(a) and (b). There is no growing shortage of oil products in the country. The overall position is that the availability of oil products out of indigenous production supplemented by imports is adequate to meet the total requirements of the country. However, there have been some sporadic shortages of a localised nature in some parts of the country owing to disturbances, labour problems accidents, power shortages etc. These are being overcome in the best possible manner.

Implementation of lift Irrigation Scheme of Rajasthan Canal Project

83. DR. H. P. SHARMA: Will the Minister OF IRRIGATION AND POWER be pleased to state how far the lift irrigation scheme at Lunkaransar (Bikanaer), which forms parts of the Rajasthan Canal project, has been implemented and by what time it is likely to be completed?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA): 86 per cent of the earth work and 38 per cent of the lining of the Lunkaransar lift irrigation scheme have been completed by end 1972.

The work on this scheme would be substantially completed during 1973-74.

High Power Committee for Telescopic and Freight Structure now in operation on Railways

84. DR. H. P. SHARMA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government propose to set up a high power committee to go into

the efficiency of the telescopic and other freight structures now in operation on the Railways; and

(b) if so, the precise constitution and terms of reference of the proposed committee?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURI-SHI:) (a) No.

(b) Does not arise in view of the answer to part (a) of the question

Cost Estimates of Their Dam

85 DR. H. P. SHARMA:

SHRI C. T. DHANDAPANI:

Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether the cost estimate of the "Their Dam" is likely to exceed considerably even the revised estimated cost of the project as worked out in 1964;

(b) if so, the latest estimate of the cost of this project and how far it is likely to exceed the original and the revised estimate;

(c) how far the delay in execution of the project is responsible for the increase in cost and the reasons for the delay; and

(d) the latest progress in execution of the project, the states to be benefited by it and by what time it is likely to be completed?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA): (a) and (b). The cost of Their Dam Project as per 1968 estimates, is Rs. 92 crores. It is yet to be brought upto-date.

(c) The delay in clearance of the project has been on account of its complex inter-State aspects.

(d) At a meeting held recently, the Chief Ministers of the concerned States agreed that Centre should take up this project for execution. The project which will benefit most of the States in the

region is likely to take about 6 years for its execution.

Issue of Licences to Tatas and Birlas for setting of Power Generating Plants

86. KUMARI KAMLA KUMARI: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether Tatas and Birlas have been given licences to establish new power generating plants, and the expansion of their existing plants; and

(b) if so, the names and the locations of the proposed plants and their capacities?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA): (a) and (b). Tatas have not so far been given any licence to establish new power generating plant or to expand their existing plants. The Tata Power Supply Company has submitted a proposal to the Government of Maharashtra for the augmentation of the Trombay Thermal Power Station by installing a 500 MW unit and this proposal is under their consideration.

As regards giving a licence to Birlas, a proposal of M/s Gwalior Rayons, Nagda for the installation of one 16.5 MW turbo generating set (essentially for the replacement of the existing sets) has been cleared by the Government of India. M/s. Renusagar Power Co. has also been permitted to set up generating capacity of 110 MW for the use of Hindalco. However, they have also submitted a proposal for the installation of a 250 MW generating set, which will enable them to release 55 MW of power which are being presently supplied by the Uttar Pradesh State Electricity Board. This proposal is under the consideration of the Government.

Mail Train service on Dehri-on-Sone-Barawadh, Gomoh Line and Garhwa Road-Chopan Line

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

(a) whether any survey is to be conducted shortly to start Mail train services on Dehri-on-Sone-Barawadh Gomoh line and Garhwa Road-Chopan line; and

(b) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) No.

(b) Most of the passenger traffic on Dehri-on-Sone-Barawadh-Gomoh and Garhwa Road-Chopan sections is short distance in character which is adequately met by the existing passenger trains. Apart from traffic justification, the introduction of a Mail train on these sections is not feasible for want of line capacity, terminal facilities and also due to lower track speeds.

Increase in III Class seats in Mail Express Trains Starting from Delhi and New Delhi Stations Towards Bihar, West Bengal and U.P.

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

(a) the average number of tickets sold for III Class Passengers from Delhi and New Delhi Railway Stations daily for travelling towards Bihar, West Bengal and Uttar Pradesh;

(b) the capacity and average number of seats of III Class in Mail Express trains leaving Delhi/New Delhi for Bihar, West Bengal and U.P.; and

(c) whether II Class seats are proposed to be increased in the near future in the Mail Express trains?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) The daily average number of third class tickets by Mail, Express and Passenger trains sold at Delhi and New Delhi for Bihar, West Bengal and U.P. is given below.

Name of the station .	Bihar	West Bengal	U.P.
Delhi	2447	2072	11880
New Delhi.	621	125	918

(b) The capacity and the daily average number of seats for third class in the Mail/Express trains running towards Bihar, U.P. and West Bengal is as under:

From Delhi. 4994 seats.
From New Delhi 1872 seats.

(c) No.

Abolition of Second Class from Mail Express Trains

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

(a) whether Second Class has not been abolished even now as proposed; and

(b) if so, the reasons for not abolishing Second Class coaches in Mail Express Trains?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) and (b). With the decision for abolition of Second Class, it has also become necessary to convert the existing second class coaches into third class coaches. This conversion is to be done when the second class coaches in service are sent to workshops for periodical overhaul according to the due date of individual coaches. This conversion is likely to be completed by the end of March, 1974 and till then second class coaches would continue to run on some services.

Silt at Bhakra Nangal Dam

90. SHRI PRABODH CHANDRA: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether the collection of silt at Bhakra Nangal Dam is much greater than that was anticipated;

(b) if so, the steps Government propose to take to stop this?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA):

(a) The observations carried out for the first five years of the reservoir indicated rate of silting to be little higher than that anticipated in the Project Report. Observations pertaining to the subsequent years, however, reveal that the rate of silting has declined.

(b) Soil conservation measures to reduce silting have been undertaken in the catchment area by Himachal Pradesh Government.

Increasing Production of Fertilisers

91. SHRI PRABODH CHANDRA: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether the country will have to import fertilisers amounting to crores of rupees during the Fifth Plan because of the under-utilisation of the capacity of fertilizer plants and the long time taken by Government to sanction the establishment of the fertilizer plant by Tatas; and

(b) if so, what steps Government propose to take to increase the production of fertiliser within the country and save the scarce foreign exchange?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH): (a) and (b). Against the anticipated level of consumption of 5.2 million tonnes

per annum of nitrogen by 1978-79 the present installed capacity is only 1.464 million tonnes. With the commissioning of the projects under implementation and the other schemes which have been approved, the total installed capacity is expected to go up to about 4.125 million tonnes per annum. Steps are being taken to maximise utilisation of existing capacity by various, debottlenecking and optimisation schemes. Studies are also being carried out to establish additional fertilizer projects in the country so as to increase fertilizer production and thereby minimise dependence on imports.

As regards the Tata's project, an application has been received for converting the Letter of intent into an Industrial Licence, but the party has to take certain essential steps before such conversion can take place. The party is being provided with the assistance needed in this connection.

R.P.F. Role in Checking Pilferage and Thefts from Railways

92. SHRI PRABODH CHANDRA: Will the Minister of RAILWAYS be pleased to state:

(a) the total strength of Railway Protection Force during 1971-72;

(b) whether with the increase in the strength of Railway Protection Force, over the previous year, the theft and pilferage of Railway property has also increased; and

(c) if so, what steps Government have taken or propose to take in the matter?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) The total strength of Railway Protection Force during 1971-72 was 56,891.

(b) Yes, to some extent.

(c) (1) The Minister of Railways had written to the Chief Ministers of all States to seek their cooperation for prevention of thefts and pilferages.

(2) Joint Committees consisting of officials of the State Government

and the Railways and representatives of trade unions were set up to coordinate measures for prevention of thefts/pilferages

- (3) A Drive was also launched from 26th January 1972 to check theft and pilferages on Railways
- (4) Wagons loaded with high rated commodities were run in block loads duly escorted by Armed RPF personnel.
- (5) Several criminals/receivers of stolen property were detained under Special Acts.
- (6) Cooperation of Railway Labour Unions was sought in prevention and detection of thefts
- (7) The Railway Protection Force is being re-organised to make it more effective

Representation against by passing Pathankot by trains for Jammu

93 SHRI PRABODH CHANDRA: Will the Minister of RAILWAYS be pleased to state:

(a) whether he has received any representation from the residents of Pathankot and Kangra that the people of these areas will be facing great hardship if the trains like Sealdah and Srinagar Express do not touch Pathankot;

(b) whether this will also result in the ruin of the economy of Pathankot city which is mostly inhabited by the refugees; and

(c) if so, whether Government propose to arrange all important trains in such a way that they at least touch Pathankot on their way Jammu and back?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD SHAFI QURESHI): (a) Yes

(b) and (c) There are 3 Mail, Express trains going upto Jammu Tawi, 2 of which viz., 59/60-Srinagar Expresses and 33/34

Kashmir Mails already run via Pathankot 51,52-Sealdah Expresses however, run to and from Jammu Tawi via Chakki Bank without touching Pathankot. Passengers from Punjab and Himachal Pradesh can make use of this service also from Chakki Bank situated at a distance of only 3.65 KMs. from Pathankot.

रेल्वे वेंगन सं प ये डे दस

94 श्री कृष्ण चन्द वर्मा का रेल मंत्री यह बताने की कृपा करेंगे कि :

क्या सरकार का ध्यान 18 जनवरी, 1973 के दैनिक हिन्दुस्तान (हिन्दी) में "रेल वेंगन में 287 वम मिले" शीर्षक के अन्तर्गत छपे समाचार की ओर दिलाया गया है, और

(ख) यदि हा, तो उस पर सरकार की क्या प्रतिक्रिया है और इस सम्बन्ध में क्या कार्यवाही की गयी है ?

रेल मंत्रालय में उपरवी (श्री मुहम्मद शर्क कुरेशी) : (क) जी हां ।

(ख) इस मामले की रिपोर्ट सिविल पुलिस प्राधिकारियों से की गई थी और अभी जांच की जा रही है । भ्रूसूचना विभाग (उ० प्र०) भी इसकी जांच कर रहा है ।

Non-cooperation with Audit Office by staff of D.V.C.

95 SHRI R. P. DAS: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether General Manager of Damodar Valley Corporation has in an official circular instructed his staff not to co-operate with Audit office, if anybody from that office comes for auditing; and

(b) if so, the reasons therefor?

THE DEPUTY MINISTER IN THE
MINISTRY OF IRRIGATION AND
POWER (SHRI BALGOVIND VERMA):

(a) No, Sir.

(b) Does not arise.

Report of C.B.I. on Damodar Valley Corporation

96. SHRI R. P. DAS: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether the enquiry report of Central Bureau of Investigation against the corruption of Damodar Valley Corporation Management has been submitted; and

(b) if so, the main findings therein?

THE DEPUTY MINISTER IN THE
MINISTRY OF IRRIGATION AND
POWER (SHRI BALGOVIND VERMA):

(a) and (b). No enquiry has yet been made by Central Bureau of Investigation in this regard.

Construction work on Anandpur Hydel Project in Punjab

97. SHRI SUKHDEO PRASAD VERMA: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether construction work on Anandpur Hydel Project in Punjab is held up; and

(b) if so, the reasons for the same and the action taken by the Centre in this regard?

THE DEPUTY MINISTER IN THE
MINISTRY OF IRRIGATION AND
POWER (SHRI BALGOVIND VERMA):

(a) and (b). The clearance of the Anandpur Sahib Hydel Project by the Central Government is held up as the inter-state aspects of the Project have not been so far resolved. Efforts are being made by the Central Government to bring about an amicable settlement in the matter.

Cancellation of Railway Services during agitation in Andhra Pradesh

98. SHRI SUKHDEO PRASAD VERMA: Will the Minister of RAILWAYS be pleased to state the number of Railway services cancelled during the separate Andhra agitation till the imposition of the President Rule in the State?

THE DEPUTY MINISTER IN THE
MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): The daily average number of passenger carrying trains cancelled/curtailed during the period 31st October, 1972 to 17th January, 1973 on concerned Railways is indicated below:—

Railway.	Daily average number of trains cancelled|curtailed.
Southern.	15
South Central.	76
South Eastern.	1

During this period, on an average, 14,000 wagons per day remained immobilised on account of cancellation of goods services.

Setting up of a Committee for Selection of Sites for Thermal Power Stations

99. SHRI SUKHDEO PRASAD VERMA:

SHRI RAM BHAGAT PASWAN:

Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether Government propose to set up a Committee for the selection of sites for large thermal power stations in different regions; and

(b) if so, the main features thereof and the time by which the Committee is likely to submit its report?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA):

(a) and (b). A Committee for the selection of sites for large thermal power stations at coal pitheads of approximately 2000 MW capacity in different regions was set up by the Ministry of Irrigation and Power on 2nd January, 1973 under the Chairmanship of the Member (Thermal) Central Water and Power Commission. The Committee will, in particular, inspect sites in the following regions and submit a report within four months:—

1. One site in Maharashtra.
2. Two sites in Madhya Pradesh.
3. One site in Andhra Pradesh.
4. Two sites in the Eastern Region.

Assessment of over-crowding in Trains.

100. SHRI SUKHDEO PRASAD VERMA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have recently conducted a survey of occupancy of seats in trains to assess the extent of over-crowding in Passenger trains; and

(b) if so, what positive measures Government have taken in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) and (b). The assessment of the over-crowding in trains is a continuous process and this is undertaken by the Railways on the basis of a census of occupation of trains twice a year. On the basis of the results of these studies undertaken by the Railways, efforts are made to introduce additional trains, to augment the loads of existing trains and to extend the runs of trains keeping in view the availability of rolling stock, sectional and terminal capacity etc. In the time-tables which came in force from 1st May, 1972 and 1st November, 1972, 109 trains involving 6919 daily train-kilometres, were introduced/extended.

Demand for Rail Projects for Gujarat as Scarcity Relief Measure

101. SHRI K. S. CHAVDA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have received a request from Government of Gujarat to sanction (i) Kansa-Bhildri (ii) Hari-Radhapur and (iii) Tarapur-Bhavnagar Railway projects as scarcity-relief measure in the State of Gujarat; and

(b) if so, Government's reaction thereto and the steps taken regarding these projects?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Yes.

(b) The question of carrying out a survey for Bhavnagar-Tarapore is under consideration in consultation with the Gujarat Government.

Estimates of Irrigation Potential in the Country

102. SHRI K. S. CHAVDA:

SHRI SATYENDRA NARAYAN SINHA:

Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) the latest estimate of irrigation potential in the country;

(b) the percentage of that potential being tapped; and

(c) the percentage of irrigation potential tapped and being utilised?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA): (a) to (c). The ultimate irrigation potential from major and medium projects is now assessed by the States to be about 56.5 million hectares and about 50 million hectares from minor irrigation projects. On the completion of all the projects already in hand, about 51.3 million hectares of the potential would have been

developed. The utilisation of irrigation potential is in the range of about 90 per cent in the year after the potential has been provided.

Delivery of Mobile Platform for Drilling from Japan

103. SHRI K. S. CHAVDA:

SHRI BHALJIBHAI PARMAR:

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether the oil drilling platform ordered from Mitsubishi Company of Japan has not been delivered despite the commitment of the Company to deliver it by September, 1972;

(b) if so, the reasons therefor; and

(c) whether Government are intending to take legal action to recover penalty from the company as per the agreement?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DAIBIR SINGH):
(a) No, Sir.

(b) Mitsubishi had been conducting a series of sea trials on the platform in Japan in order to fully determine its fitness in terms of the contract. These claiming trials are still continuing.

(c) the ONG Commission will be claiming liquidated damages from Mitsubishi as per the terms of the contract.

Demands by Persons Displaced by Tehri Dam in Uttar Pradesh

104. SHRI SATYENDRA NARAYAN SINHA: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether the persons who will be displaced by the Tehri Dam in Uttar Pradesh have made certain demands;

(b) if so, what are the demands and how they will affect the pace of construction of the dam; and

(c) the steps, if any, taken to meet the grievances of the affected people?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BAI GOVIND VERMA):
(a) and (b). Some of the major demands made by the persons affected by the construction of the Tehri Dam are as follows:—

(i) Alternative land for each person at standard economical holding.

(ii) Compensation upto Rs. 70,000 acre for those who do not want land in exchange.

(iii) Displacement grant upto Rs. 10,000 per family.

(iv) All persons affected by the construction of the Tehri Dam should be declared "displaced" persons and given all the facilities that are admissible under the Constitution to such displaced persons.

(v) Land for the dam should not be acquired till arrangements for the resettlement of displaced persons have been satisfactorily made.

(vi) The affected families should be resettled in Rishikesh, Haridwar and Dehradun which towns should be included in the Tehri-Garhwal District.

The work on the dam has been slowed down as the affected persons have objected to work being carried out even on Government land.

(c) A high level Committee has been set up under the Chairmanship of the Chief Secretary to the Government of Uttar Pradesh to go into all aspects of the question and to take decisions.

Shifting of a part of plant of Sindri Fertilizer Factory to Durgapur

105. SHRI SATYENDRA NARAYAN SINHA: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether there is a scheme to shift granulation or any other plant of the Sindri Fertilizer Factory to Durgapur;

(b) if so, the reasons therefor; and

(c) whether Government of Bihar have protested against the move?

THE DEPUTY MINISTER IN THE
MINISTRY OF PETROLEUM AND
CHEMICALS (SHRI DALBIR SINGH):

(a) No, Sir.

(b) Does not arise.

(c) Some time back, a letter in this regard was received from Bihar the Government; however, as mentioned above, there is no proposal to shift any plant outside Sindri.

भाखड़ा और राजस्थान नहर के
जल स्तर में कमी

106. श्री पन्नाबाल बाहपाल : क्या सिंचाई और विद्युत् मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या राजस्थान के श्री गंगानगर जिले में भाखड़ा और गंग नहर में पानी के स्तर में कमी आ गई है ; और

(ख) यदि हां, तो इसके क्या कारण हैं ?

सिंचाई और विद्युत् मंत्रालय में
उपमंत्री (श्री बाल गोविन्द वर्मा) :

(क) और (ख). 1972 की मानसून के दौरान भाखड़ा में बहुत कम जल संचय होने के कारण इस वर्ष भाखड़ा नहरों में कम जल अवमुक्त किया गया है। भाखड़ा प्रणाली में राजस्थान नहरों को इसमें से उनके लिये निर्दिष्ट अंश दिया गया है।

गंग नहर को सप्लाई में इस वर्ष कोई कमी नहीं की गई है।

Nationalisation of Foreign Oil Companies

107. SHRI BHOGENDRA JHA:

SHRI R. K. SINHA:

Will the Minister of PETROLEUM AND
CHEMICALS

be pleased to state:

(a) whether Government have decided to end their endless negotiations with the three foreign oil Companies and nationalise them forthwith;

(b) if not, the reasons therefor; and

(c) what specific points are necessitating prolonged negotiations with the foreign oil Companies and what are the points of divergence or agreement?

THE DEPUTY MINISTER IN THE
MINISTRY OF PETROLEUM AND
CHEMICALS (SHRI DALBIR SINGH):

(a) to (c). The whole matter is under consideration of Government. It is not in public interest at this stage to indicate the points of agreement or divergence etc.

Completion of Koshi Canal in Nepalese
Territory

108. SHRI BHOGENDRA JHA: Will the Minister of IRRIGATION AND POWER be pleased to refer to the reply given to Unstarred Question Nos. 4023 and 4940 on the 12th December, 1972 and 19th December, 1972 respectively regarding the completion of Western Kosi Canal in the Nepalese Territory and state:

(a) whether survey and investigation in the Indian Territory for the Western Kosi Canal has since been finalised and whether lands have been acquired and excavation has began;

(b) if so, the main features thereof;

(c) the total allotment for Western Kosi Canal for the annual plan for 1973-74 and for the entire Fifth Plan; and

(d) the steps being taken for ensuring completion of this project by the end of Fifth Plan?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA): (a) and (b). The surveys and investigations required for the construction of the Western Kosi Canal in the Indian territory are in progress. The acquisition of land and excavation of Canal will start after these have been completed and the alignment of the Canal finalised.

(c) The Government of Bihar have stated that the provision for the Western Kosi Canal in the State Plan for 1973-74 is Rs. 150 lakhs. In addition the Government of India have agreed to provide Rs. 200 lakhs as special assistance outside the State Plan ceiling to Bihar Government to meet the cost of construction of the portion of the Western Kosi Canal lying in Nepal. A provision of Rs. 2500 lakhs has been proposed by the State in the Fifth Plan. The Fifth Plan has not yet been finalised.

(d). Suitable steps are being taken to ensure the completion of the Western Kosi Canal as scheduled.

Extension of Kamala River Embankments

109. SHRI BHOGENDRA JHA: Will the Minister of IRRIGATION AND POWER be pleased to refer to the reply given to Unstarred Question No. 4025 on the 12th December, 1972 regarding the extension of Kamala River Embankments and state:

(a) whether extension of Kamala embankments beyond Jainagar upto Mirchia in Nepal will be sides protecting 64 sq. Kilometres in India and 180 sq. Kilometres in Nepal from floods help conservation of more water for irrigation of the Indian territory by the Western and Eastern Kamala Canals and help pro-

tection of the Kamala embankments and northern banks of the Eastern and Western Kamala Canals;

(b) the estimated cost of this extension in Nepalese territory; and

(c) whether it is being included in the Fifth Plan for implementation ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA): (a) The scheme for extension of Kamala embankment upto Mirchia in Nepal is for protecting an area of about 64 sq. km in Indian and 180 sq. km in Nepal. It will also give protection to the banks of the Kamala eastern and western canals and help in preventing breaches and possible out-flanking of Jainagar weir. It is not intended for conservation of more water for irrigation in India.

(b) The scheme was originally estimated to cost about Rs. 75 lakhs. The revised scheme taking into account further investigations which have been carried out is yet to be finalised by the State Government of Bihar.

(c) The proposals for the 5th Plan have not yet been received from the State Government of Bihar.

Recognition of North Eastern Railway Mazdoor Union

110. SHRI BHOGENDRA JHA: Will the Minister of RAILWAYS be pleased to state:

(a) whether North Eastern Railway Mazdoor Union has been recognised by the Railway Management since long;

(b) whether at present there is only one North Eastern Railway Mazdoor Union duly registered and the allegedly fictitious registration of a faction at Patna has been cancelled since long;

(c) whether decision has been taken to continue recognition of the Union through the office-bearers duly registered; and

(d) if so, the gist of the decision ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Yes.

(b) to (d). A rift developed within the North Eastern Railway Mazdoor Union in August, 1965. Since then two groups of that Union have been functioning under the same name. For some time, the Administration did not deal with either of these groups.

Towards the middle of 1970, one group was granted negotiating facilities. That group has got itself registered under the same name with the Registrar of Trade Unions, Bihar, Patna. This registration was cancelled by the Registrar of Trade Unions, Bihar, on 14th July, 1972, but the operation of that order has been stayed by the District Judge, Patna.

The list of office bearers of the other group was registered by the Registrar of Trade Unions, U.P., Kanpur, on 19th August, 1971, and that group has been claiming negotiating facilities on this basis. The other group has, however, contested this registration before the Allahabad High Court. In view of the fact that the dispute is already before the Allahabad High Court and the cases connected therewith are expected to come up for hearing very shortly, it has been decided that the *status quo* should continue for the present.

Incidentally, the Registrar of Trade Unions, Kanpur, cancelled the registration of the North Eastern Railway Mazdoor Union on 31st July, 1972, but an interim stay order against this cancellation has been obtained by the group whose list of office bearers was registered by the Registrar on 19th August, 1971.

Railway Line from Dharmanagar to Agartala

111. SHRI BIREN DUTTA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Consultative Committee and the North Eastern Council have

suggested that the construction of Railway line from Dharmanagar to Agartala be started; and

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

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) No.

(b) Does not arise.

Hydel Irrigation Scheme for Dambaroo Hydel Project in Tripura

112. SHRI BIREN DUTTA: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether a Hydel Irrigation Scheme for the Dambaroo Hydel Project has been drawn by the Government of Tripura;

(b) if so, the main features thereof; and

(c) the total amount required for the completion of this project?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA):

(a) Yes Sir.

(b) The project provides for the construction of an 100 ft. high dam across the Gumti river at a site located just upstream of the 20 ft. high Dumbra falls to impound the yield from the catchment of 211 sq. miles intercepted by it. This storage dam would afford an effective storage of 0.17 Maft. The regulated waters from the reservoir would be conveyed through a 7800 ft. long power channel skirting the Dumbra falls, to a power station with an installation of two generating units of 5000 kw each (with a provision of one more unit of the same capacity) operating at a gross head of 130 ft. The firm power potential of the Project has been estimated at 8600 kW at 60 per cent L.F.

(c) The project is estimated to cost Rs. 633.31 lakhs.

Option by Train Clerks of Ratlam Division before confirmation (Western Railway)

113. DR. LAXMINARAIN PANDEYA: Will the Minister of RAILWAYS be pleased to state:

(a) whether senior Trains Clerks of Ratlam Division of Western Railway were not asked options during the period from 1950--1967 before they were confirmed as such in accordance with Annexure 'A' of Para 703 Chart III Page 39 dealing with 'Channel of Promotion' of Western Railway Establishment Manual and if so, the reasons thereof and when will they now be asked options;

(b) whether orders of the Chief Operating Superintendent, Western Railway, Bombay contained in Para 4 of D.S.G (Estt.)—Western Railway Ratlam circular No. ET/834/2 dated 26th April, 1972 addressed to Station Masters, Ratlam, Ujjain and Indore have not yet been implemented and if so, the reasons therefor;

(c) the reasons why despite clear orders contained in D.S.O. (E) Ratlam above letter No. ET/834/2 dated 26th April, 1972, juniors are being given chances to go to Guards' Branch ignoring the first right of the Senior Trains Clerks; and

(d) the reasons why Senior Trains Clerks confirmed as per confirmation list published *vide* Divisional Superintendent Western Railway, Ratlam letter No. ET/249/11 dated 3rd January, 1967 were not asked for their consent for being confirmed as Senior Trains Clerks?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Trains Clerks are required to exercise option for further promotion in their own cadre or to posts of Guards Grade 'C'. Options are not called for before confirmation as Senior Trains Clerks.

(b) On representations that Senior Trains Clerks who had been confirmed in scale Rs. 150-240 should be considered for promotion as Guards Grade 'C'. the circular dated 26th April, 1972 was issued

to ascertain the willingness of such staff and to gauge the magnitude of the problem.

(c) As per normal rules, Senior Trains Clerks confirmed in scale Rs. 150—240 are not eligible for promotion as Guards 'C'. Therefore, only Guard optee Trains Clerks are eligible for promotion as Guards Grade 'C'.

(d) Consent is not necessary for confirmation in normal avenue of promotions.

खेती योग्य भूमि में सिंचाई सुविधाएँ

114. डा० लक्ष्मीनारायण पांडेय :

श्री भारत सिंह चौहान :

क्या सिंचाई और विद्युत् मंत्री यह बताने की कृपा करेंगे कि :

(क) केन्द्र शासित प्रदेशों तथा अन्य राज्यों में कितनी खेती योग्य भूमि में सिंचाई की सुविधा दी गई है ; और

(ख) आगामी पंचवर्षीय योजना में ऐसी कितनी शप भूमि में सिंचाई की सुविधा दी जायेगी और इस पर अनुमानित योजना व्यय क्या है ?

सिंचाई और विद्युत् मंत्रालय में उपसंंत्री (श्री बाबूगोविन्द वर्मा) : (क) और (ख). 1969-70 वर्ष के दौरान देश में कुल बोया हुआ क्षेत्र लगभग 164 मिलियन हैक्टेयर था । जिसमें से लगभग 37.2 मिलियन हैक्टेयर बृहद् मध्यम तथा लघु स्कीमों से सिंचित किये गये थे । चतुर्थ योजना के अन्त तक सिंचित क्षेत्र बढ़ कर 44 मिलियन हैक्टेयर हो जाने की सम्भावना है ।

पांचवीं योजना के प्रस्तावों को अभी तक अन्तिम रूप नहीं दिया गया है ।

Licence to the House of Bangurs to set up a Chlorine and Caustic Soda Plant in Madhya Pradesh

115. SHRI MOHAMMAD ISMAIL: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether Government have given a licence to the house of Bangurs to set up a Chlorine and Caustic Soda Plant in Madhya Pradesh;

(b) if so, when the application for setting up this plant was received and licence granted;

(c) how many applications for licences to set up Chlorine and Caustic Soda Plant were received; and

(d) the gist thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH):

(a) No, Sir.

(b) and (c) Do not arise.

Absorption of Railway electrification staff in Metropolitan transport projects for Bombay, Delhi and Madras

116. SHRI MOHAMMAD ISMAIL: Will the Minister of RAILWAYS be pleased to state:

(a) whether three Metropolitan Transport Projects in Bombay, Delhi and Madras are accepting the Railway Electrification staff in their existing pay and grade;

(b) whether on the Railways, the project-to-project transfer of staff in existing pay grade is conventionally permitted;

(c) whether the Estimates Committee in their 70th Report had recommended that the Railway Electrification staff should be absorbed in existing pay and grade in other projects including the Metropolitan Transport Projects; and

(d) whether the Metropolitan Transport Projects, Calcutta is not accepting the Railway Electrification staff in its then existing pay and grade, if so, what are the specific reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) The requirements of non-gazetted staff in these Projects are mostly met from the contiguous Railways. Staff of the former Railway Electrification Project who have been screened for absorption on Eastern, South Eastern and N. F. Railways as well as Chitranjan Locomotive Works are eligible for posting on the Metropolitan Transport Project, Calcutta. In respect of pay and grade, their position will depend on the grade for which they have been found suitable after screening and not their earlier pay on the Railway Electrification Project.

(b) Staff with lien on the open line Railway can be transferred from one project to another. The pay and grade on the Project will have reference to their permanent status on the Railway.

(c) The suggestion of the Estimates Committee was that the Ministry of Railways should consider the feasibility of absorbing the employees in equivalent grades or posts in other projects under the Railways.

(d) In the case of staff locally recruited by the Railway Electrification Project and promoted there, it will not be correct to protect their pay and grade when they are absorbed elsewhere as this will adversely affect existing staff. Such staff are screened for absorption on open line Railways and their status and pay on posting in the Metropolitan Transport project, Calcutta will depend on the grade for which they are screened. It will be open to the Metropolitan Transport Project Calcutta to take such persons in grades just above that for which they have been screened on the open line Railway having regard to the position of other open line staff already absorbed on the Project.

Change in policy in Fertilizer sector

117. SHRI G. Y. KRISHNAN: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether Government have decided upon policy changes in fertilizer sector to make up for the lag in the current plan and meet the substantially enlarged requirements of the Fifth Plan; and

(b) if so, the outlines thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND SINGH): (a) and (b). Government is CHEMICALS (SHRI DALBIR fully aware of the need to bring about a rapid expansion of fertilizer production consistent with the growing needs of agriculture during the Fifth Plan. Several steps have already been and are being taken to ensure optimum production in the operating plants and also to expedite the commissioning of the several projects which are under implementation. Additionally, a Task Force has been set up with among others, representatives of the industry to look into the various problems of the fertilizer industry on an integrated basis and suggest measures designed to bring about a rapid build up of fertilizer capacity.

Formation of a new Power Zone

118. SHRI G. Y. KRISHNAN: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether Government have taken decision regarding the possibility of forming a new power zone; and

(b) if so, the names of the States included in the Zone?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA): (a) There is no proposal at present under consideration for forming a new power zone.

(b) Does not arise.

Setting up of Production Unit for Manufacture of Wheels Axles, Rollers, Bearing and Tractor Gears in Kerala

119. SHRI A. K. GOPALAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have received any request from the State Government of Kerala to allot one of the three major production units for manufacture of wheels axles, roller, bearing and tractor gears to Kerala; and

(b) if so, whether Government propose to allot one of the major wheel axle plants to Kerala as requested by the State Government?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Yes.

(b) The Railway Ministry is considering the setting up of two Production Units only—one for the manufacture of Wheels and Axles and the other for Traction Gears. The idea of setting up a Roller Bearing Plant has been given up.

The Project Reports for the two Units have not yet been finalised. However, based on the preliminary studies made it has been decided to set up this Project in Mysore State. With regard to the Traction Gear plant, as the major production of this Unit is to go towards meeting the needs of the diesel locomotives manufactured at Varanasi, this particular Unit will be set up as an adjunct to the Diesel Locomotive Works already established and functioning at Varanasi.

Setting up Thermal Stations

120. SHRI A. K. GOPALAN: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether Government propose to establish Thermal Stations in the country:

(b) if so, how many and in which States; and

(c) the criteria in selecting the locations of these stations?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA):

(a) Government have formulated proposals for power development in the Fifth Plan which include the installation 11.8 million kW of thermal capacity at several large thermal power stations in various regions of the country. In addition, one or two large thermal stations each of a capacity of 1-2 million kW located near coal fields are proposed for commissioning early in the Sixth Plan.

(b) The number of stations and the States in which they are proposed to be located, according to the tentative Fifth Plan proposals, is given in the attached statement.

(c) Some of the considerations taken into account for selecting the locations of the power stations are:—

(a) Nearness to large deposits of suitable grades of coal and the mode of transport

(b) Nearness to source of water for meeting the requirements of cooling water and boiler feed make up and the type of cooling to be adopted.

(c) System net-work with reference to existing and proposed transmission lines and exchange of power.

(d) Availability of large areas of low lying land for ash disposal.

(e) Soundness of the site geologically with good soil conditions, freedom from flooding etc.

STATEMENT

Statement showing number of Stations and States in which thermal Stations are proposed to be established.

Sl. No.	Name of State	Number of Stations	Generating capacity (MW)
1.	Andhra Pradesh	2	820
2.	Assam	3	70
3.	Bihar	6	1690
4.	Gujarat	3	920
5.	Haryana	2	330
6.	Madhya Pradesh	4	1460
7.	Maharashtra	4	1440
8.	Orissa	1	220
9.	Punjab	1	330
10.	Rajasthan	1	330
11.	Tamil Nadu	4	750
12.	Uttar Pradesh	4	1860
13.	West Bengal	5	1200
14.	Delhi	1	400
TOTAL		41	11,820

Investigation of Power Projects in Kerala

121. SHRI A. K. GOPALAN: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether investigations on the two proposed Power Projects viz. Silent Valley and Edamalayar in Kerala have been completed;

(b) if so, the estimated cost and the capacity thereof; and

(c) the time by which these projects are expected to be commissioned?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA)

(a) Yes, Sir.

(b) The required information is given below :

Name of Scheme	Estimated Cost. (Rs. in crores).	Installed capacity (MW)
Silent Valley	24.88	120
Edamalayar (Power Portion only)	15.96	90

(c) These two projects are expected to be commissioned, in 1979-80.

Allotment of Railway Quarters of Calicut Colony to Occupants

122 SHRI A. K. GOPALAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether some quarters are lying vacant in the Calicut Colony for a long time, if so, how many quarters are lying vacant and the reasons therefor;

(b) whether these quarters were recently occupied by some Railway staff who requested for allotment thereof; and

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

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) and (b). 22 old type quarters under occupation of the Railway Police have been vacated by them ten months ago. Nineteen of these vacant quarters have been occupied unauthorisedly by 19 Class IV railway employees.

(c) These staff have been asked to vacate the quarters unauthorisedly occupied by them.

Report of Fact Finding Committee on Cauvery Water Dispute

123. SHRI A. K. GOPALAN:

SHRI K. MALLANNA:

Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether the Fact Finding Committee on Cauvery water dispute has submitted its report;

(b) if so, the main findings thereof; and

(c) if not, when the Committee is likely to submit its report?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA)

(a) to (c). The Fact Finding Committee on Cauvery waters had been set up to collect all the connected data pertaining to Cauvery waters, its utilisation etc., so that making use of the data, further discussion amongst the Chief Ministers of Tamil Nadu, Mysore and Kerala could be held to arrive at an agreed allocation of waters for the three States.

The Committee has since submitted its report which contain the necessary data on the existing utilisation, utilisation proposed from projects under construction and the utilisation envisaged from future projects contemplated by the three States. Further discussions among the three Chief Ministers are likely to be held in the near future.

Electrification of Ernakulam-Trivandrum Line (Southern Railway)

124. SHRI M. K. KRISHNAN: Will the Minister of RAILWAYS be pleased to state:

(a) Whether he has promised to Kerala Chief Minister recently to examine the question of early electrification of the Ernakulam-Trivandrum line of the Southern Railway;

(b) if so, whether any decision has been taken on this question; and

(c) if not, when the decision is likely to be taken?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Yes.

(b) It has been found that electrification of this section is not financially justified.

(c) Does not arise.

Rail Link with Guruvayoor (Kerala)

125. SHRI M. K. KRISHNAN Will the Minister of RAILWAYS be pleased to state:

(a) whether Government propose to provide Rail link with Guruvayoor, the Pilgrim Centre of Kerala;

(b) if so, whether investigation has been taken up; and

(c) if not, when it will start?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) No.

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

Supply of Uniforms to Female Sweepers of Railway Hospitals

126. SHRI M. K. KRISHNAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the female sweepers of Railway Hospitals are not given uniforms while their male counterparts are supplied with uniforms;

(b) if so, the reasons therefor; and

(c) whether Government propose to take urgent action to supply uniforms to female sweepers also?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) and

(b). Uniforms to female *safaiwalas* are being supplied on all Zonal Railways except on Olavakkot and Madras Divisions where the staff are not eligible for the supply of uniforms in terms of the Southern Railway's Dress Regulations.

(c) The matter is receiving attention.

अहमदाबाद से दिल्ली तक ब्राड गेज लाइन

127. श्री मूचन्वद डरगा : क्या रे ; मंत्री यह बताने की कृपा करेंगे कि :

(क) अहमदाबाद से दिल्ली तक, बरास्ता मारवाड, जंक्शन, ब्राड गेज लाइन बिछाने की सरकार की योजना कब तक पूरी हो जायेगी ; और

(ख) क्या यह कार्य राजस्थान में अकाल की भयकर स्थिति में राहत कार्य के रूप में आरम्भ किया जायेगा, और यदि नहीं, तो इसके क्या कारण हैं ?

रेल मंत्रालय में उपमंत्री (श्री मुहम्मद शफी कुरेशी) : (क) और (ख). दिल्ली-अहमदाबाद भीटर लाइन खण्ड को बड़ी लाइन में बदलने के लिये यातायात सर्वेक्षण हो रहा है रिपोर्ट को अन्तिम रूप दिये जाने के बाद ही इस परियोजना पर प्रागे कार्यवाही की जा सकेगी ।

अकाल राहत के उपाय के रूप में राजस्थान में
नई रेलवे लाइनों

128 श्री सुखबन्धु डागा क्या रेल
मन्त्री यह बताने की कृपा करेंगे कि

(क) क्या सरकार राजस्थान में अकाल
की भयंकर स्थिति तथा पिछड़ेपन को ध्यान
में रखते हुये वहाँ कोई रेलवे लाइन बिछाएगी
और यदि नहीं, तो इसके क्या कारण हैं,
और

(ख) क्या फौलाद से ग्राम्बू रोड तक
कोई रेलवे लाइन बिछाये जाने का प्रस्ताव
है और यदि हा, तो कब तक ?

रेल मंत्रालय में उपमन्त्री (श्री सुहृन्मद
शर्मा कुरेशी) : (क) जी नहीं, लेकिन
दिल्ली-अहमदाबाद खण्ड का जो भाग
राजस्थान में पड़ता है, उसे मीटर लाइन से
बड़ी लाइन में बदलने के लिये सर्वेक्षण का
काम जारी है और सर्वेक्षण पूरा हो जाने के
बाद ही कोई विनिश्चय किया जायेगा।

(ख) जी नहीं।

Supply of Irrigation Water by D.V.C in
Hooghly District in West Bengal

130 SHRI INDRAJII GUPTA Will
the Minister of IRRIGATION AND
POWER be pleased to state

(a) whether the prospect of Boro paddy
cultivation in the whole of Hooghly
District in West Bengal has become very
bleak due to D.V.C's, failure to supply
water to the farmers, and

(b) if so, whether any step have been
taken to ensure supply of irrigation water
to the farmers in Hooghly District?

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THE DEPUTY MINISTER IN THE
MINISTRY OF IRRIGATION AND
POWER (SHRI BALGOVIND VERMA)
(a) and (b) Damodar Valley Corporation
is not committed to supply water for Boro
cultivation as such. The Damodar Valley
Corporation's project design envisages
allocation of only 70 000 acft of water for
bari irrigation in West Bengal. As against
this after considering the availability and
various uses 2 60 000 acft of water from
Damodar Valley Corporation reservoirs
has been allowed for bari irrigation in
West Bengal during the year. Further
distribution of water in various Districts
is done by the State Government.

Decision on Equity Participation with
Foreign Oil Companies

131 SHRI INDRAJII GUPTA
SHRI BISHWANATH
JHUNJHUNWALA

Will the Minister of PETROLEUM
AND CHEMICALS be pleased to state

(1) whether the offer made by foreign
oil companies for equity participation has
been considered by Government and

(b) if so what decision has been taken
thereon

THE DEPUTY MINISTER IN THE
MINISTRY OF PETROLEUM AND
CHEMICALS (SHRI DAIBIR SINGH)

(a) and (b) The matter is still under con-
sideration

Generation of Electricity from Thermal
Springs and Geysers

132 SHRI DEVINDER SINGH
GARCHA Will the Minister of IRRIGA-
TION AND POWER be pleased to state

(a) whether Government propose to
generate electricity on a large scale from
naturally active thermal springs and
geysers located in various parts of the
country,

(b) if so, how much power is expected to be generated in this way, and

(c) whether Government have the requisite technological know-how for the purpose?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BAIGOVIND VERMA)

(a) Yes Sir. On the basis of the Report of a Committee of Technical Experts and the reconnaissance carried out by UN Experts the promising areas for the development of hot springs, to generate power have been identified and detailed investigations are proposed to be taken up early.

(b) At this stage it is difficult to indicate the quantum of power that will be possible to generate from geothermal areas as the project is in the preliminary stages of investigation.

(c) UN assistance has been sought for exploratory work.

Supply of Power to Agriculture and Industry

133 SHRI DEVINDER SINGH GARCHA Will the Minister of IRRIGATION & POWER be pleased to state

(a) whether restrictive powers supply almost all over the country has affected adversely both agriculture and industry,

(b) if so, whether the under utilisation of the capacity of most of the thermal power station is the major cause of disruption in power supply, and

(c) what steps are being taken to regularise the power supply at least to the small farmers?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA)

(a) While the shortage of power has had an adverse effect on industry, by and large, the demands of agriculture have been met.

(b) Except for a few stations in the Southern and Eastern Regions, the

performance of thermal power stations in the country has generally been satisfactory.

(c) Priority is being given to Power supply for agricultural purposes and there have generally been no Power cuts in this sector.

Rehabilitation of People Affected by Their Dam

134 SHRI DEVINDER SINGH GARCHA Will the Minister of IRRIGATION AND POWER be pleased to state

(a) whether a decision has been taken to immediately take up the construction of Their Dam on the Ravi to fully utilise the waters of the river allocated to India under the Indus Water Treaty of 1960,

(b) whether the question of rehabilitation of people to be evacuated from the area has been considered and

(c) if so, the total cost involved and the power to be generated by the Dam?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA)

(a) In a meeting held recently the Chief Ministers of the concerned States agreed that the Centre should take up Their Dam Project for execution.

(b) Yes, Sir.

(c) The project cost as per 1968 estimates is Rs 92 crores. The installed capacity of the power plant would be 420 MW.

Supply of Coal to D.E.S.U. by National Coal Development Corporation and Bharat Coking Coal Ltd.

135 SHRI DEVINDER SINGH GARCHA Will the Minister of IRRIGATION AND POWER be pleased to state.

(a) whether the Delhi Electric Supply Undertaking has brought it to the notice of Government that a crore of rupees are paid more to the Government concerns.

supplying coal than to the private suppliers of coal to D.E.S.U.;

(b) whether the coal supplies by these coal supplying agencies, like National Coal Development Corporation and the Bharat Coking Coal Ltd. was of lower-grade and sub-standard, whereas the payment made by D.E.S.U. was for higher grade coal; and

(c) if so, whether proper arrangements are being made to see that the recently recommissioned generating units which closed down due to the use of lower-grade coal, do not go out of order again?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BAI GOVIND VERMA): (a) No.

(b) and (c). Consequent upon the private coal suppliers having either stopped supplying coal or deferred the supplies, Delhi Electric Supply Undertaking arranged coal supply from the National Coal Development Corporation and the Bharat Coking Coal Ltd. for meeting its requirements. The coal available from National Coal Development Corporation and Bharat Coking Coal Ltd being of a different grade (Grade HH and Grade IIIA respectively), the prices are not strictly comparable and the price adjustments offered by these undertakings are also different. The terms and conditions for supply of coal from Bharat Coking Coal Ltd have been finalised and those for National Coal Development Corporation are yet to be finalised. According to these terms and conditions, when the supplies are below the specifications, the penalties as agreed to are being imposed DESU, therefore, do not pay a price for higher grade coal.

The coal supplies from National Coal Development Corporation and the BCC Ltd are being received regularly. No generating unit was closed down on account of coal supplies from NCDC and the BCC Ltd.

Steps Proposed to Eliminate Ticketless Travelling and Blackmarketing of Tickets

136, SHRI SAT PAL KAPUR: Will the Minister of RAILWAYS be pleased to

state the concrete steps taken or proposed to be taken to eliminate ticketless travelling blackmarketing of Railway tickets interstate smuggling through Railways and other crimes on Railways?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD SHAFI QURESHI): Measures taken to eliminate ticketless travelling, blackmarketing of Railway tickets, interstate smuggling through railways and other crimes on Railways are as under—

Apart from the effective propaganda against such social evils, the following steps are taken

- (i) Penalties for ticketless travel were enhanced with effect from 10th June, 1969
- (ii) In addition to regular and surprise checks, massive checks by mobilising large forces of ticket checking staff, Railway Protection Force, and Government Railway Police accompanied by Railway Magistrates are conducted on vulnerable sections. Joint drives with the co-operation of the State Governments are carried out
- (iii) A system of punishments for erring employees and rewards for those rendering exemplary service is followed to ensure effective staff participation

2. BLACKMARKETING IN RAILWAY TICKETS

(i) Berths are booked against individual names of passengers and no alteration in the names is permitted.

(ii) To prevent blocking of reserved accommodation, not more than 4 berths to a party and 6 berths to a family are permitted to a person waiting in the queue

(iii) Accommodation falling vacant is allotted to the waitlisted passengers strictly in order of priority.

(iv) Notice Boards are exhibited prominently indicating position of availability of reserved accommodation in each train

(v) Special Squads are posted near the booking windows to maintain vigil on persons indulging in racketeering in reserved accommodation and to apprehend them.

(vi) Reservation Offices and trains are subjected to frequent checks during peak periods of rush.

(vii) Checks are carried out by making references direct to the persons in whose names reservations are made to ascertain the genuineness. Checks are also made on trains to apprehend persons guilty of travelling on transferred reservations.

(viii) Public co-operation is sought through Notice Boards at Stations warning the public not to buy journey and reservation tickets from unauthorised sources.

(ix) Train services are strengthened and Special Trains arranged to the extent possible during peak periods of rush.

(x) Wherever persons are found to indulge in malpractices, thorough enquiries are made and proper action including prosecution wherever possible, is taken.

(xi) A Committee of Members of Parliament has been appointed to go into the entire question of malpractices in the sale of tickets, reservation etc, and suggest remedial measures.

3. INTER-STATE SMUGGLING THROUGH RAILWAYS

Maintenance of law & order as also crime control on Railways is the responsibility of State Governments as in the rest of territory. The Railways, on their part, bring such instances, whenever they come to light, to the notice of the State Governments for appropriate action.

4. CRIMES ON RAILWAYS

The following preventive measures have been taken to ensure safety of passengers and their property :

- (i) To the extent possible important passenger trains are escorted by unarmed/armed personnel of the Government Railway Police.

(ii) Surprise checks/supervision of escort duties have been further intensified.

(iii) Deterrent punishments are inflicted on train escorts who are found negligent in their duties.

(iv) Concerned at the growing incidence of crimes in trains and railway premises, the Minister of Railways has addressed the Chief Ministers of U.P., Bihar and West Bengal requesting them to provide armed guards on important passenger trains particularly in badly affected areas, so that greater security could be provided to the travelling public. The Railway Board has also requested the Ministry of Home Affairs to suggest to the State Government the feasibility of strengthening the Government Railway Police by providing reinforcements from the State Armed Police Reserves to combat crime in areas where it is endemic.

Misappropriation of Railway Goods in Transit through forged receipts

137. SHRI SAT PAL KAPUR: Will the Minister of RAILWAYS be pleased to state:

(a) whether there have been cases in which Railways were cheated of goods in transit on forged Railways receipts during the last three years;

(b) if so, all account thereof; and

(c) the number of cheats arrested so far in this connection and whether any staff members of the Railways has also been found involved in such incidents and if so, the particulars thereof and the action taken or proposed to be taken against such Railway Employees?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Yes.

(b) 94 cases of this nature have taken place on Railways during the last three years.

(c) 124 outsiders and 27 railway employees have so far been arrested in this connection. Out of the 27 railway employees, 19 are facing trial in Courts, 5 are being dealt with departmentally and cases against 3 are under investigation. The following steps are being taken to prevent such incidents:

- (1) Delivery is granted only after the bonafides are established satisfactorily.
- (2) All issuable Cash Value Books including Railway receipts are kept under the personal custody of the responsible Officials or the Station Master nominated for the purpose with a view to guard against their falling into unauthorised hands.
- (3) Parties claiming delivery are subjected to identification to ensure correct delivery.
- (4) The Anti-Fraud Squad of the CBI is enquiring into the cases thoroughly to fix the agencies responsible for this racket.
- (5) Before effecting delivery of the consignment, the forwarding station is contacted by wire and after verifying the correct particulars thereof only the delivery is effected.

Cases of Theft at Delhi Main and New Delhi Railway Stations

138. SHRI SAT PAL KAPUR: Will the Minister of RAILWAYS be pleased to state:

(a) the number of cases of theft reported to the Police Posts at Delhi Main and New Delhi Railway Stations in which the belongings of the passengers were reported to have been stolen from the Railway compartments before the trains started their journey during the year 1972 and whether any person has so far been arrested in this connection and any goods re-

covered and handed back to the passengers concerned; and

(b) if so, the particulars thereof and if not, the reasons why the thieves could not be apprehended?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) and (b) During 1972, ninety-two and thirty-three cases were reported to the Police at Delhi main and New Delhi railway stations respectively. 14 persons were arrested and stolen property worth Rs. 3738 was recovered. Recovered property will be handed over to the owners after finalisation of the cases in courts.

Setting up of Fertilizer Factories during 1973 in Punjab and Rest of the Country

139. SHRI SAT PAL KAPUR: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) the number of fertilizer factories proposed to be set up in the country during 1973;

(b) whether any of these fertilizer factories is proposed to be set up in Punjab;

(c) if so, the broad features thereof and whether the Punjab Government have sent any proposal in this regard; and

(d) if so, the reaction of the Central Government thereto?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH): (a) to (d). Presently, 18 projects are in various stages of implementation. In addition, four large sized projects are expected to be taken up for construction during 1973. These include a scheme for the expansion of the Nangal plant with a capacity of 900 tonnes per day of ammonia and using fuel oil/heavy fractions as the feedstock. This project would be financed from the \$58 million credit given by the I.D.A. The Government of Punjab have also expressed interest in the setting up of a project at Bhatinda in association with the Central Government. This matter is under consideration.

Installation of Additional Diesel Sets for Generating Power in Punjab

140. SHRI SAT PAL KAPUR: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) the number of additional diesel sets for generating power installed in Punjab during the last three months;

(b) the additional number of diesel sets for generating power likely to be set up in Punjab during 1973-74; and

(c) how much electricity is likely to be made available from these sets and to what extent these sets will help Punjab in meeting the power shortage there?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA): (a) Nine diesel generating sets aggregating to 8.58 MW were installed in Punjab during the last three months over and above 25 sets (27.22 MW) installed earlier.

(b) Seven diesel sets aggregating to 16.72 MW are under erection/commissioning for the present.

(c) After setting up all these sets the additional power available them will be 52.52 MW which will help Punjab in meeting the power shortage for agricultural purposes.

Implementation of Recommendations of Irrigation Commission by Central Water and Power Commission

141. SHRI E. V. VIKHE PATIL: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether the Central Water and Power Commission has carried out studies and made any detailed plan to implement the recommendation of the Irrigation Com-

mission to give priority to the irrigation works in the drought affected areas; and

(b) if so, the main features thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA): (a) and (b). Irrigation projects are investigated and formulated by State Governments, to whom the recommendations of the Irrigation Commission have been commended. While examining new projects proposed by State Governments for implementation during the Fifth Plan, the Central Water and Power Commission will give priority to projects which will serve drought affected areas.

Financial Assistance to State Electricity Boards by Rural Electrification Corporation for Backward Areas under Concessional Terms

142. SHRI E. V. VIKHE PATIL: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) the total amount of money provided to each State Electricity Board by the Rural Electrification Corporation during the year 1972-73 for the purpose of Rural Electrification in backward areas under concessional terms; and

(b) the amount which is proposed to be allocated by the said Corporation to Electricity Boards during the financial year 1973-74.

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA): (a) A Statement is attached.

(b) Loans are sanctioned by the Rural Electrification Corporation on the basis of technical feasibility and economic viability of the schemes sponsored by the State Electricity Boards. Funds are not earmarked for allotment to different States or for different categories of schemes. However, considering the schemes for sanction, priority is given to these relating to backward areas.

STATEMENT.

Serial Number	Name of the State Electricity Board	Loan assistance sanctioned by the Rural Electrification Corporation during the year 1972-73 (From 1-4-1972 to 31-1-1973)	
		For Backward areas/ under Developed hill areas	For Electrification of Harijan Bastis
		(Rs. in lakhs)	
1	Andhra Pradesh	299.500	16.834
2	Assam	100.993	..
3	Bihar	600.020	11.948
4	Gujarat	62.220	..
5	Haryana . . . . .	..	13.635
6	Himachal Pradesh	242.015	..
7	Jammu and Kashmir	149.284	..
8	Madhya Pradesh	152.480	11.131
9	Maharashtra	497.338	8.182
10	Mysore	107.220	..
11	Orissa	379.000	..
12	Punjab	71.465	10.255
13	Rajasthan	241.084	..
14	Tamil Nadu . . . . .	..	10.025
15	Uttar Pradesh	568.502	17.853
16	West Bengal	388.475	..
17	Kerala . . . . .	..	1.727
	GRAND TOTAL	3862.596	97.590

Irrigation Project set up on Narmada, Krishna and Godavari Rivers

143. SHRI E. V. VIKHE PATIL: Will the Minister of IRRIGATION AND POWER be pleased to refer to the reply given to Unstarred Question No. 5037 on the 19th December, 1972 regarding Irrigation Projects set up on Narmada, Krishna and Godavari rivers and state:

(a) the names of the major and medium projects in the Narmada, Krishna and Godavari basins which are under construction by the State Governments and also the names of other projects which are proposed to be constructed by the respective Governments in these basins;

(b) whether there is any dispute among the concerned States about the construction of these projects; and

(c) if so, how the Central Government propose to resolve them?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA): (a) The up-to-date list of names of major and medium projects under construction in the Narmada, Krishna and Godavari basins are given in Statement laid on the Table of the House [Placed in Library See No. LT—487/172.]

The names of new projects proposed by the Governments in these basins are given in Statement laid on the Table of the House. [Placed in Library See No. LT—4783/1723.]

(b) New Projects involve inter-State aspects such as the allocation of waters to each State, etc. on which there had been no agreement between the States and the matters had to be remitted for adjudication by Tribunals.

(c) It is expected that the award of the Krishna Water Disputes Tribunal may be available in another year or so. The differences in regard to projects in the Narmada basin are to be resolved in the near future by the States, outside the Tribunal.

Regarding Godavari, it is difficult to state when the Tribunal's award would be available, as the arguments on the dispute have not yet been taken up by the Tribunal which is dealing with the Krishna dispute at present.

Generating Capacity of Power Projects

144. SHRI E. V. VIKHE PATIL: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) the total generating capacity of the commissioned power project in the country and their present output;

(b) whether the output is less than the optimum capacity; and

(c) if so, the reasons for the shortfall?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA):

(a) The total installed generating capacity in the country at present is 17.5 million KW and the yearly output is of the order of 65000 Million Kwh.

(b) There has been a reduced output from Hydro Stations. The performance of thermal stations except for a few in the Southern and Eastern Regions has generally been good and the output per KW installed has been higher than last year.

(c) The shortfall in Hydro generation has been on account of a shortage of water in Hydel reservations due to a deficit monsoon which affects more than two-thirds of the country.

The shortfall from Thermal Stations in the Southern region has been due to lack of adequate fuel supplies and cooling water. In the Eastern Region, the shortfall in Thermal Generation has been mainly due to the supply of inferior grade fuel and the difficulty of obtaining spares. There has been a shortfall in production from Atomic Power Plants due to the need for the replacement of fuel elements.

Setting up of Thermal Power Station at Kota (Rajasthan)

145 SHRI LALJI BHAI. Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether Planning Commission has agreed to the setting up a 400 MV Thermal Power Station at Kota (Rajasthan) during the Fifth Five Year Plan; and

(b) if so, the progress made so far in the matter?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BAIGOVIND VERMA) (A) The Project Report for setting up a Thermal Power Station at Kota in Rajasthan has not so far been received by the Planning Commission.

(b) The feasibility report for setting up the power station is at present under preparation, and is expected to be received for technical examination by the middle of April, 1973.

चेतक एक्सप्रेस के प्रथम श्रेणी में यात्रा करने के इच्छुक यात्रियों के लिए अपर्याप्त स्थान

146. श्री लालजी भाई : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या उदयपुर और दिल्ली के बीच चलने वाली चेतक एक्सप्रेस में प्रथम श्रेणी में यात्रा करने के इच्छुक बहुत से लोगों को प्रतीक्षा सूची में रहना पड़ता है और उन्हें उसमें कोई जगह नहीं मिलती, और

(ख) यदि हां, तो क्या सरकार का विचार इस गाड़ी में प्रथम श्रेणी के डिब्बों की संख्या बढ़ाने का है ?

रेल मंत्रालय में उपमन्त्री (श्री मुहम्मद हाकी कुरैशी) : (क) और (ख). कुछ यात्री जो चेतक एक्सप्रेस से पहले दर्जे में यात्रा करना चाहते हैं उनका नाम उदयपुर स्टेशन की प्रतीक्षा सूची में ही रह जाता है। इसलिए तीसरे दर्जे के डिब्बे में से एक डिब्बे को बदलने पहले एव तीसरे दर्जे का एक मिला जुला डिब्बा चलाने का विचार है, ताकि पहले दर्जे के यात्रियों की मांग पूरी की जा सके।

राजस्थान के व्यापारियों द्वारा माल डिब्बों की सप्लाई में सम्बन्धित बकाया राशि का न दिया जाना

147. श्री लालजी भाई : क्या रेल मंत्री उदयपुर के लिए माल डिब्बों की अग्रव्यवस्था के बारे में 18 अप्रैल, 1972 के अंतराकालिक प्रश्न संख्या 3089 के उत्तर के संबंध में यह बताने की कृपा करेंगे कि उन व्यापारियों की ओर कितनी धन राशि बकाया है जिन्हें 1971 में माल डिब्बे सप्लाई किए गए थे तथा इस बकाया राशि की वसूली न किए जाने के क्या कारण है ?

रेल मंत्रालय में उपमन्त्री (श्री मुहम्मद हाकी कुरैशी) : पश्चिम रेलवे से सूचना इकट्ठी की जा रही है और समाप्त होकर रख दी जायेगी।

उदयपुर स्टेशन को मालडिब्बों की सप्लाई

148. श्री लालजी भाई : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या राजस्थान में विशेषकर उदयपुर रेलवे स्टेशन पर व्यापारियों को खाली माल डिब्बे नहीं मिल पाते हैं जिसके परिणामस्वरूप सोप-स्टोन और अनाज व्यापारियों को असुविधा होती है और हजारों मजदूर बेकार रहने हैं ; और

(ख) यदि हा, तो इस सबंध में सरकार क्या प्रबंध कर रही है ।

रेल न्यायालय में उपर्युक्त (श्री मुहम्मद शही कुरेशी) : (क) और (ख). जी नहीं । 1 अगस्त, 1972 में जनवरी, 1973 तक 6 महीने की अवधि में 2925 मालडिब्बों - 2695 मालडिब्बा में सेलखड़ी और 130 मालडिब्बों में अनाज का लदान किया गया जबकि पिछले वर्ष की इसी अवधि में 2532 मालडिब्बों का लदान किया गया था । 31 जनवरी, 1973 को स्थिति यह थी कि 24-1-1973 को या उसके बाद सेलखड़ी के लिए केवल 28 पंजीकृत मांगे थी और अनाज की निकासी के लिए कोई मांग नहीं थी ।

इसी अवधि में 2418 मांग पत्र व्यापारियों ने यह कहकर रद्द करा दिए हैं कि सेलखड़ी और अनाज के लदान के लिए उनके द्वारा पंजीकृत मालडिब्बों की मांगें वास्तविक नहीं थी ।

राजस्थान में रेलवे स्टेशनों का बिजलीकरण

149. श्री लालजी भाई : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) राजस्थान में कितने रेलवे स्टेशन हैं और उन में से कितने स्टेशनों पर बिजली लगाई जा चुकी है ,

(ख) शेष रेलवे स्टेशनों पर कब तक बिजली लग जाने की सम्भावना है ?

रे. न्यायालय में उपर्युक्त (श्री मुहम्मद शही कुरेशी) : (क) राजस्थान में कुल मिला कर 529 रेलवे स्टेशन हैं जिनमें से अब तक 183 रेलवे स्टेशनों पर बिजली लगायी जा चुकी है ।

(ख) बिजली वाले शेष 346 रेलवे स्टेशनों में से 8 रेलवे स्टेशनों पर बिजली लगाने का कार्यक्रम बनाया गया है क्योंकि वहां रेलवे परिसरों के निकट बिजली उपलब्ध है ।

बाकी स्टेशनों पर कब तक बिजली लग जायेगी इसका अनुमान लगाना संभव नहीं है, क्योंकि यह राजस्थान बिजली बोर्ड से बिजली उपलब्ध होने पर निर्भर करता है ।

दिल्ली में कोयले की कमी

150. श्री भारत सिंह चौहान क्या रेल मंत्री यह बताने की कृपा करेंगे कि .

(क) क्या सरकार को इस बात की जानकारी है कि दिल्ली प्रशासन ने सघ राज्य क्षेत्र दिल्ली में कोयले की कमी के लिए रेलवे विभाग को दोषी बतलाया है , और

(ख) यदि हा, तो इस मबध में सरकार की क्या प्रतिक्रिया है और उसने इस सबध में क्या कदम उठाये है ?

रेल इञ्चार्ज में उपनर्त (श्री नु. म्मद शर्मा कुरैग) (क) और (ख) दिसम्बर, 1972 और जनवरी, 1973 में कायले विशेष कर साफ्ट कोक, हार्ड कोक और स्लैक कायले की दुलाई तेज करने के लिए दिल्ली प्रशासन द्वारा अभ्यावेदन दिए गए थे। दिसम्बर, 1972 में दिल्ली की साफ्ट कोक के 1027 माल डिब्बे हार्ड कोक के 100 और स्लैक कोयले के 264 माल डिब्बे भेजे गए। जनवरी, 1973 में इसमें और सुधार हुआ, जब साफ्ट कोक के 1521 माल डिब्बे, हार्ड कोक के 183 माल डिब्बे और स्लैक कोयले के 528 माल डिब्बे भेजे गए। दिसम्बर, 1972 और जनवरी, 1973 में आंध्र प्रदेश क्षेत्र में हिंसक आन्दोलन के कारण भारी सख्ता में माल डिब्बों के रुके पड़े रहने और साथ ही उत्तर प्रदेश में जनवरी, 1973 में बिजली इंजीनियरों की हड़ताल के दौरान ~~एच.ए.के. का~~ चलना लगभग 7 दिनों

तक पूरी तरह बन्द रहने के कारण-बंगाल/विहार कोयला क्षेत्र में कोयले की लदान में कमी हा गयी। माल डिब्बों की ममग्र उपलब्धता के भीतर सभी राज्यों को कोयले का समान वितरण किया गया जिसमें दिल्ली क्षेत्र भी शामिल है।

मध्य प्रदेश में औद्योगिक कार्यों के लिए बिजली का उपयोग

151 श्री भारत सिंह चौहान क्या सिंचाई और विद्युत् मंत्री यह बताने की कृपा करेंगे कि

(क) गत तीन वर्षों में वर्षवार विभिन्न प्रान्ता में औद्योगिक कार्यों के लिए कितनी बिजली का उपयोग किया, और

(ख) गत तीन वर्षों में मध्य प्रदेश में कितनी बिजली की माग की तथा उसे किस सीमा तक पूरा किया गया तथा उसे पूरा करने के लिए क्या उपाय किए जा रहे है ?

सिंचाई और विद्युत् मंत्रालय से उपमन्त्री (श्री बानर्जीविन्द वर्मा) (क) अपेक्षित जानकारी का विवरण सलग्न है।

(ख) गत तीन वर्षों के दौरान मध्य प्रदेश में उद्योगों को विद्युत् निम्न प्रकार में सप्लाई की गई

मिलियन यूनिट

1969-70	1399.5
1970-71	1480.4
1971-72	1610.1

राज्य की सारी माग पूरी कर दी गई।

विद्यारण

1969-70 से 1971-72 के दौरान औद्योगिक उद्देश्यों के लिए विभिन्न राज्यों द्वारा ऊर्जा की खपत

(मिलियम यूनिट)

राज्य/संघ राज्य क्षेत्र	1969-70	1970-71	1971-72 (अनुमानित)
1 आंध्र प्रदेश . . .	1154	1287	1272
2 असम . . .	139	164	189
3 बिहार . . .	1136	1193	1328
4 गुजरात . . .	2159	2401	2587
5 हरियाणा . . .	452	479	558
6 हिमाचल प्रदेश . . .	15	20	उपलब्ध नहीं
7 जम्मू व कश्मीर . . .	57	60	66
8 केरल . . .	1189	1259	1244
9 मध्य प्रदेश . . .	1419	1471	1589
10 महाराष्ट्र . . .	4919	5312	5682
11 मणिपुर* . . .	—	—	—
12 मैसूर . . .	1737	2261	2679
13 नागालैंड* . . .	—	—	—
14 उड़ीसा . . .	1176	1410	1452
15 पंजाब . . .	1863	1376	1473
16 राजस्थान . . .	481	616	610
17 तमिलनाडु . . .	2813	2931	3177
18 त्रिपुरा* . . .	—	—	—
19 उत्तर प्रदेश . . .	3217	2473	2897
20 पश्चिम बंगाल . . .	2835	2773	2864
21 दामोदर घाटी निगम . . .	1445	1277	1355
संघ राज्य क्षेत्र :			
(क) दिल्ली . . .	366	399	419
(ख) शेष . . .	108	149	144
कुल . . .	28379	29579	31686

*शेष में शामिल ।

Collection of demurrage and Wharfage charges from Public Sector Undertakings

152. SHRI N. K. SANGHI: Will the Minister of RAILWAYS be pleased to state:

(a) the quantum of demurrage and wharfage charges collected by the Railways from the public sector undertakings during the last three years and their percentage to the total charges, year-wise;

(b) whether these undertakings are responsible for long detention of wagons and

if so, whether this has been taken up with the respective Ministries controlling the undertakings and the result thereof, and

(c) whether there has been any appreciable improvement since the enhancement of demurrage last year?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD SHAFI QURESHI): (a) The amount of demurrage charges realised from public Sector Undertakings and their percentage to the total demurrage charges during the last three years is as under:—

Year	Demurrage charges collected from public sector undertakings	percentage to the total Demurrage charges collected during the year
1969-70	Rs. 169.50 lakhs.	Information is being collected from the Zonal Railways and will be placed on the table of the Sabha.
1970-71	Rs. 220.46 lakhs.	Approx. 39
1971-72	Rs. 271.68 lakhs.	Approx. 43

The amount of wharfage charges realised from public sector undertakings is being collected from the zonal railways and will be laid on the table of the Sabha.

(b) Detention to wagons has been showing an upward trend in the Steel Plants. This has been taken up from time to time with the Ministry of Steel. A time study has also been recently conducted by a Committee of Railway Officers in consultation with the Officers of the Steel Plants to assess the extent of avoidable detentions and to take appropriate steps to reduce these detentions.

(c) It is too early to assess the effect of the general increase in the rates of demurrage and wharfage charges enforced from 1-12-1972. There has been no increase in demurrage rate for Steel Plants so far, and a proposal to do so is under consideration.

Scheme for providing jobs to Famine stricken people on Rajasthan Canal

153 SHRI N K SANGHI:
SHRI BISHWANATH JHUNWALA:

Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether in view of the prevailing serious drought conditions in Rajasthan, Government have envisaged any scheme to provide jobs on the Rajasthan Canal to the famine stricken people to create permanent assets?

(b) if so, the particulars of the scheme, the employment potential thereof and financial assistance by the centre for this purpose; and

(c) whether during the 1968-69 famine Government undertook similar measures for creation of permanent assets in the State and if so, the expenditure incurred on

such measures and the details of such permanent assets created during the period?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA): (a) and (b). According to Project Authorities about 20,000 labour have sought employment of their own and another 5,000 have come through Government Relief Agencies.

The Project could employ about 1 lakh additional labour provided some ancillary facilities, such as adequate supply of ration drinking water, Sirkis (hutments) are provided by the Relief Department of the State Government.

The concerned Department of the State have already announced the employment opportunities on the project in the adjoining drought affected Districts and are prepared to provide requisite facilities.

Additional requirement of funds, for the Project, if necessary, would be considered by the Planning Commission.

(c) During 1968-69, famine labour employed on the Project was of an order of only 2,000 for a period of 6 months while during 1969-70 about 30,000, famine labour was employed for a period of about 9 months and expenditure incurred was Rs. 1.32 crores.

Issue of Notices to Parties before Auction of uncollected Goods

154. SHRI N. K. SANGHI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is obligatory on the part of the Railways to issue notices to the concerned parties before uncollected goods are auctioned; and

(b) how many such notices were served during the last three years and the number of consignments taken delivery of after receipt of such notices?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Yes, when the name and address of

the owner or the person entitled to the unclaimed goods is known to the railway administration concerned.

(b) No such statistics are maintained by the railways.

Help of Voluntary organisations for Checking Ticketless Travel

155. SHRI N. K. SANGHI:

SHRI C. JANARDHANAN:

Will the Minister of RAILWAYS be pleased to state:

(a) whether during the first six months of 1972-73, there has been increase in the number of Railway passengers found travelling without tickets or with improper tickets as compared to 1971-72 and if so, whether Government have analysed the causes for such increase;

(b) the number of voluntary agencies and organisation permitted by Government for checking ticketless travel and what facilities are given to them;

(c) whether the Chairman of the Voluntary Help committee for checking Ticketless travel was himself apprehended and fined at Nagda Station on the Western Railway on 11th January, 1973 for allowing his two daughters to travel without tickets; and

(d) what precautions are taken to prevent such misuse of facilities given?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Yes, The increase in detection of ticketless travellers was due to recent intensification of drive against ticketless travel and the participation of State Governments of Haryana, Gujarat, Punjab and Rajasthan in the joint operations in recent months.

(b) The voluntary agencies and organisations permitted to associate them-

selves in the ticket checking activities of the Railways are —

- (i) Social Voluntary organisations of repute like Bharat Sevak Samaj,
- (ii) Transport Users' Associations,
- (iii) Passengers' Associations, and
- (iv) Boy Scouts, Students and Village elders

Volunteers of Social Service Organisations and Transport Users' Associations are paid a daily allowance of Rs 5/- per day to cover their out of pocket expenses. They are also given free III class passes between the stations serving their place of residence and the station near the proposed site of check

Boys Scouts Students and Village elders are not paid any remuneration

(c) The two daughters of the Chairman Voluntary Help Committee (since dissolved) for whom reservation was made earlier were found travelling in III class without tickets and railway dues for their travel were realised. The chairman however was travelling in first class on a proper pass issued in his favour covering the journey

(d) Surprise checks are frequently conducted

Loss of lives of Railways employees during Andhra Agitation

156 SHRI N K SANGHI Will the Minister of RAILWAYS be pleased to state,

(a) whether there has been loss of lives of Railway employees in Andhra Pradesh as a result of the Mulki Rule agitation, and

(b) If so the nature of compensation given to the dependents of such employees?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD SHAFI QURESHI) (a) Yes One Switchman of South Central Railway lost his life

(b) An *ex gratia* payment has already been made to the widow of the deceased amounting to Rs 7400/. Various Organisations on the South Central Railway have paid Rupees 1150/ to the widow. A sum of Rs 100 per annum has been sanctioned from staff Benefit Fund towards educational assistance for schooling the second daughter of the deceased. In addition the widow of the deceased was appointed as Water Woman in the scale of Rs 70—85 at Guntur and her monthly emoluments will be Rs 180/

Compensation under Workmen's Compensation Act for Rupees 9000 is also under process

Railways to pay more for coal supplied by private and public sector mines

158 SHRI RAM BHAGAT PASWAN Will the Minister of RAILWAYS be pleased to state

(i) whether Railways have agreed to pay more for coal supplied by private and public sector mines

(b) if so the reasons for the increase and

(c) the total consumption of coal during 1972-73?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD SHAFI QURESHI) (a) Yes

(b) The increase in the prices is allowed to enable the collieries to meet the higher cost of production

(c) The coal consumption on Railways during 1972-73 is estimated at 14.5 million tonnes

Representation of Growing Population in Lok Sabha

159. SHRI K. MALLANNA:

SHRI M. V. KRISHNAPPA:

Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) the average electorate of a Lok Sabha Member in the year 1971 as compared to that in 1962 and 1957; and

(b) how Government propose to bring into effect the representation of growing population?

THE MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI NITIRAJ SINGH CHAUDHARY): (a) The average electorate in a parliamentary constituency (excluding those in the States of Jammu and Kashmir and Nagaland the Union territories) in the year 1957, 1962 and 1971 was 397,590, 443 720 and 542,141 respectively.

(b) The matter is under the consideration of Government. However, an elected Member represents the people of his constituency regardless of any increase or decrease in population.

Electrification of villages in U.P.

160. SHRI R. K. SINHA: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) the total number of villages in the country which are yet to be electrified and the number of such villages in Uttar Pradesh;

(b) the total number of villages likely to be electrified during 1973-74 in Uttar Pradesh; and

(c) the programme chalked out to electrify all the villages and Harijan bastis in Uttar Pradesh?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA): (a) Out of 5,66,878 villages in the country, 1,31,418 villages had been electrified as on 31-12-72, leaving 4,35,460 villages which remain to be electrified. Out of 1,12,624 villages in U.P. 25,898 villages were electrified by the end of December, 1972, leaving 86,726 villages which are still to be electrified.

(b) It is programmed to electrify additional 3,000 villages in Uttar Pradesh during 1973-74; and

(c) Electrification of all the villages and Harijan Bastis in Uttar Pradesh depends upon the Outlays provided in the Fifth and subsequent plans.

Cost Estimates of Beas-Sutlej Link and Pong Dam

161 SHRI R. K. SINHA: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether the cost estimates of the Beas-Sutlej link and Pong Dam the two units for the Beas Project, have further gone up;

(b) the reasons therefor and the additional amount proposed to be allocated for the year 1973-74; and

(c) the efforts being made to ensure early completion of the said projects so that the cost estimates do not increase every year?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA):

(a) Yes, Sir.

(b) The estimated cost of the Project has gone up mainly due to the following reasons:—

(i) A steep rise in the amount of land compensation to be paid to the landowners in Hamachal Pradesh.

(ii) A substantial increase in the wages and the cost of materials and machinery.

The additional amount proposed to be allocated for the year 1973-74 is as under:—

Beas-Sutlej Link Project—Unit-I

Rs. 9 crores.

Pong Dam Unit—II Rs. 11.5 crores

(c) All efforts are being made to complete the work on the Project as early as possible.

Heavy Remittances being made by Foreign Oil Companies

162. SHRI R. K. SINHA: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether Government are aware that foreign Oil Companies in India have been, in recent years, making substantial remittances on account of dividends by drawing heavily on their reserves;

(b) whether Government have held any discussion with the foreign oil Companies in this regard and if so, the outcome thereof; and

(c) the concrete steps taken or proposed to be taken to check the increasing trend of remittances by these Companies?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH):

(a) to (c). The foreign oil companies have in recent years been making substantial remittances on account of dividends by drawing heavily on their reserves, which were built up on past profits. With a view to checking this trend, the Government took a decision in April, 1972 whereunder remittance facilities in respect of dividends declared by 100 per cent foreign-owned

companies wholly or in part out of reserves, will be conditional on the Reserve Bank being satisfied (i) that the reserves have been drawn upon by only for maintaining the dividend quantum at the average of the previous 5 years or at 10 per cent of the paid-up capital, whichever is more, (ii) that the drawal on reserves does not exceed 10 per cent of the total of the paid-up capital and free reserves of the company at the beginning of the year and (iii) that the balance of free reserves left after the drawal does not fall below 15 per cent of the total of the paid up capital and reserves as in (ii) above

Delay in commissioning Durgapur Fertilizer Plant

163. SHRI R. K. SINHA: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether the Durgapur Fertilizer Plant has been commissioned;

(b) if not, the reasons for delay in its commissioning;

(c) whether the commissioning of this plant has been delayed mainly owing to defects in equipment and civil works and loss of equipments in transit; and

(d) whether any action has been taken against the persons responsible for these defects and delay and if so, the details thereof and if not the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH)

(a). No, Sir.

(b) and (c). The commissioning of the project has been delayed as a result mainly of mechanical failures in some of the imported equipment and other problems during the start up of trial operations. Some instruments were also lost during transit and had to be replaced. The delay in commissioning is not however due to any defects in the civil works.

(ख) यदि हाँ, तो किस प्रकार की सहायता मागी है और क्या किसी भारतीय दल ने इन देशों का दौरा किया है और यदि हाँ, तो उसके प्रतिवेदन की मुख्य बातें क्या हैं ?

रेल मंत्रालय में उपसत्री (श्री मुद्गमब शशी कुरेशी) : (क) और (ख) ईराक सरकार के अनुरोध पर, ईराक में सीरिया की भीमा पर बगदाद और उसको मिलाने के लिये (लगभग 404 कि० मी० लम्बी और मानक आयाम 11 35 एम० एम०) की एक नयी रेलवे लाइन बनाने के उद्देश्य से भारतीय रेलवे ने एक प्रारम्भिक व्यावहारिकता एवं लागत अध्ययन किया था । इस अध्ययन का खर्च अज्ञत भारत सरकार द्वारा भारतीय तकनीकी और आर्थिक सहयोग (आई० टी० ई० मी०) निधि में वहन किया गया और ईराक में दूधे स्थानीय खर्च ईराक सरकार द्वारा वहन किये गये । व्यावहारिकता अध्ययन से मालम हुआ कि सबसे अधिक तरजीही लाइन-भाग लगभग 104 कि० मी० लम्बा होगा और उस पर लगभग 6 करोड़ ईराकी दीनार लागत आयेंगी, जिसमें आनुपगत सुविधाएँ भी शामिल हैं ।

ईराकी सरकार में अभी हाल में एक और अनुरोध प्राप्त हुआ है कि सैवाह को आकाशा की फास्फेट खाना में जोड़ने के लिये एक रेलवे लाइन (120 कि० मी० लम्बी) के लिये व्यावहारिकता अध्ययन का विस्तार किया जाय और बगदाद--सैवाह—आकाशा की मिली-जुली परियोजना के लिये एक आर्थिक अध्ययन भी करा जाये । ईराकी सरकार को सूचित कर दिया गया है कि भारतीय रेलवे इस अध्ययन कार्य को उन्ही शर्तों पर हाथ में लेने को तैयार है जिन पर कि पहले वाला प्रारम्भिक व्यावहारिकता अध्ययन किया गया था ।

एक वह अनुरोध भी प्राप्त हुआ है कि क्या भारतीय रेलवे ईराकी कच्चे तेल की सप्लाई के बदले बगदाद से अरबिल तक की मौजूदा माटर लाइन को मानक आयाम में बदलने का काम भी शुरू कर सकती है जिसके साथ बगदाद में और बगदाद के इन्डिगर्ड पुली महित महायक लाइनों का निमाण तथा बगदाद ईस्ट स्टेशन का सुधार आदि भी किया जाना है । यह प्रस्ताव भारत सरकार के विचाराधीन है ।

नवम्बर, 1972 में एक प्रतिनिधि-मण्डल गायना में भारत आया था और उसके अनुरोध पर एक रेलवे इंजीनियर निम्न-लिखित कार्य के लिये उस देश को भेजा गया था —

- (1) गायना रेलवे द्वारा चको-ग्लावाकिया में प्राप्त और इस समय पड़े हुए माल डिब्बों का चालू करने के सम्बन्ध में मान्य निर्देशन करना
- (2) यह बताना कि गायना रेलवे की चल स्टाक सम्बन्धी गार अन्य आवश्यकताओं के सम्बन्ध में भारत द्वारा क्या सहायता दी जा सकती है ,
- (3) यह बताना कि ट्राम-गायना रेलवे के लिये भारत द्वारा क्या सहायता दी जा सकती है । यह इंजीनियर 12 नवम्बर, को भारत लौटा है और उसकी रिपोर्ट की प्रतीक्षा की जा रही है ।

Broad Gauge Railway Line from Sitamarhi to Narkatiaganj on North Eastern Railway

169. SHRI HARI KISHORE SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal under the consideration of Government to introduce broad gauge Railway line on Sitamarhi-Narkatiaganj line of the North Eastern Railway; and

(b) if so, when this is proposed to be completed?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) and (b). Survey reports for conversion of the Samastipur-Raxaul metre gauge section into broad gauge along the two alternative routes, namely *via* Darbhanga and Sitamarhi or *via* Muzaffarpur, are at present under examination. A decision will be taken after this examination is completed. The section between Raxaul and Narkatiaganj is not being considered for conversion.

Land for construction of Bagmati Power Project in Bihar

170. SHRI HARI KISHORE SINGH: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether land has been acquired for the construction of Bagmati River Project in Bihar; and

(b) if so, the total acreage of land acquired and the amount of compensation paid in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA): (a) and (b). The Government of Bihar have stated that 12.56 acres of land have been acquired so far for which compensation amounting to Rs. 1,40,750 has been paid. In addition, about 150 acres of land have been acquired amicably before finalisation of land acquisition proceedings.

Acquisition of the remaining land required for the construction of Bagmati project is under process. A special land Acquisition Officer has been posted under Bihar Irrigation Department for speedy disposal of land acquisition cases pertaining to Bagmati project.

Rail Projects as Drought Relief Measure for Mysore

171. SHRI D. B. CHANDRA GOWDA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Prime Minister has sanctioned three Railway lines to Maharashtra to provide drought relief in the state; and

(b) if so, whether Government propose to consider the case of Mysore on the same lines to provide relief to the drought-affected areas in Mysore State and if not, the reasons therefore?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) No

(b) Does not arise.

Loss to Power Development Programmes due to Financial Resources

172. SHRI D. B. CHANDRA GOWDA: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether Power Development Programmes have suffered because of the non-availability of sufficient financial resources;

(b) the amount required for such programmes and the amount granted for this purpose; and

(c) whether Government are in position to increase the allocation, if so to what extent?

THE DEPUTY MINISTER IN THE
MINISTRY OF IRRIGATION AND
POWER (SHRI BALGOVIND VERMA)

(a) Some power projects could have been accelerated if sufficient funds were available

(b) and (c) An amount of Rs 65.17 crores was asked for during 1972-73 and 1973-74 for certain projects against which an amount of Rs 16.15 crores has been released during 1972-73. As funds become available, it may be possible to ask for more money.

Assistance for Compensation of Upper Krishna, Malaprabha and Ghataprabha Projects in Mysore

173 SHRI D B CHANDRA GOWDA
SHRI C K JAFFER SHARIEF

Will the Minister of IRRIGATION AND POWER be pleased to state

(a) whether Mysore Government have sought financial assistance for the completion of Upper Krishna Malaprabha and Ghataprabha projects from the Central Government and

(b) if so, the amount that has been granted so far, projectwise, and whether the State Government have requested the Central Government to increase the financial assistance in view of the drought situation in the State?

THE DEPUTY MINISTER IN THE
MINISTRY OF IRRIGATION AND
POWER (SHRI BALGOVIND VERMA)

(a) Yes, Sir

(b) An additional Central assistance of Rs 2.72 crores for Malaprabha and Ghataprabha projects has been allocated by the Planning Commission during the year 1972-73. It is expected that the State will add Rs. 1.28 crores from their new assessed resources making available an extra allocation of Rs 2 crores each for the two projects in the current year?

पुरकात्री-हरिद्वार सड़क पर ऊपरि पुल का निर्माण

174 श्री मुल्की राज सेनी क्या रेल मंत्री यह बताने की कृपा करेंगे कि

(क) क्या सरकार का लक्सर रेलवे स्टेशन के पूर्व में पुरकात्री हरिद्वार सड़क पर ऊपरि-पुल बनाने का विचार है, और

(ख) यदि हाँ, तो उपरोक्त पुल कब तक बनाया जाएगा ?

रेल मंत्रालय में उपमन्त्री (श्री मुहम्मद शफी कुरेशी) (क) जी नहीं।

(ख) प्रश्न नहीं उठता।

लडौरा रेलवे स्टेशन (सहारनपुर) पर ऊपरि-पुल का निर्माण

175 श्री मुल्की राज सेनी क्या रेल मंत्री यह बताने की कृपा करेंगे कि

(क) क्या सरकार का विचार सहारनपुर जिले में लडौरा स्टेशन पर ऊपरि पुल बनाने का है जिससे यात्री रेलवे लाइन पार कर सकें

(ख) यदि हाँ तो पुल कब तक बनाया जाएगा, और

(ग) यदि नहीं, तो क्या इस मामले पर भी प्रश्न विचार किया जाएगा ?

रेल मंत्रालय में उपमन्त्री (श्री मुहम्मद शफी कुरेशी) (क) जी नहीं।

(ख) और (ग) प्रश्न नहीं उठता।

गणतन्त्र-दिवस मनाने के लिए सहारनपुर से बिन्दो तरु के स्टेशनों पर किदा गया क्या

176. श्री मुन्का राज वैरी : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) उत्तर रेलवे में महारनपुर से दिल्ली तक प्रत्येक रेलवे स्टेशन को 26 जनवरी, 1973 पर गणतन्त्र-दिवस मनाने के लिए कितनी राशि दी गई और वह राशि अलग-अलग स्टेशनों पर किन-किन मदों पर खर्च की गई ;

(ख) अव्यय या कम व्यय को रोकने के लिए सरकार ने क्या कार्यवाही की है ;

(ग) क्या सरकार का विचार इस सम्बन्ध में प्रत्येक स्टेशन में रिपोर्ट मागने का है ; और

(घ) क्या ऐसी रिपोर्टों को मभा-पटल पर रखा जायेगा ?

रेल मंत्रालय में उपमंत्री (श्री सु. म्मद शर्मा कुरेसी) : (क) से (घ) सूचना इकट्ठी की जा रही है और मभा-पटल पर रख दी जायेगी ।

EXPANSION OF HALDIA REFINERY AND SETTING UP PETRO-CHEMICALS COMPLEX

177. DR. RANEN SEN: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether Government of West Bengal have asked the Union Government to plan the expansion of the capacity of the

proposed Haldia Refinery to 7 million tonnes at the very outset and has further asked the Union Government to set up a Petro-chemicals complex at Haldia; and

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

THE DEPUTY MINISTER IN THE MINISTRY OF PETROIEUM AND CHEMICALS (SHRI DALBIR SINGH):
(a) Yes, Sir.

(b) The matter is under consideration

Utilisation of Generating Capacity by D.V.C.

178 DR. RANEN SEN: Will the Minister of IRRIGATION AND POWER be pleased to state

(a) whether the Damodar Valley Corporation is not utilising even half the generating capacity of its power plants;

(b) if so, the reasons therefor,

(c) whether as a result of this low generation of power by D.V.C., there is power shortage in West Bengal and Dhanbad region in Bihar; and

(d) if so, the steps taken by Government to step up power generation by Damodar Valley Corporation?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BAI GOVIND VERMA)
(a) The derated installed capacity of the Damodar Valley Corporation System is 1001MW comprising 897 MW thermal and 104 MW hydel. The capability of the System is 645 MW against which the present generation is the order of 560 MW.

(b) Thermal generation to full capacity being achieved due to the supply of an inferior quality of coal and middlings and non-availability of original spares from the manufacturers. Due to the lean monsoon last year practically no backing from hydel stations is available. Two 75 MW units one at Bokaro and the other at Durgapur Power Stations have been taken out for major repairs.

(c) Due to a peak demand of 650 MW against a generation of 560 MW the DVC had to impose a uniform restriction of 20 percent on all consumers in West Bengal and Bihar with effect from the 1st January, 1973

(d) For ensuring that power house get the correct quality of fuel standing Committee on Coal has been set up This Committee will locate the most suitable coal for each boiler in operation and will take steps to arrange for the supply of the same to the power stations concerned The Government of India had arranged for spare parts and expertise for the repair of the 75 MW units at the Durgapur and Bokaro Power Stations which had developed some trouble

Two units of 120 MW each are being installed at Chandrapura Power Station, one is scheduled for commissioning in early 1974 and the other a year later

Strike by Engineers in Uttar Pradesh

179 SHRI C. JANARDHANAN Was the Minister of IRRIGATION AND POWER be pleased to state

(a) whether Uttar Pradesh Government asked for help during the strike of Engineers in Uttar Pradesh during January 1973,

(b) if so, the nature of help asked for and

(c) the help given?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA) (a) and (b) The Government of Uttar Pradesh sought the assistance of the Defence authorities for deploying Engineer officers and skilled technicians They had also asked for the services of Engineers from the Centre

(c) The Defence authorities provided assistance to the UP State Electricity Board by the deployment of Engineer officers and skilled technicians who were posted at various power stations of the State for running the electrical installations during the strike period

Increase in Dacoities in Trains

180 SHRI MUKHTIAR SINGH MAIKI

SHRI BIRENDRA SINGH RAO

Will the Minister of RAILWAYS be pleased to state

(a) whether dacoities in trains have increased,

(b) if so the number of dacoities in trains during last three years year wise and zone wise

(c) the extent of loss of life and property and

(d) the steps taken by Government to prevent such incidents

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD SHAFI QURESHI) (a) There has been a slight decrease in 1972

(b)

Railway	No of dacoities		
	1970	1971	1972
Central	6	6	3
Eastern	7	19	19
Northern	6	10	7
North-Eastern	25	21	16
Northeast-Frontier	3	6	11
Southern			1
South-Eastern	6	11	7
South Central			..
Western	2	3	7
TOTAL	55	76	71

(c)

Railway	Loss of Life			Loss of Property (Rs)		
	1970	1971	1972	1970	1971	1972
Central				4797	9134	954
Eastern		1	1	13981	242513	117781
Northern		1	1	11157	17672	28278
North-Eastern				36674	48689	53382
Northeast-Frontier			3	2000	31054	108166
Southern						2000
South-Eastern				19620	631262	97860
South-Central
Western			2	319	1972	133211

(d) The following preventive measures are being adopted to combat such incidents on the Railways:

(1) To the extent possible important Passenger trains are escorted by un-armed/armed personnel of the Government Railway Police.

(2) Surprise checks/supervision of escort duties has been further intensified.

(3) Deterrent punishments are inflicted on train escorts who are found negligent in their duties

(4) Concerned at the growing incidence of such crimes in trains and railway premises, the Minister of Railways has addressed the Chief Ministers of U.P., Bihar and West Bengal requesting them to provide armed guards on important passenger trains, particularly in badly affected areas, so that greater security could be provided to the travelling public. The Railway Board has also requested the Ministry of Home Affairs to suggest to the State Government, the feasibility of strengthening the Government Railway Police by providing re-enforcements from the State Armed Police Reserves to combat such crime in highly endemic areas.

Restoration of Gohana-Panipat Railway Line in Haryana

181. SHRI MUKHTIAR SINGH MALIK:
SHRI BIRENDER SINGH RAO

Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have reconsidered the question of restoration of Gohana-Panipat Rail line in the State of Haryana; and

(b) if so, the time by which this line will be restored?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) and (b) Based on the offer recently made by the State Government of Haryana to control the road traffic so as to make the line financially viable, the Northern Railway Administration have just submitted a preliminary appreciation report for the restoration of Gohana-Panipat line and the same is now under examination

Petroleum Refining Capacity

182 SHRI MUKHTIAR SINGH MALIK

SHRI BIRENDER SINGH RAO

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) the total petroleum refining capacity in the public and private refineries in the country at present;

(b) the time by which the Haldia Refinery will be completed and Cochin Refinery will be expanded; and

(c) the extent of shortfall in the 4th Five Year Plan target and the steps suggested to make good the shortfall?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH)

(a) The designed refining capacity of the five public sector refineries is 11.6 million tonnes; the licensed capacity of the four private refineries is 5.075 million tonnes. During the year 1972, the public sector refineries refined 11.84 million tonnes of crude and the private refineries 7.83 million tonnes.

(b) (i) The fuel sector of the Haldia Refinery is expected to be completed by the end of 1973 and its tube sector by March, 1974

(ii) The expansion of the Cochin Refinery is expected to be completed by the end of April, 1973.

(c) The total refining capacity envisaged at the end of Fourth Five Year Plan was 25.55 million tonnes. The extent of shortfall at the end of the Fourth Plan is expected to be 1.55 million tonnes. This shortfall will be made up when the modifications to the Barauni Refinery and building of the Bongaigaon refinery are completed in 1974 and 1975 respectively.

Land Under Major and Medium Irrigation

183. SHRI M. KATHAMUTHU Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) what is the acreage under major and medium irrigation; and

(b) what is per acre cost of irrigation?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BAI GOVIND VERMA) (a) and (b). The irrigation potential from major and medium irrigation projects in the country was about 19.5 million hectares by March 1972.

The capital cost of providing irrigation from major and medium projects now a days is about Rs 1900 to 2500 per hectares.

Demand for Lowering of Voting Age

184. SHRI M. KATHAMUTHU Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether the demand for lowering the voting age to eighteen years has been considered by the Election Commission; and

(b) if so, what are the Commission's views thereon?

THE MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI NITIRAJ SINGH CHAUDHARY): (a) and (b).

The Election Commission has left the matter to be decided by the Government.

Representation to Government by Unrecognised Unions on Staff Grievances

185 SHRI B. N. REDDY: Will the Minister of RAILWAYS be pleased to state

(a) whether the unrecognised Unions on Railways can make representations to the authorities on the grievances of the staff, and

(b) if so, what is the policy being pursued in this matter.

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD SHAFI QURESHI): (a) and (b) Representations made by unrecognised unions are given due consideration but, according to the extant policy, are neither received by hand nor replied to.

Strength of Staff of Personnel Branch on Southern Railway and South Central Railway

186 SHRI B. N. REDDY: Will the Minister of RAILWAYS be pleased to state:

(a) whether since the time of formation of South Central Railway Zone, the different yardsticks for staff of Personnel Branch in existence in Southern Railway and South Central Railways have been virtually frozen;

(b) if so, the reasons therefor;

(c) whether this has resulted in the strength in Personnel Branch remaining the same in spite of phenomenal increase in work-load; and

(d) whether any steps have been taken to remedy the situation?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) and yardstick in vogue have not been revised.

(b) and (c). While in certain areas there may have been some increase in workload, there has also been deduction in work with the introduction of mechanisation and simplification of methods and procedures.

(d) Whenever on any Division workload is considered to be such as to necessitate increase, the Railway Administration and the Railway Board consider the ease and issue sanction for additional staff.

Creation of Personnel Cadre (South Central Railway)

187. SHRI B. N REDDY Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any special cadre for Personnel Branch Officers in the Railways;

(b) whether the Officers rendered surplus in other Branches are being posted in the Personnel Branch which requires specialised knowledge of welfare and labour-problems;

(c) whether such postings have taken place in Vijayawada Division of the South Central Railway; and

(d) whether any assurance was given by the Railway Minister to create a Personnel Cadre and if so, whether it has been implemented?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI). (a) to (d). At present there is no separate Service for Personnel Department on the Railways Class I Posts in the Personnel Department on the Railways, including the South Central Railway, are being filled by drafting officers belonging to other established Services. Class II posts in the Personnel Department on the Railways, including the South Central Railway, are being filled on the basis of selection from among senior Class III staff

While replying to the Debate in the Lok Sabha on the Railway Budget for the

year 1972-73, on 20th March, 1972, the Minister of Railways accepted a suggestion from an Hon'ble Member regarding the need to consider formation of a separate Service for the Personnel Department on the Railways. Necessary steps to constitute the Service have already been initiated.

बिहार में कटिहार नामक स्थान पर एक विद्युत कारखाने की स्थापना करने के बारे में विधान सभा के विभिन्न दलों के नेताओं की मांग

188. श्री रामाक्षर शर्मा : क्या सिचाई और विद्युत मंत्री यह बताने की कृपा करेंगे कि

(क) क्या बिहार विधान सभा के निर्णय के अनुसार विधान सभा में विभिन्न दलों के नेताओं का एक प्रतिनिधिमण्डल गन 23 जनवरी को पूर्णिया जिले (बिहार) के कटिहार नामक स्थान पर विद्युत कारखाने की स्थापना करने की मांग के समर्थन में उनमें मिला था ,

(ख) यदि हा, तो उपरोक्त प्रतिनिधि मंडल के साथ हुई वार्ता का ब्यौरा क्या है ; और

(ग) उनकी मांग के बारे में सरकार की प्रतिक्रिया क्या है ?

सिचाई और विद्युत मंत्रालय में उपसंचो (श्री बालगोविन्द वर्मा) : (क) जी, हा । बिहार विधान सभा के विभिन्न दलों के नेताओं का एक शिफ्ट मण्डल 23 जनवरी, 1973 को केन्द्रीय सिचाई और विद्युत मंत्री को मिला था ।

(ब) शिष्टमण्डल ने यह सुझाव दिया था कि प्रस्तावित उत्तरी बिहार गंगा ताप विद्युत केन्द्र डलखोला के स्थान पर कटिहार में होना चाहिए ।

(ग) शिष्टमण्डल को सूचित किया गया कि उत्तरी बिहार में विद्युत की अत्यन्त कमी को ध्यान में रखते हुए राज्य सरकार द्वारा कटिहार में एक और विद्युत केन्द्र का प्रस्ताव किया जा सकता है ।

हिण्डालको को अग्रिक बिजली की सप्लाई

189. श्री रामाक्षतर शर्मा ।

श्री उद्योगितालय बलु :

क्या रिचार्ज और विद्युत मंत्री यह बताने की कृपा करेंगे कि

(क) क्या उत्तर प्रदेश में बिजली की अत्याधिक कमी के कारण बहुत से उद्योगों को मिलने वाली बिजली में कमी कर दी गई है ,

(ख) यदि हा, तो क्या इस अत्याधिक कमी के बावजूद राज्य सरकार ने बिडलाओ द्वारा संचालित "हिण्डालको" को अग्रिक बिजली सप्लाई करने का निर्णय लिया है,

(ग) यदि हा, तो इसके क्या कारण हैं, और

(घ) इस बारे में केन्द्रीय सरकार की क्या प्रतिक्रिया है ?

रिचार्ज और विद्युत मंत्रालय में उद्योगितालय (श्री रामाक्षतर शर्मा) : (क) जी, हा ।

(ख) सरकार ने कमी की अवधि के दौरान हिण्डालको को कोई अतिरिक्त बिजली सप्लाई करने का निर्णय नहीं लिया है ।

(ग) और (घ) प्रश्न नहीं उठता ।

Withdrawal of two Boxes from the Office of Railway Service Commission at Khagaul (Danapur)

190 SHRI RAMAVATAR SHASTRI
Will the Minister of RAILWAYS be pleased to state

(a) whether Branch Offices of the Railway Service Commission of Calcutta and Allahabad at Khagaul (Danapur) used to keep two Boxes for receiving applications in response to advertisement and conduct mass examinations at places nearest to candidates' residences,

(b) whether recently these two boxes have been withdrawn and the candidates have been asked to sit in mass examination at far off places causing much inconvenience and high expenditure; and

(c) if so, whether Government propose to order reverting to old practice and thus give relief to the unemployed youths and if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD SHAFI QURESHI) (a) and (b) The boxes meant for receiving applications from candidates have not been withdrawn As regards conduct of examinations, the examination centres are located at convenient places to the extent practicable

(c) Does not arise

Breaking into the President's Saloon
Parked at New Delhi Station

191. SHRI GIRIDHAR GOMANGO:
Will the Minister of RAILWAYS be pleased to state:

(a) whether an attempt was made by some miscreants on the 11th January, 1973

to break into the President's saloon parked at the New Delhi Railway Station,

(b) if so, whether they have been arrested and

(c) the outcome of the enquiry held in the matter?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD SHAFI QURESHI) (a) Yes

(b) None so far

(c) The case is under Police investigation

Funds for Implementation of Power Development Schemes in Bihar for Fifth Plan

192 SHRI GIRIDHAR GOMANGO
SHRI RAM SANKHAR PRASAD
SINGH

Will the Minister of IRRIGATION AND POWER be pleased to state

(a) whether Bihar State Government have informed the Central Government that there is a slow progress of power development schemes for rural electrification and energisation of tube wells and pump sets in South Bihar due to the shortage of funds, and

(b) whether they have asked for allotment of more funds to the State in the Fifth Five Year Plan so that these schemes could be implemented?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VARMAN) (a) The approved Fourth Plan provision for rural electrification for Bihar is Rs 36 crores and during the first three years of the Plan, the expenditure incurred by the State Government is Rs 13.03 crores. In addition, the Bihar Electricity Board has been financing rural electrification programme from other sources outside State Plan viz., Rural Electrification Corporation and Agricultural Finance Corporation. The Government of Bihar had also submitted a Crash programme for energisation of additional 17,000 pumpsets during 1972-73. The Department of Agriculture

has sanctioned additional funds to the State Government for implementation of this programme under the Emergency Agricultural Production Programme

The Rural Electrification Corporation has so far sanctioned 27 rural electrification schemes of Bihar involving a loan assistance of Rs 1571.54 lakhs

(b) The Fifth Five Year Plan is still under formulation and is yet to be finalised

Energisation of Tube Wells and Pump Sets in Orissa

193 SHRI GIRIDHAR GOMANGO
Will the Minister of IRRIGATION AND POWER be pleased to state

(a) whether Orissa Government have put forward certain schemes in regard to the electrification and energisation of tube wells and pump sets in the rural areas of the State,

(b) if so the main features thereof, and

(c) the assistance Government propose to give to the State in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VARMAN) (a) to (c) Additive finances are provided by the Central Government through the Rural Electrification Corporation for rural electrification schemes of State Electricity Boards. So far the Corporation has sanctioned 24 schemes of Orissa envisaging loan assistance of Rs 1122.947 lakhs for electrification of 2091 villages, energisation of 22,601 pumpsets/tubewells and power supply to 3,592 small scale and agro industries. Of these 24 schemes, 12 relate to backward areas and 4 schemes relate to Special transmission lines

Report of the Bureau of Industrial Costs and Prices on some Bulk Drugs

194. SHRI K. SURYANARAYANA: Will the Minister of PETROLEUM AND CHEMICALS be pleased to refer to the reply given to Unstarred Question No. 372 on the 14th November, 1972 and state;

(a) whether the Report of the Bureau of Industrial Costs and Prices, on some Bulk Drug Prices has since been considered by Government;

(b) if so, its broad recommendations and the particulars of drugs dealt with by it; and

(c) Government's reaction thereto?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH) (a) and (c). The report is still under consideration of Government.

Amount remitted by Foreign Companies dealing in the Manufacture of Drug

195. SHRI K. SURYANARAYANA: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state the amounts remitted as profits and dividends abroad by the following foreign Companies dealing in the manufacture of drugs and cosmetics during the three years ending 1971-72; (i) Merck Sharp & Dohme Ltd. (ii) Glaxo; (iii) Pfizer; (iv) Hoechst and (v) other companies having a foreign equity capital of 40 per cent and more

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH) The information is being collected and will be laid on the Table of the House.

Manufacturing of 'CRT' Wagon in Public and Private Sectors

196. SHRI D. P. JADEJA: SHRI CEKARIA:

Will the Minister of RAILWAYS be pleased to state:

(a) whether a new type of wagon called C.R.T., is being manufactured in India;

(b) the name of the public and private sectors in which such wagons are manufactured; and

(c) the number of wagons proposed to be manufactured for broad gauge and metre gauge?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. QURESHI): (a) Yes 'CRT' is an improved design of four wheeled covered Broad Gauge Wagon.

(b) Names of Railway Workshops and Wagon Builders in the Private Sector on whom orders for manufacture of 'CRT' wagons have been placed are as under—

(i) RAILWAY WORKSHOPS.

Golden Rock Workshops (Southern Railway) Tiruchirappalli.

(ii) PRIVATE SECTOR.

(a) M/s. Braithwaite, Calcutta

(b) M/s. Bridge and Roof, Calcutta.

(c) M/s. Britania Engg. Company Mokameh.

(d) M/s. Cimco., Bharatpur.

(e) M/s. Hindustan General Industries Limited, Nangloi, Delhi

(f) M/s. Indian Standard Wagon Company Limited, Howrah.

(g) M/s. Modern Industries, Sahibabad, Ghaziabad.

(h) M/s. Texmaco, Calcutta, Madras.

(i) M/s. Southern Structural, Madras.

(c) Number of 'CRT' wagons programmed for manufacture in the 1972-73 wagon building programme is 13,536 Nos. Since CRT is a broad gauge wagon, this question does not apply as far as metre gauge is concerned.

Amount for Railway Welfare Plans during 1971-72 and 1972-73

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

(a) the amount sanctioned for Railway Welfare plans during 1971-72 and 1972-73, Zone-wise; and

(b) the amount spent during that period Zone-wise?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) and (b). Information is being collected and will be placed on the Table of the Sabha.

Demand for Increase in Crude Price by Foreign Oil Company

199. SHRI DINEN BHATTACHARYA:

SHRI K. LAKKAPPA:

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether the foreign oil companies have again asked for an increase in the price of crude they import.

(b) if so, what is the increase now demanded; and

(c) whether Government have taken any decision in the matter?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH): (a) Yes, Sir.

(b) \$0.233 per barrel by Burmah-shell and Caltex and \$0.178 by Esso.

(c) The matter is under examination and in the meantime Government are releasing foreign exchange for import of crude on an *ad hoc* basis.

Seminar on Petroleum Refining (January, 1973)

200. SHRI SHASHI BHUSHAN:
SHRI MUKHTIAR SINGH
MALIK:

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state.

(a) whether a U.N. Seminar on Petroleum Refining has been held in Delhi recently; and

(b) the number of countries from where delegates participated in the subjects discussed and the outcome thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH):

(a) Yes, Sir.

(b) A statement explaining the position is enclosed.

Statement

Participants from 27 developing countries attended the Inter-regional Seminar on Petroleum Refining in Developing countries held in New Delhi from 22nd January to 31st January, 1973. The Seminar was organised by the United Nations on an invitation extended by the Government of India. In addition to the 27 participants from developing countries, 35 experts from oil-surplus and oil-deficit, both developed and developing countries also contributed papers on the agenda topics of the Seminar.

2. Among the important subjects discussed in the Seminar were demand and supply of petroleum, investment requirements in financing the petroleum refineries delivered cost of crude oil, long range planning for refining and distribution, technical, economic and environmental aspects of petroleum refining, role of the public sector, inter-country cooperation in the field of petroleum and refinery agreements.

3. The main suggestions which emerged from the Seminar were the setting up of an Information Bureau for collection, compilation and dissemination of information on all aspects of the oil industry to serve the developing countries; developing suitable mechanisms to encourage regional and sub-regional cooperation among developing countries to ensure crude oil supplies; bilateral and multi-lateral cooperation between producing and consuming countries leading towards mutually acceptable terms for steady supplies of oil at reasonable prices; upstream integration etc. It was also suggested that the UN may provide assistance to developing countries for technical assistance and training of personnel advising them the role of and possibilities of using international financial institutions to finance oil, natural gas and related sectors, drafting of agreements, legal matters, project evaluation etc.

12 hrs.

RE. MOTIONS FOR ADJOURNMENT
(Procedure)

MR. SPEAKER: Now we take up call attention....

श्री छदल बिहारी ब. जयेशी (ग्वालियर) : मैं एक व्यवस्था का प्रश्न उठाना चाहता हूँ। नियमों के अनुसार पहले कामरोको प्रस्ताव प्राना चाहिये और बाद में ध्यानाकर्षण प्रस्ताव।

अध्यक्ष महोदय डायरेक्शन आफ स्पीकर कई बार इस सिलसिले में हो चुका है। हर बार आप इस प्रश्न को कैसे ले आते हैं।

श्री छदल बिहारी ब. जयेशी : नियमों में कोई कमी हो तो उसको आप पूरा कर सकते हैं। लेकिन आपके निर्देश किसी नियम को रद्द नहीं कर सकते हैं। नियम बिल्कुल स्पष्ट हैं।

"The speaker, if he gives consent under rule 56 and holds that the matter proposed to be discussed is in order, shall, after the questions and before the list of business is entered upon "

MR. SPEAKER: This has been the procedure followed (Interruptions)

SHRI INDRAJIT GUPTA (Aizpore): On previous occasions also the matter had come up. We had asked you—and as far as I can recall, you had agreed to reconsider—whether the Directions of Speaker could override the Rules of Procedure. Please consider again and look into it. The matter is going on from Session to Session and Adjournment Motions are being pushed back. (Interruptions)

MR. SPEAKER: This is the procedure that has been followed for years. (Interruptions)

SHRI JYOTIRMOY BOSU (Diamond Harbour): The Andhra Pradesh. (Interruptions) Police repression and CRP terror, arson and looting and killing people and a reign of terror has been let loose. (Interruptions)

SHRI PILOO MODY (Godhra): This is Indian barbarity on Indians.

SHRI S. M. BANERJEE (Kanpur): We have tabled an adjournment motion. We want to know what happened to that.

MR. SPEAKER: Unless all of you sit down, I would not be able to. . . (Interruptions)

PROF. MADHU DANDAVATE (Rajapur): I want to make a submission.

MR. SPEAKER: Regarding the procedure?

PROF. MADHU DANDAVATE: Yes. I want to raise one important point. In the past whenever Member in this House submitted adjournment motions, you always said that matters which are of a continuing nature cannot be a matter for adjournment motion but if there is any matter of recent occurrence, in that case, that can be taken up. I have submitted an adjournment motion on the situation in Andhra in which I have made a specific reference to what happened in Andhra yesterday—the Andhra Bandh day—and news has appeared to-day.

MR. SPEAKER. Kindly sit down. You are not speaking on the procedure.

PROF. MADHU DANDAVATE: whether under the rules you have yourself laid down, I would be permitted to move the adjournment motion

MR. SPEAKER: May I tell the hon. Members that so far as this call attention is concerned, this was also a subject matter of an adjournment motion but this has been admitted as a call attention motion.

So far as adjournment motions are concerned, I have made it very clear that ample opportunities will be available for discussion. Normally, during the Budget discussion, we do not allow adjournment motions. We have been following it in the past. . . . (Interruptions). I am sorry I cannot allow it.

PROF. MADHU DANDAVATE: The situation is so abnormal that the Prime Minister says 'I am prepared to resign if that can help the situation'.

श्री अटल बिहारी वाजपेयी : अभी आंध्र का भसला आपके सामने आया है। उसके अलावा मैंने हरियाणा के अध्यापकों के बारे में एक एडजर्नमेंट मोशन दिया है। कल एक हजार हरियाणा के अध्यापक गिरफ्तार किए गए। उन्हें जेल में रखा गया। जेल में खुने में सोने के लिए उन्हें मजबूर किया गया, उन्हें रात भर खाना नहीं दिया गया। वे दिल्ली में गिरफ्तार हुए हैं। मैं हरियाणा का मामला नहीं उठा रहा हूँ। उनकी गिरफ्तारी राजधानी में की गई, बिना किसी उत्तेजना के की गई। जेल में उनके साथ दुर्व्यवहार किया गया। हरियाणा का मामला या आंध्र का मामला अगर एडजर्नमेंट मोशन के रूप में नहीं आया तो किस रूप में आया

MR. SPEAKER: I am sorry I cannot allow.... (Interruptions)

PROF. MADHU DANAVATE: Even if you take it up after call attention, we have no objection.

SHRI INDRAJIT GUPTA: What is your ruling regarding the point I raised?

MR. SPEAKER: I will put it up before the Rules Committee.

SHRI INDRAJIT GUPTA: Otherwise, it will happen everyday.

SHRI DINEN BHATTACHARYYA (Serampore): I have given Adjournment Motion on the same issue. You have admitted Calling Attention only. We will have no opportunity to censure or condemn the Government.

MR. SPEAKER: You will have ample opportunities while discussing the President's Address and while considering the various Demands for Grants.

आप को प्रैजिडेंट के एड्रेस, बजट और मुन्नालिंग डिमांड्स पर डिस्कशन के वक्त इस का मौका मिलेगा

SHRI SHYAMNANDAN MISHRA (Begusari): The limited problem just now is whether the Calling Attention Motion

should precede the Adjournment Motion and your pleasure is....

अध्यक्ष महोदय : अगर आप की ख्वाहिश है कि एडजर्नमेंट मोशन को पहले लिया जाये, तो मैं इस बारे में रूलज कमेटी से सलाह करूंगा।

श्री श्यामनन्दन मिश्र : एडजर्नमेंट मोशन को बाद में एक मुश्किल तो यह होगी कि कई बार कॉलिंग एटेंशन नोटिस बहुत देर तक चलता है, इसलिए एडजर्नमेंट मोशन के लिए थोड़ा समय तीन-चार घंटे रह जायेगा, और दूसरे, इस तरह इस की अरजेंन्सी की भावना खत्म हो जायेगी।

SHRI S. M. BANERJEE: Under the rules, Adjournment Motion should be admitted today.

SHRI A. K. GOPALAN (Palghat): Sir, is there no difference between an Adjournment Motion and a Speech in Parliament? Adjournment Motion has got another purpose. Speeches have got another purpose. In a speech you can say so many things but an adjournment motion is quite different from a speech and speaking on any issue. Is there no difference, Sir? I just want to know that, because, if so, there is no question of an adjournment motion at all; you have to say, you speak whatever you want, whenever opportunities come..

MR. SPEAKER: I have examined that. I am sorry. I am not allowing it.

SHRI SHYAMNANDAN MISHRA: The Chair has to note the unanimous demand of the opposition that the adjournment motion should be taken up before the Calling Attention Motion.

MR. SPEAKER: I had consulted all of you in regard to the Calling Attention and then put it in the order paper.

Now, calling Attention.

SHRI JYOTIRMOY BOSU: What is your decision about our Adjournment Motion on the Andhra issue?

MR. SPEAKER: I am not allowing it. It is a continuing matter. You will have ample opportunity....

SHRI JYOTIRMOY BOSU: Why, Sir?

MR. SPEAKER: You will have ample opportunity during the discussion on the President's Address. The President has made a reference to it in his Address and you will have the fullest scope for discussion. I am sorry, I am not allowing it now.

PROF. MADHU DANDAVATE: You are on record as having said that a continuing matter cannot be raised. When Mr. Banerjee got up in this House and raised the question about the rising prices, you said, it cannot be a matter, but when he raised the issue of vanaspathi prices on the previous day, you admitted the Adjournment Motion. I had referred in my Adjournment Motion to what happened in Andhra yesterday. There was this Andhra Bandh yesterday, on the 19th. Reports have appeared in the Press today. Therefore, it is a recent incident. Therefore, under the rule, it must be admitted.

SHRI JYOTIRMOY BOSU: We want to know the rule by which you are enabled to discard the motion which we have given, an adjournment motion, on the Andhra issue. You must tell us specifically.

MR. SPEAKER: My ruling is that this is not a new matter. This has been referred to in the President's Address, and hon. Members are going to have many opportunities to discuss it.

SHRI SEZHIYAN (Kumbakonam): Is it your ruling that during the time of the budget discussion and during the time of the discussion on the Motion of Thanks

on the President's Address, no adjournment motion would be allowed to be discussed? I want to know whether you are going to give a ruling like that.

SHRI SHYAMNANDAN MISHRA: How can you give a ruling like that?

SHRI ATAL BIHARI VAJPAYEE: How can you give a ruling like that?

MR. SPEAKER: In the past, we have been following this practice. Full opportunities are available to hon. Members. During the budget discussion, they have opportunities; they have also opportunities available during the time of the discussion on the President's Address. If there are matters which cannot be discussed on the budget and on the Motion of Thanks on the President's Address, we can consider it. But in this case, the President has made a reference to it. This was the practice followed in the past.

SHRI JYOTIRMOY BOSU: I regret that you have not said anything on what Shri A. K. Gopalan has said.

श्री अटल बिहारी वाजपेयी : अध्यक्ष महोदय, क्या सब महत्वपूर्ण मामले बजट के लिए रुके रहेंगे ? अगर कल कोई ऐसी घटना हो जाये, जिस पर तुरन्त विचार आवश्यक हो, तो क्या आप कहेंगे कि उस पर विचार नहीं होगा, क्योंकि बजट आ रहा है? मैंने श्री हरियाणा के अध्यापकों का मामला उठाया है। उस का प्रैजिडेंट के एड्रेस या बजट से कोई सम्बन्ध नहीं है।

(ध्यवधान)

MR. SPEAKER: I cannot admit it like that. (Interruptions) I am not listening to anybody.

SHRI S. A. SHAMIM (Srinagar): I have read Shakhder and Kaul's book on parliamentary procedure, and in regard to adjournment motions, nowhere does the budget session come in....(Interruptions)

MR. SPEAKER: I have said already that a number of opportunities are available to hon. Members.

PROF. MADHU DANDAVATE: Kindly tell us whether the matter is not so serious as to warrant an adjournment motion.....

MR. SPEAKER: I have said that I am not accepting it. (*Interruptions*).

SHRI S. M. BANERJEE: Kindly proceed with your call attention motion (*Interruptions*).

SHRI JYOTIRMOY BOSU: Kindly call a meeting of the Business Advisory Committee this afternoon. There are several matters to be discussed there. We have tabled several adjournment motions. The Government needs to be censured.

MR. SPEAKER: There are a number of occasions coming for that.

श्री अटल बिहारी वाजपेयी : अध्यक्ष महोदय, मैंने एक प्वाइंट ऑफ आर्डर रेज किया था उस का तो आप ने कोई निर्णय नहीं दिया ।

MR. SPEAKER: When opportunities are coming, there is no need to give consent to it.

मैंने उस को एक्सेप्ट नहीं किया ।

श्री अटल बिहारी वाजपेयी : अगर सदन के नियमों में और डायरेक्शंस में कोई अंतर हो तो नियम माने जाएंगे या डायरेक्शंस माने जाएंगे ?

अध्यक्ष महोदय : वह देख लेंगे ।

श्री अटल बिहारी वाजपेयी कब देखेंगे ?

अध्यक्ष महोदय उस को देखेंगे कि नियम ठीक हैं या डायरेक्शंस ठीक हैं ।

SHRI DINEN BHATTACHARYYA: What is your ruling regarding the adjournment motion which I had given notice of relating to this very matter raised in the call attention notice? Why are you not admitting it?

MR. SPEAKER: Order, order. If the intention is to bring the matter to the notice of Government, the call attention motion is all right. But if you want to censure the Government, there are opportunities coming. You can do so at that time. (*Interruptions*.) We have been following it in the past.

SHRI PILOO MODY: You have been following it; we have not been.

SHRI FRANK ANTHONY (Nominated—Anglo-Indians): On a point of order.

SHRI S. M. BANERJEE: Kindly hear my point of order first.

SHRI FRANK ANTHONY: If I may formulate, with great respect, a point of order, I am not in any way criticising your decision. The discretion is yours. But may I suggest that it is a discretion which has to be exercised at least in a quasi-judicial, if not entirely judicial, manner? What I am concerned with is the implication of your decision. As I see it, it falls into two parts. First, there was a suggestion that if there is a call attention notice, then it almost *ipso facto* supersedes the adjournment motion. That would denude...

MR. SPEAKER: No, no.

SHRI FRANK ANTHONY: That is how I have understand it. The other aspect was this. Merely because you can have an opportunity of discussing a subject either during the discussion of the President's Address or during the budget discussions, irrespective of the gravity of the situation, it is barred. A State may declare war on the Centre. You will say 'You can discuss it during the other occasions coming. That means in affect that you are denuding of all content and rendering completely nugatory the provision for an adjournment motion, merely because there are bound to be other occasions for discussing it. That is the serious implication of it.

SHRI R. S. PANDEY (Raj Nandgaon): On a point or order. The

[Shri R. S. Pandey]
question is different. Your direction is very clear. You said that since the matter has been referred to by the President in his Address, we have got ample opportunity to discuss it. Now the heavens are not going to fall if we wait till that discussion comes up (*Interruptions*).

MR. SPEAKER: Please sit down. If there is a matter to be brought to the notice of the House, then calling attention motion is all right. But if you want to censure Government, it can come in other ways. There are a number of ways. These matters which are referred to as matters over which you can have a full discussion in the House, they are matters for which opportunities are available for discussion, matters to which the President made a specific reference in his Address. I do not think there can be any justification for asking for more opportunities. These can be discussed when the discussion on the President's Address is taken up.

SHRI PILOO MODY: I have with me here a list of 139 atrocities committed by the CRP and the police in Andhra in which they have slaughtered, murdered, looted, and so on. Each one of them has been documented and substantiated, and yet you say that this matter is not grave enough for us to discuss now because the President has made some speech somewhere. Because the family planning demands are coming up next week, and because there is going to be a budget that is going to be discussed, this matter cannot be allowed. Is that your decision?

MR. SPEAKER: I do not see any reason for having two discussions on one matter, once now and again on the President's Address. I am sorry. (*Interruptions*).

SHRI PILOO MODY: Family planning and Andhra should go together? What are you suggesting? When we are discussing family planning, we should discuss Andhra! Is that what you are suggesting?

SHRI SEZHIYAN: rose—(*Interruptions*).

MR. SPEAKER: You had this discussion for a number of times in the House. The matter is continuing. It is not very recent.

SHRI PILOO MODY: The CRP is carrying on atrocities in Andhra Pradesh at the moment.

SHRI SEZHIYAN: In the *Rules of Procedure*, rule 58 lays down the situations under which adjournment motions can be moved. In rule 58, nowhere has it been mentioned that if there is ample opportunity for a subject, it cannot be raised here through an adjournment motion. On the other hand, if you take sub-rule (v) it only says that "the motion shall not revive discussion on a matter which has been discussed in the same session." Of course, it cannot be allowed in the same session. But this is a different session. Later on, when we give notice of an adjournment motion, will you say, "this question has already been discussed and therefore, it cannot be allowed"? This is a new session. (*Interruptions*).

MR. SPEAKER: This is a continuing matter about which the President has mentioned. It is not very recent. It is continuing. If the matter is a continuing one, it is not a subject-matter for an adjournment motion. Over a continuing matter, you cannot raise an adjournment motion.

SHRI SEZHIYAN: It is not a question of providing an opportunity.

SHRI PILOO MODY: The matter is that Mrs. Gandhi does not want a discussion.

MR. SPEAKER: No, no.

SHRI SEZHIYAN: It is not a question of having ample opportunities. Ample opportunities can be found in many ways, such as under rule 193, No-Day-Yet-Named Motions, etc. Under them, opportunities can be found. But this is about the adjournment motion, which is against the Government.

MR. SPEAKER: At the time of voting of the demands for grants, voting of the budget demands, it can be raised.

SHRI SHYAMNANDAN MISHRA: Sir, I have been trying to rise on a point of order for quite some time. My point of order is this: it may be that at this point of time we have got our judgment, the parliamentary judgment; that tomorrow the situation can take such a serious turn that there can be an upheaval which cannot be controlled by the Central Government or by any authority whatsoever. Is there no time element in this?

MR. SPEAKER: So far as the time element is concerned, I have given my ruling.

SHRI SHYAMNANDAN MISHRA: Can there be no parliamentary concern about the human bloodshed? I ask you. You want us to discuss all this after three or four days. This is our judgment here and now, that so much human blood is being spilt so much national property is being destroyed, there is so much disorganisation, that it must be considered now. How much more people would like to die and state to be soaked in blood like this? This is an important question for us to consider. We cannot see why this matter should be treated like this. We are Member of Parliament and we have got certain duties to perform. *(Interruptions)*. Can the Chair take upon itself the responsibility for the spilling of so much human blood or the destruction of national property in the present situation? My point of order is this.

MR. SPEAKER: There is no question of myself being responsible, or anybody else.

SHRI SHYAMNANDAN MISHRA: This is going to be the situation; this is our judgment.

MR. SPEAKER: I do not know who is responsible for such things.

SHRI SAMAR GUHA (Contai): Sir, this point of order arises out of your observation. You have made an observation which impinges upon the rights and privileges of the Members of this House. In your observation, you have said that it

is not the practice, or it is not the desire or the intention, that we should not have adjournment motions, but the reason that you have given for not allowing the adjournment motion there will be large scope for censuring the Government, if censuring the Government is the specific object of the adjournment motion. The specific object of the adjournment motion is, as you know as the Speaker...

MR. SPEAKER: I would not have denied it....

SHRI SAMAR GUHA: I am yet to finish.

MR. SPEAKER: If you had given a specific no-confidence motion, I would not have denied it. *(Interruptions)*.

SHRI SAMAR GUHA: The matter should be urgent. The matter should not be of a continuous nature. In the budget session, we will be discussing all subjects—subjects which are of a general nature and subjects which will be of a continuing nature.

MR. SPEAKER: This is a continuing matter.

SHRI SAMAR GUHA: If we accept this ruling, if we accept this as your ruling, it will curtail our rights and privileges; not only the rights and privileges, but it will deprive us from raising serious issues that may suddenly crop up in the country. Take for instance, the wages of workers, the Haryana teachers' strike...

MR. SPEAKER: How can the Haryana teachers' question come in here?

SHRI SAMAR GUHA: I want to make a final observation... *(Interruptions)*.

MR. SPEAKER: If it is law and order situation, you can have it discussed at the time of the President's Address.

SHRI SAMAR GUHA: If that is your ruling, all of us are of the opinion that it is in contravention of the prescribed rules of conduct of this House.

MR. SPEAKER: I have already given my ruling.

SHRI PILOO MODY: You adjourn the Lok Sabha and go to Andhra and find out for yourself what is happening... (*Interruptions*).

MR. SPEAKER: What is going on, I fail to understand.

PROF. MADHU DANDAVATE: Is it your ruling that henceforward whatever the Budget discussion is there, no adjournment motion would be admitted? It is in contravention of the rules.

MR. SPEAKER: The ruling is if the matter is continuous, and opportunity for discussion is available during the Budget, you will have many opportunities available—I do not admit it... (*Interruptions*)

SHRI A. K. GOPALAN: That means there is no scope for any adjournment motion, and against this decision we walk out.

(*Shri A. K. Gopalan and some other hon. Members then left the House*)

श्री अटल बिहारी वाजपेयी . अध्यक्ष
महोदय, एक बात साफ़ ही जानी चाहिए। आप ने आन्ध्र के बारे में जो फैसला दिया है—आप का कहना है कि काम रोकने प्रस्ताव नहीं आ सकता—क्या यह आप का निर्णय है? क्या यह बजट अधिवेशन में आनेवाले अन्य सवालो पर भी लागू होगा ?

SHRI INDRAJIT GUPTA: Have you given a general ruling that during the budget session, no adjournment motion will be admitted? Why do you not clarify the point?

MR. SPEAKER: If the matter is continuous and opportunity for discussion will be available, it will not be admitted... (*Interruptions*). I am very clear about my ruling. If an opportunity for discussion will be available at the same time, an opportunity for censure will be available, there is no question of adjournment motion.

SHRI PILOO MODY: We are walking out in protest against the Speaker's ruling.

SHRI INDRAJIT GUPTA: That means during the budget discussions, no adjournment motion will be admitted?

MR. SPEAKER: If it is a continuous matter for which an opportunity is available over which a censure opportunity will be available, there is no need for any adjournment motion.

SHRI SHYAMNANDAN MISHRA: This is the most dangerous ruling from the Chair and we shall have to take a stand against the ruling of the Chair. (*Interruptions*)

SHRI INDRAJIT GUPTA: With due respect to you, I must say that you are not clarifying even now the actual implications of the ruling which you have given, and thereby you are creating an unnecessary difficulty for the opposition. You are within your rights to judge a particular issue which is being sought to be pressed for an adjournment motion, whether it is a continuing matter or not, whether it is a matter on which other opportunities are available to censure the Government or not, etc. Nobody is questioning that right. But are you issuing a blanket ruling that during budget session no adjournment motion will be admitted simply because it is a budget session?

MR. SPEAKER: My ruling is, a matter over which ample opportunities will be available for discussion and for censuring the Government, will not be allowed. In my opinion, there will be opportunities available during the discussion on the President's Address and on the Demands for Grants.

SHRI INDRAJIT GUPTA: This applies to all matters?

MR. SPEAKER: All. That is why during such time, this innovation of calling attention was brought in. But if the matter is not continuous and if there will be no opportunity for discussing it during the budget session, in such cases there can be an adjournment motion. But in all these matters, opportunities are available.

The President has made a reference to Andhra in his Address and you will have ample opportunity.

श्री भोगेंद्र झा (जयपुर) आज के विषय पर आपने रूलिंग दी हो तो वह एक बात है लेकिन यदि पूरे सत्र के लिए एक आम रूलिंग आप देना चाहते हैं तो मेरा आग्रह है इसका रूल्स कमेटी के लिए स्थगित कर दिया जाये।

MR. SPEAKER: There is no question of bringing it to the Rules Committee. My ruling is that in respect of matters for which opportunities will be available during the budget session, there can be no adjournment motion. But an exception can be made only in respect of matters which cannot be discussed during the budget session. On all these matters that were raised today, the opportunities are available to discuss these matters during the budget session. I am only following the precedent set up by the distinguished predecessors of mine. I am not introducing any new practice. The practice that was followed by my distinguished predecessors is being followed by me.

SHRI P. G. MAVALANKAR (Ahmedabad): May I submit one thing? When the Opposition wants criticise a certain specific occurrence which is of an urgent and definite nature, should not the House have an opportunity of discussing it during the budget session? An adjournment motion is a very potent weapon in the hands of Opposition to censure the Government. If we are to be deprived of this weapon throughout the budget session, what are we to do? I would request you to kindly refer this matter to the Rules Committee. I earnestly appeal to you to see that the using of this weapon by the Opposition in the form of an adjournment motion is not got rid of by this ruling.

MR. SPEAKER: There is no question of referring it to the Rules Committee.

SHRI P. G. MAVALANKAR: You are denying us this right... (Interruptions).

MR. SPEAKER: No question of denying.

SHRI BHOGENDRA JHA: If you are making a general ruling, you kindly postpone it and refer the matter to the Rules Committee.

MR. SPEAKER: No question of general ruling. The Calling Attention Notice—Shri S. M. Banerjee.

SHRI S. M. BANERJEE: May I in all humility submit one thing? Fortunately, the Calling Attention is in my name. But the question is when we give notice of an adjournment motion on the price-rise which may be a continuing matter, no member, even of the ruling party, will challenge our statement that the line between hunger and anger is becoming thinner and thinner. This time, even when the President was addressing the Members of both Houses of Parliament, there was no jubilation—it was a dignified condolence meeting—they could not thump the tables; they could not applaud the President. It is under those conditions that we gave notice of an adjournment motion. Otherwise, we could have tabled a different motion.

MR. SPEAKER: Now, he may come to the Calling Attention Notice.

12.42 hrs.

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE DELAY IN SUBMISSION OF PAY COMMISSION'S REPORT

SHRI S. M. BANERJEE (Kanpur): I call the attention of the Minister of Finance to the following matter of urgent public importance and I request that he may make a statement thereon:

“The inordinate ‘delay in submission of Pay Commission’ Report causing discontent among Central Government employees and Defence personnel.”

THE MINISTER OF FINANCE (SHRI YESHWANTRAO CHAVAN): Members will recall that, in statement made in the House on 22nd December, 1972, we had informed the

(Shri Yeswantrao Chavan.)

House that the Pay Commission had occasion to review the progress made by them in regard to the finalisation of their report and that some more time was needed by them for this purpose. The Government have been in touch with the Commission thereafter and, according to the available indications, the Report of the Commission is expected to be received before 31st March, 1973.

SHRI S. M. BANERJEE: Sir, I am rather disappointed to read the statement of the hon. Minister of Finance, Shri Y. B. Chavan. I happened to meet him along with the delegation of Central Government employees on 13th of this month and he gave the same reply. I do not know whether the Chairman of the Pay Commission who is sitting on the report for the last 2—3 years has given him any firm date. It will be expected that the Pay Commission will submit its report at least before the Budget session so that a provision could be made in the budget for payment of increased salary and allowances recommended by the Pay Commission. We now find that the Pay Commission is expected to submit its report before 31st March, 1973. That means, they may submit their report on 1st March or even on the 31st March. Then what will happen to those employees who have retired in 1971 and 1972. And what is the Government's decision to pay ad hoc relief to the Central Government employees in view of the fact that prices of all essential commodities have gone up beyond expectations? I would take this opportunity to condemn this Government for its failure on that account. Even today Government is voting and faltering to take a clear-cut decision about take-over of the wholesale trade in foodgrains. The prices of all commodities have gone up and no action has been taken by the Government except giving certain assurances either in this House or outside.

The First Pay Commission submitted its report in one year. The Second Pay Commission submitted its report in two years. The Third Pay Commission is not going to submit its report even in three

years. Whatever I am saying is factually correct.

It is not only the 28 lakhs of Central Government employees who are covered by the Pay Commission. There are also the Army, Navy and Air Force personnel. All of them are greatly agitated over this issue. Because they are Army personnel, they do not open their mouth.

The Pay Commission's report, I am told, is not yet ready. I have said in this House and I am repeating without imputing motives that until the Government provides an alternative job or gives an assurance about that, the Chairman of the Pay Commission is not going to submit the report. I say this in all humility, without imputing motives. I understand what unemployment means because I was myself unemployed once.

There is also a lurking fear in the minds of the government employees that the Pay Commission is going to reduce the retirement age limit from 58 to 55. All these apprehensions are there. Suppose the Pay Commission submits its report in the month of March, as scheduled let us say, 31st March 1973. The Government will have to consider the report. If the report is unanimous and if there is no minute of dissent given by any member, it may be comparatively easy. Then the report will have to be discussed with the staff side of the JCM for implementation. It will take time. Even if the report is unanimous, Government might take three to four months in implementing the report. What will happen in between? If you see the figures, already prices have gone up by 18 per cent, nobody can deny that. That report may be submitted by the Pay Commission in the month of March. But what we want is that Government should immediately sit with the employees and discuss. The hon. Minister has very kindly agreed to sit with the employees' representatives on the 31st March. But what I say is that Government should immediately sit with the representatives, of the employees' organisations, with the staff side, and decide about *ad hoc* relief. Somebody may demand Rs. 80, somebody may demand Rs. 100. Whatever may be the case, in order to instal confidence in

the employees, the representatives of the Confederation of Central Government employees, All India Defence Federations should be invited immediately and Mr. Chavan should sit with them and take a firm decision about *ad hoc* relief.

I am against any interim relief because again it will be referred to the Pay Commission and it may delay it. And what will be the interim relief? The first interim relief was Rs. 15, the second was Rs. 10 and the third was Rs. 7 and it may be Rs. 5 or Rs. 2 this time. So, we are not enamoured of interim relief.

The Government employees are very much agitated. Even yesterday, Mr. Vajpayee courted arrest and I congratulate him although I smelt politics in it... (Interruptions). Do you want to Central Government employees to start agitation throughout the country?.....

SHRI ATAL BIHARI VAJPAYEE (Gwalior): And that will not be politics?

SHRI S. M. BANERJEE: Politics is there. When the prices are going up and this Government is unable to hold the price-line, it is politics and the employees have got every right to indulge in politics and know the reason why. In what direction is this Government moving?

So, I want that immediately a meeting should be held with the representatives of the organised section of the Central Government employees and *ad hoc* relief should be declared here and now. Let us not wait for the Pay Commission's report to come. So my questions are:

Firstly, whether the Government will ask the Pay Commission once again to submit the report before the Budget is submitted on the 28th of this month so that provision can be made, and if they are unable to submit their report, then let the Government sit with the re-

presentatives of the employees and something should be decided bilaterally as to what should be the quantum of *ad hoc* relief which will take care of the erosion in their incomes and also meet the rise in prices of essential commodities

Secondly, I want to have it clear assurance from the hon Minister that the recommendations will be implemented retrospectively from the date the Pay Commission started functioning, to cover the cases of those personnel who have retired in 1971 and 1972 because these benefits must go to them also.

Thirdly, I want a clear assurance that the Government has no desire or proposal to reduce the age of retirement from 58 to 55 because it will be marrring the incentives of those who are working.

I would like the Minister to answer all these points:

SHRI YESHWANTRAO CHAVAN: The hon Member has expressed his concern about the difficulties of the Government servants. I would like to tell him that we are also equally concerned about the hardships and difficulties of the Government employees.

As far as the delay in the report of the Pay Commission is concerned, I can only assure him that we did make our efforts and the Pay Commission itself all efforts to complete the work in time, but, as you know, the terms of reference of the Pay Commission this time were wider than the terms of reference of the previous Pay Commission and, therefore, naturally, they have to examine a larger amount of material and data which was more complicated also. Therefore, they took some time and they could not submit the report before the end of December as we wanted them to do.

It will be much convenient also for us to have the report before the Budget but we have to take into consideration their difficulties also. Now the indication they

[Shri Yeswantrao Chavan] have given is that they have also set the time limit for the submission of the report by 31st March

It will not be unfair to the Chairman of the Pay Commission that probably he would not submit the report till a job was found for him. This is very unfair to talk about a very distinguished retired Judge. He is doing his best. Unfortunately he was not well. I can tell you he was not well for more than six weeks. He has had to undergo certain operation and therefore to that extent, he was either inactive. I did not want to mention this personal thing but as some references were made I mention this. The report I am sure will be submitted before the 31st of March. There is no question of giving any interim relief now.

SHRI S M BANERJEE *Ad hoc*

SHRI YESHWANTRAO CHAVAN
Interim is also equally an *ad hoc* thing

SHRI S M BANERJEE To be adjusted

SHRI YESHWANTRAO CHAVAN
There is no question of *ad hoc* because the report itself is expected within a few weeks. As a matter of fact after this Commission was appointed we have given three interim reliefs.

SHRI JYOTIRMOY BOSU (Diamond Harbour) Of what value?

SHRI YESHWANTRAO CHAVAN
Of whatever value, it is a fact that we have given these three interim reliefs to neutralise the rise in the index.

SHRI JYOTIRMOY BOSU To what extent?

SHRI YESHWANTRAO CHAVAN
Therefore, there is no question of giving any *ad hoc* relief as such.

SHRI S M BANERJEE I raised two points which he has not dealt with. One was I asked, whether the Commission will be asked or whether the Government will consider that this report will be applied retrospectively, to cover the cases of those who have retired in 1971-72. My other point was whether the age limit will not be reduced from 58 to 55.

SHRI YESWANTRAO CHAVAN

These are matters which can be considered only after we receive the Pay Commission's report. These are matters which the Pay Commission is going into and I cannot certainly anticipate the recommendations and express my opinion thereon.

SHRI S M BANERJEE Pay Commission has no hand in it. For retirement age Government can issue directive saying it should not be reduced. You do not know what is happening. Kindly meet the Government employees. They are on the verge of retirement. The person is aged 54. He is going to be retired tomorrow. I would request that some sort of

MR SPEAKER Don't enter into arguments.

SHRI S M BANERJEE If Government has no idea to do it, let him say so that Government has no idea. Or, should I take it that they are going to reduce the age?

AN HON MEMBER Silence

MR SPEAKER Shri Atal Bihari Vajpayee

श्री अटल बिहारी वाजपेयी (ग्वालियर)
अध्यक्ष जी, वित्त मंत्री महोदय ने इतना बड़े सवाल पर इतना छोटा सा बक्तव्य दिया है। (व्यवधान) मगर यह सुन्दरता का प्रदर्शन नहीं है, यह तो सरकार के पास कुछ कहने के लिये नहीं है इस का सबूत है। वित्त मंत्री महोदय ने कहा वे कमीशन और मध्यक समय चाहता है, और उन्होंने यह सकेत दिया है कि 31 मार्च तक अपनी रिपोर्ट ले आयेंगे। अध्यक्ष महोदय, वित्त मंत्री जी ने अपने भाषण के अन्त में 22 दिसम्बर के अपने बक्तव्य का उल्लेख किया है। और 22 दिसम्बर को भी उन्होंने यह कह था, मैं उद्धृत कर रहा हूँ।

The Commission recently had occasion to review the progress made. With a view to assessing the further time which may

be required by them to complete the remaining work and they think that a little more time would be necessary.

यह 22 डिसेंबर की बात है । और आज हम 20 फरवरी को एकट्ठा हुए हैं, जब यह मामला उठाना जा रहा है तभी यह कहा जा रहा है कि थोड़ा सा समय और चाहिये । मैं जानता हूँ कि कुछ व्यवितगत बात इस में हैं । लेकिन एक व्यापक संदेह कर्मचारियों के मन में व्याप्त है कि क्या यह सच है कि पे कमीशन सरकार से इस बीच में विचार विनिमय करता रहा है और किस तरह की सिफारिशें आना चाहिए इस के बारे में कोई अनौपचारिक रूप से चर्चा होती रही है । क्या यह सच है कि सरकार ने भी कुछ संकेत दिये हैं जैसे पे कमीशन ने संकेत दिये हैं ? और सरकार में जो लोग बैठे हैं और जो पे कमीशन के सदस्य के रूप में काम कर रहे हैं वह दोनों बुद्धिमान हैं, संकेतों की भाषा समझ सकते हैं, कोई लिख कर भेजने की आवश्यकता नहीं है । क्या देरी का यह कारण है ? और क्या वित्त मंत्री महोदय यह बता सकते हैं कि 31 मार्च को यह रिपोर्ट आयेगी तो उस रिपोर्ट के बारे में सरकार का रवैया क्या होगा ?

वित्त मंत्री महोदय यह कह कर अपनी जिम्मेदारी से नहीं बच सकते कि अभी कुछ हफ्ते बाकी हैं और हम कर्मचारियों को कोई एक मुश्त देना नहीं चाहते । उन्होंने कहा कि तीन बार अन्तरिम सहायता दी गयी । वह कर्मचारियों पर कोई एहसास नहीं था । आप की नीतियों की विफलता के कारण महंगाई बढ़ी और उस महंगाई के मुआवजे के रूप में कर्मचारियों को राहत दी गई । वह महंगाई आज भी बढ़ रही है । इस समय चीजों के दाम आसमान को छू रहे हैं । कल हजारों कर्मचारी नारे लगा रहे थे । आपको भी यह नारा सुन कर शक्तिद आनन्द आयेगा :

चार रुपये किलो दाल
रोटी खाओ मिर्च नाल

रोटी मिर्च के साथ खाओ क्योंकि दाल का दाम चार रुपये किलो है और दाल खरीदने की शक्ति छोटे कर्मचारियों में नहीं है । कर्मचारियों के धैर्य का बांध टूट रहा है । इस में राजनीति का प्रश्न नहीं है । अगर महंगाई बढ़ती है तो रुपये की कीमत घटती है और कर्मचारियों का जीवन स्तर नीचे जाता है, उनके परिवारों का बजट बिगड़ता है और उन में असन्तोष का फैलना स्वाभाविक है । क्या सरकार इस बात पर फिर से विचार नहीं करेगी कि 31 मार्च तक पे कमीशन की रिपोर्ट आने से पहले ही कर्मचारियों को कोई एक मुश्त राहत के रूप में रकम दी जाए जिसका बाद में पे कमीशन की रिपोर्ट आने के बाद मेल बिठाया जा सकता है । आप कहते हैं कि कुछ ही हफ्तों में रिपोर्ट आने वाली है । लेकिन सरकार के द्वारा इस पर निर्णय लिये जाने में कुछ सप्ताह नहीं हैं । रिपोर्ट आयेगी, फिर उस पर मंत्रिमंडल में विचार होगा, उस में कुछ समय लगेगा और इस तरह से कुछ हफ्ते और निकल सकते हैं । उस बीच में इस बात की भी सम्भावना नहीं है कि दामों का बढ़ना रुक जायेगा या कर्मचारियों की कठिनाइयां कुछ कम हो जायेंगी । मैं इस मौके का लाभ उठा कर वित्त मंत्री जी से अपील करना चाहता हूँ कि 31 मार्च तक पे कमीशन की रिपोर्ट आयेगी और उसके बाद सरकार द्वारा उस पर निर्णय लिये जाने में कुछ समय लगेगा इस वास्ते इस सवाल पर फिर एक बार मंत्रिमंडल में विचार करें कि क्या केन्द्रीय कर्मचारियों को एक मुश्त रकम के रूप में इस समय कुछ राहत दी जा सकती है या नहीं ? प्रधान मंत्री महोदय भी यहाँ मौजूद हैं । मैं चाहता हूँ कि कर्मचारियों के असन्तोष को ध्यान में रख कर और उनकी जो वास्तविक कठिनाइयां हैं उनके प्रकाश में अगर आप एक मुश्त राहत देने का फैसला करेंगे तो कर्मचारी 31 मार्च तक पे कमीशन की रिपोर्ट का इंतजार कर सकते हैं और बाद में उस पर निर्णय लिया जा सकता है ।

13.00 hrs.

SHRI YESHWANTRAO CHAVAN: As far as the last part of the question is concerned, I have already said that it is not the intention of Government to give any *ad hoc* relief, as the hon. Minister puts it....

SHRI S. M. BANERJEE: Supposing the Prime Minister asks him, he will do so?

SHRI YESHWANTRAO CHAVAN: Now, I am answering the question. When I said that we have three interim reliefs, it was not a mere obligation to anybody, but price rise was taking place and there was a commitment that if there was a rise of 10 points on the average price index, certainly that had to be taken into consideration, and on that basis, the relief was given.

The hon. Member has made certain aspersions, if I may say so, which are very typical, shall I say, of Shri Atal Bihari Vajpayee or of the Jan Sangh. He made a certain allegation as if there was some sort of dialogue going on directly or indirectly between the Pay Commission and the Government. It is completely unfair, and I repudiate that sort of suggestion.

SHRI ATAL BIHARI VAJPAYEE: Does he mean to say that there is no exchange of views?

SHRI YESHWANTRAO CHAVAN: As Government, there is no exchange of views at all. Naturally, people who are asked to go before the Commission to give their views and their evidence certainly do so. There is no question of any exchange of views or discussion or influencing the decisions of the Pay Commission.

SHRI R. S. PANDEY (Rajnandgaon): As understood by Shri Atal Bihari Vajpayee,

SHRI JYOTIRMOY BOSU: We believe all that he says.

SHRI K. LAKKAPPA (Tumkur): I do not subscribe to the views expressed by my hon. friend Shri Atal Bihari Vajpayee regarding the failure of the policy of my Government. But I would like to say that it is a fact that there is a growing tendency on the part of the employees who have been hard-hit as a result of the price rise during the last two and a half years, but most of the contribution for this price rise is due to the ganging up of the reactionary forces in this country which have created a situation where they want to scuttle the progressive politics of the Government, and at the same time, they play with the high business-houses who are holding the responsibility of hoarding foodgrains and essential commodities. I am very happy that our Government are taking steps to control and also take over foodgrains and other essential commodities. I hope and trust that Government will make a speedy attempt in this respect and thus hold the price line.

I would also request Government to look into the inordinate delay in announcing the recommendations of the Pay Commission. I would like to submit that something is going on and the officers are also causing certain delay in announcing this Pay Commission Report. This would create dissatisfaction among the employees and then the reactionary forces will again gang up to take advantage of the situation to mislead the employees. Therefore, I would like to ask whether Government is going to fix a firm date and take such steps as are necessary to relieve this tension among the employees.

I am very glad the hon. Minister has said that the proof of the terms of reference of the Pay Commission is very wide. In this context, I would like to ask whether the Commission is going to minimise the disparity—between the pay scales of the government employees and those of the employees of public undertakings.

SHRI YESHWANTRAO CHAVAN: As for the date, I have already indicated the last date. As to what exactly are the recommendations the Pay Commission are

going to make about employees and their relationship with the pay scales of the employees of the public undertakings, I do not know.

SHRI JYOTIRMOY BOSU: Do not divulge it.

SHRI YESHWANTRAO CHAVAN: There is no question of not divulging; I do not know.

As far as his other suggestions are concerned, certainly they are worth considering.

SHRI JYOTIRMOY BOSU: This Government and our colleague, Shri Chavan, certainly deserve congratulations on giving an 82-word statement on an issue which involves 50 lakh employees.

The Third Pay Commission was constituted on 23rd April, 1970. Since then it has been moving at a tortoise speed. It is going to be three years now, with a superannuated Chairman. He said he is not in fit health. But he is indispensable for them.

At that time, the then Minister, Shri Sethi, clearly stated that this is a live issue and it must be handled and finalised at the earliest opportunity—if Shri Chavan will read through these debates, he could find out for himself.

In the meantime, through the skilful manoeuvring of this Government and their pro-monopoly character, the country's economy has gone upside down. It is now evident that a man who works for a living either in an office or a factory is getting less remuneration compared to what he got before 1947 in terms of the rupee's purchasing power.

After the report is submitted, if they do by 31st March, Government will take about a year. I would like to ask why no interim report was submitted. In the Committee on Unemployment, we were trying to do the same thing more or less. We have given an interim report at the earliest opportunity. I would ask the hon.

Minister why the Pay Commission had not given an interim report.

SHRI S. M. BANERJEE: They have given.

SHRI JYOTIRMOY BOSU: Not that way.

Government took one year to consider the report of the Second Pay Commission. The Madhya Pradesh Government have not implemented or considered the report of the Pay Commission of their State, although one year has passed. Today we see in Kerala that the NGOs and teachers are fighting hard for the constitution of a Pay Commission. But 6,000 of them have been suspended and arrested.

Government must also show consideration for those who have gone on retirement after the constitution of the Pay Commission, that is, 23rd April 1970 when the Third Pay Commission came into existence.

When the Third Pay Commission was constituted, the cost of living index was 220 points. At the time of granting the third interim relief was 238.58, that is, on 12th September, 1972.

In the third interim report, they say:

“We stated in our Second Report (para 12.2) that should the prices continue to rise despite the various measures which the Government might take—

They are not taking any measure at all—

“a review might be called for when the Index average reached 238, this has now happened; the monthly index for July, 1972 (which became available to us in early September) having gone up to 249 the Index average reached 238.58....” etc.

Then, it did not take into consideration, at that point of time, the comparative wage structure and the wage awards of the people employed in doing similar jobs

(Shri Jyotirmoy Bose)

in the public sector as well as in the private sector. The Government talks frequently about the highly-paid managerial cadre people to be attracted to be public sector for Government employment. There, the job analysis and salary comparison is done with great attention. But when they come to the low paid employees, you certainly become the step mother.

Since the 12th September, 1972 the rise is much faster and the minimum itself per month has been five points, and this is due to the Government's pro-monopoly character. There has been no real attempt to check the prices.

The Reserve Bank bulletin clearly shows that for October 1972—collected up to 30th September, I presume—the price index was 254 points. Today to my mind it will be around 275. Mr. Gajendragadkar had clearly stated that when the rise is 10 points the employees will be entitled to a revision of their remuneration. The National Council of the J.C.M., on the 28th July 1972 demanded a minimum need based rise of Rs. 85. Its Chairman, the Cabinet Secretary of this Government, had assured that this will be implemented, but so far nothing has been done. The employees' real wages are completely upset through the wrong policies and the pro-monopoly character followed by this Government.

Here is a useful editorial written by the *Indian Express* which says:

"Under the Second Pay Commission's formula every 12-month average change of 10 points in the cost of living index calls for one-slab revision of DA for the employees."

The DA formula has been upheld by the Third Pay Commission as an interim arrangement pending the finalisation of its report."

It also says that the "Report of the Second Pay Commission had assumed that the price situation would remain broadly stable only fluctuating within a comparatively modest range." You see how wrong they were in reading this Government and its character.

To show how the real wage is going down, there is a useful report of the National Labour Commission which says in its Table showing the movement of money and real earnings of Class IV employees of Government Railways, 1949-50 to 1967-68, that the Index of Real Earnings per employee—Base 1949-100—from 127 in 1955-56, started declining, it was 115 in 1960-61 next year, it was 113. Then it came to 107 and in 1967-68, it was 101. How wonderful the Samajwadis are practising, the books reveal.

The State Government employees deserve attention. There is no doubt about that. We thought that in the Government of India there is one government which really administers the country. The Second Pay Commission has clearly stated that "Considering that different State Governments may attach different degrees of importance to the various social objectives, disparities should be regarded as a factor calling for restraint, but not one that would justify the denial to the Central Government employees of the minimum improvement in remuneration, which may otherwise appear to be fair and reasonable." This is what they have said.

Then there are temporary and casual workers about whom we are equally interested and we want Mr. Chavan to make a statement on that. What is the funniest thing is that behind your back, that is, the back of this Parliament, they have changed the terms of reference to this Commission. They have included the IAS and the ICS and the other Central Government employees' remuneration question which was not in the original terms of reference because this beloved steel-frame, who could be made to do all sorts of repression to cow down the political opponents, is very, very necessary. The All India Confederation of Central Government Officers' Associations' revolution clearly says that the Confederation is surprised that instead of going into the first causes for the reluctance of brilliant youngmen to enter into a services of marginal social value and negligible intellectual content, Government has permitted itself to be victimised by the spe-

scious reasoning of the ICS/IAS dominated Home Ministry. If you want, I can give it to Mr. Chavan; it will help him. I am asking Mr. Chavan: Are you withholding the interim award because if you do the final report will look to be insignificant. We apprehended the class composition of the Commission. It has a number of *status-quo* people, which is at the root of this delay and tortoise speed. We have an ex-judge Chairman. I do not want to talk about him. Mr. Banerjee has said something because he thought it fit; I only say that they are anxious to buy judges by promising jobs; that has been said before. The Indian Civil Service Secretary is British-tailored man; he is personally known to me; I have nothing against him. But we know the close character. You are expecting something to happen which can never happen. They cannot find a good economist, a good sociologist and a good trade union leader to man the committee, instead they imported people of their own choice.... (Interruptions) I am not talking about Das Gupta; I am talking about the Chairman and the Secretary and others. The entire committee should have been manned by economists, sociologists. You find bureaucrats, retired DIGs and judges, because they are your great patron-saints and protect you under all circumstances. There is no ethic, there is no principle; in 1966 against all fair principles you have arbitrarily increased the remuneration of secretary-class by Rs. 500. Why did you do that? Is that the samajwad you are trying to practise? I ask Mr. Chavan: you have given an assurance that the report will come here on 31-3-1973. Would you kindly tell us; what is the basis on which you have given this assurance and from what date you want to give effect to their recommendation?

SHRI YESHWANTRAO CHAVAN: I do not think I need add to what I have already said. He has merely raised some more arguments in favour of his thesis with which I have no quarrel; I need not quarrel. He talked about the class character of the Government, of the Pay Commission and the class character of every one of us here....

SHRI JOYTIRMOY BOSU: Not the Speaker you cannot cast aspersions on the Speaker. How do you say everyone here?

SHRI YESHWANTRAO CHAVAN:Excluding the Speaker. The point is this. It is an undeniable fact that prices are rising and it is having its impact on the life of the common man. When we talk about the prices, we cannot merely talk about a particular class of people; that also betrays class composition. We have to take into account the impact of prices on the entire population, employed and organised people as well as unemployed and unorganised people (Interruptions.) Basing on the rising prices as reflected in the average consumer prices index 12 monthly average, for the Government employees we have given three interim reliefs to which I made a reference. According to my information and advice—the average consumer price index in December at the present moment it will be difficult to work out because the date is not available—had reached about 245.

SHRI JYOTIRMOY BOSU: I do not say that you are misleading the House deliberately. On a point of order—this is the Reserve Bank bulletin; the Reserve Bank is not controlled by the CPM; it says that the consumer price index for industrial workers is 254.

SHRI YESHWANTRAO CHAVAN: I know that. It is 255 in December. I am talking about the 12 monthly average. I am referring to one set of statistics and you are referring to the other set of statistics.

SHRI JYOTIRMOY BOSU: You are referring to a convenient set of statistics.

SHRI YESHWANTRAO CHAVAN: I am referring to the set of statistics which we have accepted as the basis for consideration of relief and that is the 12 monthly average. (Interruption). Don't attribute motives. We are as sincere as anybody else about the welfare of the Government employees. We will have to wait for the report which, I am sure, will come by the end of March.

SHRI SAMAR GUHA (Contai): The brevity of the statement of the hon. Minister that has been made has been well acclaimed, characteristically of the Congress Party, on the ground that brevity is the best of a wit. But I want to remind the Government that the issue of Pay Commission is not an issue of 'wit'; it is basically the issue of bread. It has been said that according to "available indications" the report is expected to be received by the 31st March. Almost similar words were used by Mr. Ganesh, his junior, when he said that the according to available indications the report may be "made available" by the end of last year. On March 15, 1972, he said in the Parliament that the report will be available "in the shortest possible time, as the work of the commission was in the last lap." On 30th December, 1972, according to the *Indian Express* report, Mr. Ganesh said that the commission will submit its report by the middle of January, 1973. That is why we have some doubts not only about the reasons of brevity of the statement but also about the words, "available indications" because these are very flexible. Therefore, certainly the Government employees and public at large can have doubts whether really by the 31st March the report will be available to Government.

The Pay Commission's report is not merely inordinately delayed, but with all sense of responsibility, I would say, the report is not only delayed inordinately, but intriguingly delayed. Why do I say so? The Second Pay Commission took two years. The decision to appoint the third Pay Commission was announced on 21st August 1969. But actually it was appointed nine months after, i.e. on 23rd April 1970. So according to your information, it will almost take 3 years for the third Pay Commission to submit its report.

Then, there is another point. The report will be prepared and submitted to the Government. What will be the time required by the Government to consider the report of the Pay Commission?

AN HON. MEMBER: Nine months.

SHRI SAMAR GUHA: Whether nine months or even a year, I do not know. The Government will take to consider the recommendations made by the Pay Commission in their report. I do not know how much time they will take.

Why is this report being delayed so much? It is intriguing to many. Two reasons have been given by the Government. Neither the Government nor the Pay Commission has come out with adequate explanation for the inordinate delay in preparing or finalising the report of the Pay Commission. What are the two reasons given? Firstly, it is the sudden illness of the Chairman of the Pay Commission and, secondly, it is that the term of reference to the Third Pay Commission is wider than what it was in the case of the Second Pay Commission. Now, I do not want to be unfair to the Chairman of the Commission. The Pay Commission is not constituted of one man only. There are eminent economists and other members also in it. The Chairman is a retired judge. There are other eminent persons who are capable of dealing with facts, data and statistics that were submitted in the form of memoranda by various associations. They could consider them and discuss them among themselves. In the case of final decision only they need consult the Chairman. Therefore, the sudden illness of the Chairman cannot be accounted for such an inordinate delay.

About the wider term of reference to the Third Pay Commission, may be Defence personnel were not included in the term of reference to the Second Pay Commission and may be that the need-before minimum wage issue was not there before the Second Pay Commission. But even the Government itself expressed dissatisfaction when the Second Pay Commission Report was out that they should not have taken so much time. Even if they have a wider term of reference, is not a year or so sufficient to take into consideration all the aspects of it? How can you justify this inordinate delay in finalising the report? That is why I use the word 'intri-

guing"—it appears to many as really intriguing.

I would also like to draw the attention of the House to another fact that all the staff unions, all the Government employees associations and all the important persons submitted their memoranda to the Commission by 31st August, 1971. All the evidence was completed in August, last when the Pay Commission was to consult the Chief Ministers and the Government Secretaries. They also had reached a penultimate stage of making certain recommendations. In August last, when they consulted the Chief Ministers and also the Government Secretaries it meant that the Pay Commission has almost reached a penultimate stage of finalising the report. If that is so, what is the reason that after August last, it has taken another 8-9 months and yet the report has not been finalised. That is the reason why I say, it is intriguing.

I would like to draw the attention of the hon. Minister to the fact that out of 28 lakhs of Central Government employees, 51.4 per cent of them belong to these categories whose basic pay is less than Rs. 100 and, if D.A. is included, the monthly salary is less than Rs. 200. The amounts to 16 lakhs of Central Government employees. It means that 16 lakh families are in a state of suspense for the last three years, not only in a state of suspense but also in a state of tension. The hon. Minister said that the Government has given three interim reliefs. What is the quantum of interim relief? It is Rs. 15, Rs 10 and Rs 7 added together it is Rs 32. I want to know from the hon Minister whether he goes to the market to purchase things. I would like to know from him what is the price rise, during the last three years, of ordinary foodgrains, essential commodities, leave alone other things. Is this meagre amount of Rs. 32 for the lowest-paid employees adequate enough to neutralise this price-rise? How many kilos of wheat how many kilos of rice, how many kilos of dal can be purchased with Rs 32? There are 16 lakhs of Central Government employees whose monthly salary is less than Rs. 200.

This is also the category of employees, those who are running our railways, those who are running our Posts and Telegraphs, there are also the defence personnel in this category of whom we are proud; they sacrifice their lives and are responsible for defending the security of this country. All these 16 lakhs of Central Government employees are suffering on account of this pre-verification, on account of this indecision, on account of the inordinate delay in the finalisation of the report.

There was in Delhi the rally organised by the railway employees during the last December—it was unique; such a rally was never held before; about 1,50,000 employees came from all over the country. 96 per cent of the railway employees have given their verdict in favour of strike in demand of Bonus according to new scheme. There are agitations everywhere—agitation in the railways, agitation in the P & T. What does it mean? It means danger to our communications, danger to our railway system; it means also increasing inefficiently.

The Interim Report of the Pay Commission said that for determining the minimum consumption need, the National Nutritional Advisory Committee had prepared a note and the Medical Council also prepared another note. These notes were submitted to the Government and the Ministry of Health took a long time to decide whether the index that was given by them as minimum consumption need was correct or not. I want to know whether one of the reasons for the delay is due to delay that was made by the Ministry of Health. In considering these reports.

In the Fifth Plan Approach Paper, it has been categorically stated that unless Government determine its policy in advance regarding price, wage and income, setting up of targets for rate of growth for sectoral production will be futile. I want to know from the Government whether it is a fact that the Government's delay in the determination of its policy regarding price, wage and income is another reason for the delay in the submission of the report by the Pay Commission.

[Shri Samar Guha]

Mr. Khadilkar told the Rajya Sabha on 17th November, 1972 that there was a possibility that the Pay Commission might also consider the new scheme of bonus for railway, communication and defence employees...

SHRI S. M. BANERJEE: That is not there

SHRI SAMAR GUHA: Mr. Khadilkar said this in the Rajya Sabha, I want to know whether that is another reason for the delay.

Lastly I want to know from the Government whether the demand that has been made by the Central Government employees for *ad hoc* relief to the extent of Rs 85 will be conceded Finally, I want to know whether the Government will, within a month after receiving the report of the Pay Commission, finalise their decisions thereon.

SHRI YESWANTRAO CHAVAN: The hon. Member has raised the same questions. I do not think I should again repeat the same answers.

He made a mention about the inordinate delay in the submission of the report. I must also complain about the inordinate delay that has been made by him in making us sit in the House. (*Interruptions*) please have a little sense of humour.

It has certainly been delayed; I do not deny that But I have explained the reasons for the delay The terms of reference were a little wider, and the other reasons, I had not mentioned; I would certainly like to mention them now. Really speaking, the discussions and consultations about the terms of reference with the employees' associations took time. Then the question appointing or selecting labour representatives also took time and ultimately they were not selected.

As there was no agreement about it, that also took some time. It is no use putting the blame entirely on the Pay Commission. The problem is complex. Certainly, we know the difficulties are there.

So, so far as this is concerned, I hope this will convince the hon members that the delay is there that it is not because of

any other reasons, but because of the complexity of the nature and the initial delay in fixing up the procedure.

The question is: whether it is delayed because the policy on wages and incomes and other things is delayed by the Government. I do not think it has anything to do with the report of the Pay Commission as such.

The third point raised is: whether we are going to delay further Government's decision on receipt of the recommendations of the Pay Commission. I would certainly like to assure the House that we would like to expedite the decisions and take them within a reasonable time. This is all I can say. He mentioned that last time it took 9 months. It was not 9 months because most important recommendations were decided within 3 months.

SHRI SAMAR GUHA: In appointing the commission it took 9 months.

SHRI YESWANTRAO CHAVAN: That possibly may be true. But I can only say that we will not take under long time in taking the decision.

13.36 hrs

PAPERS LAID ON THE TABLE

APPROACH TO FIFTH PLAN, 1974—79

THE MINISTER OF COMMUNICATIONS (SHRI H. N. BAHUGUNA): On behalf of Shri D. P. Dhar, I beg to lay on the Table a copy of "Approach to the Fifth Plan 1974—79 (Hindi and English versions). [*Placed in Library. See No. LT-4167/73.*]

COAL MINES (TAKING OVER OF MANAGEMENT) ORDINANCE, 1973

THE MINISTER OF PARLIAMENTARY AFFAIRS (SHRI K. RAGHU RAMAIAH): I beg to lay on the Table a copy of the Coal Mines (Taking Over of Management) Ordinance, 1973 (No. 1 of 1973) (Hindi and English versions) promulgated by the President on the 30th January, 1973, under provisions of article 123(2)(a) of the Constitution. [*Placed in Library. See No. LT-4168/73.*]

ANNUAL REPORT ON WORKING OF SEAMEN'S PROVIDENT FUND SCHEME, 1966

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI RAJ BAHADUR): I beg to lay on the Table a copy of the Annual Report (Hindi and English versions) for the year 1971-72, on the working of the Seamen's Provident Fund Scheme, 1966. [Placed in Library See No. LT-4169/73.]

NOTIFICATION UNDER REQUISITIONING AND ACQUISITION OF IMMOVEABLE PROPERTY ACT, 1952

THE MINISTER OF WORKS AND HOUSING (SHRI BHOLA PASWAN SHASTRI): I beg to lay on the Table a copy of Notification No. S.O. 4144 published in Gazette of India dated the 16th December, 1972 under sub-section (2) of section 17 of the Requisitioning and Acquisition of Immovable Property Act, 1952. [Placed in Library. See No. LT-4170/73.]

PROCLAMATION IN RELATION TO THE STATE OF ANDHRA PRADESH

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI K. C. PANT): I beg to lay on the Table:

(i) A copy of the Proclamation (Hindi and English versions) dated the 18th January, 1973 issued by the President under clause (1) of article 356 of the Constitution in relation to the State of Andhra Pradesh published in Notification No. G.S.R. 13(E) in Gazette of India dated the 18th January, 1973, under article 356(3) of the Constitution.

(ii) A copy of the Order (Hindi and English versions) dated the 18th January, 1973, made by the President in pursuance of sub-clause (i) of clause (c) of the above Proclamation, published in Notification No. G.S.R. 14(E) in Gazette of India dated the 18th January, 1973.

(iii) A copy of the Report dated the 17th January, 1973, of the Governor

of Andhra Pradesh to the President (Hindi and English versions). [Placed in Library. See No. LT-4171/73.]

NOTIFICATION UNDER ESSENTIAL COMMODITIES ACT, 1955

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (PROF. SHER SINGH): I beg to lay on the Table a copy each of the following Notifications (Hindi and English versions) under sub-section (6) of section 3 of the Essential Commodities Act, 1955:

(1) The Solvent-Extracted Oil, De-oiled Meal and Edible Flour (Control) Amendment Order, 1972, published in Notification No. G.S.R. 432(E) in Gazette of India dated the 9th October, 1972. [Placed in Library. See No. LT-4172/73.]

(2) The Lavy Sugar Supply (Control) Second Amendment Order, 1972, published in Notification No. G.S.R. 486 (E), in the Gazette of India dated the 13th December, 1972. [Placed in Library. See No. LT-4173/73.]

PAPERS UNDER COMPANIES ACT, 1956

THE MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI D. R. CHAVAN): On behalf of Shri Redabratu Barua, I beg to lay on the Table

(1) A copy of the Shipping Corporation of India and Jayanti Shipping Company Amalgamation Order, 1973 (Hindi and English versions) published in Notification No. S. O. 2(E) in Gazette of India dated the 1st January, 1973 under sub-section (5) of section 396 of the Companies Act, 1956. [Placed in Library See No. LT-4174/73.]

(2) A copy of Notification No. G.S.R. 3(E) published in Gazette of India dated the 6th January, 1973 making certain further alterations in Schedule X to the Companies Act, 1956 under

sub-section (3) of Section 641 of the said Act. [Placed in Library. See No. LT-4175/73]

RAILWAY PROTECTION FORCE (2ND AMENDMENT) RULES, 1972

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): I beg to lay on the Table a copy of the Railway Protection Force (Second Amendment) Rules, 1972 (Hindi and English versions) published in Notification No. G.S.R. 1555 in Gazette of India dated the 9th December, 1972 under sub-section (3) of section 21 of the Railway Protection Force Act, 1957. [Placed in Library. See No. LT-4176/73.]

PUBLIC NOTICES RE. IMPORT POLICY FOR NEWSPRINT AND ART PAPER, 1972-73

THE DEPUTY MINISTER IN THE MINISTRY OF INFORMATION AND BROADCASTING (SHRI DHARAM BIR SINHA): I beg to lay on the Table:

(1) A copy of Public Notice No. 22-ITC(PN)/73, dated the 12th February, 1973 (Hindi and English versions) regarding Import Policy for Newsprint, for the year 1972-73. [Placed in Library. See No. LT-4177/73.]

(2) A copy of Public Notice No. 23ITC(PN)/73, dated the 12th February, 1973 (Hindi and English versions) regarding Import Policy for Art Paper for the year 1972-73. [Placed in Library. See No. LT-4178/73.]

13.38 hrs.

MESSAGE FROM RAJYA SABHA

SECRETARY: Sir, I have to report the following message received from the Secretary of Rajya Sabha:—

I am directed to inform the Lok Sabha that the Rajya Sabha, at its sitting held on Monday, the 19th February, 1973, adopted the following motion in regard to the presentation of the Report of the Joint Committee of the Houses on the Adoption of Children Bill, 1972:—

"That the time appointed for the presentation of the Report of the Joint Committee of the Houses on the Adoption of Children Bill, 1972, be further extended upto the first day of the last week of the Eighty-sixth (winter) Session of the Rajya Sabha."

ASSENT TO BILLS

SECRETARY: Sir, I lay on the Table the Indian Tariff (Amendment) Bill, 1972 passed by the Houses of Parliament during the last session and assented to since a report was last made to the House on the 15th December, 1972.

I also lay on the Table copies duly authenticated by the Secretary of Rajya Sabha, of the following thirteen Bills passed by the Houses of Parliament and assented to since a report was last made to the House on the 15th December, 1972:—

- (1) The Limestone and Dolomite Mines Labour Welfare Fund Bill, 1972.
- (2) The Food Corporations (Amendment) Bill, 1972.
- (3) The Payment of Bonus (Amendment) Bill, 1972.
- (4) The Carriage by Air Bill, 1972.
- (5) The Coal Mines Labour Welfare Fund (Amendment) Bill, 1972.
- (6) The Indian Railways (Amendment) Bill, 1972.
- (7) The Sick Textile Undertakings (Taking Over of Management) Bill, 1972.
- (8) The Industrial Finance Corporation (Amendment) Bill, 1972.
- (9) The Industrial Development Bank of India (Amendment) Bill, 1972.
- (10) The Delineitation Bill, 1972.
- (11) The State Financial Corporations (Amendment) Bill, 1972.

- (12) The Richardson and Cruddas Limited (Acquisition and Transfer of Undertakings) Bill, 1972.
- (13) The Mulki Rules Bill, 1972.

ESTIMATES COMMITTEE

TWENTY-FIFTH AND TWENTY-SIXTH REPORTS
SHRI K. N. TIWARY (Betkiah): I beg to present the following Reports of the Estimates Committee:—

- (1) Twenty-fifth Report on the Ministry of Agriculture (Department of Agriculture) regarding action taken by Government on the recommendations contained in their Fifth Report on Tractors and Other Agricultural Machinery and Implements.
- (2) Twenty-sixth Report regarding action taken by Government on the recommendations contained in their Fifteenth Report on the Ministry of Agriculture (Department of Food)—Directorate of Sugar and Vanaspati.

PUBLIC ACCOUNTS COMMITTEE

SIXTY-SECOND REPORT

SHRI SEZHIYAN (Kumbakonam): I beg to present the Sixty-second Report of the Public Accounts Committee regarding action taken by Government on the recommendations contained in their Fourth Report on Indian Council of Agricultural Research.

STATEMENT RE DROUGHT SITUATION

MR. SPEAKER: Mr. Fakhruddin Ali Ahmed.

SHRI S. M. BANERJEE (Kanpur): About the drought situation we have given a call attention motion. He has got every right to make a statement about the drought situation in the country which is very horrible. I would only request you to allow a special discussion on the basis of his statement.

SHRI PYOTIRMOY BOSU (Diamond Harbour): Adjournment motions have been

given on the famine conditions and the aftereffect of drought which involve millions of people and the Government has been completely ineffective. This sort of statements will take up nowhere.

THE MINISTER OF AGRICULTURE (SHRI F. A. AHMED): I beg to lay on the Table a statement on the drought situation in the country.

श्री हुकम चन्द कछवाय (मुरेना) :
खाद्यान्न के भाव काफी बढ़े हैं इस लिये इस को एक माय लिया जाय ।

Statement

The Hon'ble Members will recall that we had occasion to discuss the drought situation in the country during the previous Session when I have an account of the extent of the drought and the relief measures taken to deal with the situation. Since then the significant developments that have taken place *vis-a-vis* the drought situation are—

(i) Continuation of unfavourable weather conditions and dry spell in the States of Maharashtra, Gujarat, Rajasthan and parts of Mysore and Andhra Pradesh, and consequent augmentation of relief works in these States;

(ii) Some improvement in the production of Kharif crops due to rains and generally favourable weather conditions in the months of August, September and October in the States of Madhya Pradesh, Orissa, West Bengal, Bihar and Uttar Pradesh;

(iii) Beneficial rains during November/December/January for the sowing and growing of wheat and other rabi crops in the rabi growing areas of Haryana, Punjab, U.P., and Bihar and for the winter paddy crop/late sown kharif/rabi crops in the States of Orissa and Tamil Nadu.

On account of these favourable weather conditions which have prevailed during these 3 months over major parts of the country, excepting Gujarat, Rajasthan, Ma-

harashtra and north interior of Mysore and substantial increases in areas under wheat and extension of area under high yielding varieties in the States of U.P., Bihar and Punjab and as a result of the implementation of the Emergency as well as the normal plan programmes, prospects of forthcoming rabi crops have improved considerably and production of wheat in these States is expected to be larger than last year.

2. With a view to relieving the distress caused by the drought, necessary relief measures have been continued and augmented according to requirements. All-out efforts are being made for providing employment to the affected population on relief works, providing gratuitous relief and making arrangements for the supply of drinking water, fodder and for preventing the out-break of epidemics in the affected areas. The number of relief works and the persons employed thereon which stood at 69,594 and 35.38 lakhs respectively in November, 1972 has increased to 90,000 and 48 lakhs respectively as on 15th February, 1973. This year the number of relief works and the persons employed thereon, has been the highest ever during the last decade. In organising relief works, emphasis has been laid on taking up works which are by and large productive, such as soil conservation, construction of percolation tanks and wells, canal excavation, lift minor and medium irrigation schemes, and roads. Besides, full advantage has been taken of the approved Plan and non-Plan schemes for creating employment opportunities in the affected areas.

3. Prompt action to provide gratuitous relief to the old, the infirm and those who are unable to work for some reason or the other has been taken. Besides, the free-feeding and milk distribution programmes are being undertaken at a number of centres to take care of the children, expectant and nursing mothers. The total number of beneficiaries under these programmes is 17 lakhs at present.

4. In accordance with the prescribed procedure for giving Central financial assist-

ance, Central Teams have, by now, visited all the drought affected States except Madhya Pradesh and Manipur. Central Teams for these states have been constituted and would be visiting them shortly.

5. The total ceiling of expenditure for 1972-73 fixed by Government on the recommendations of the Central Teams for the States visited so far aggregates to about Rs. 192.84 crores, against which assistance of Rs. 100.05 crores has also been released according to the requirements of the State Governments concerned.

6 The Emergency Agricultural Production Programme launched during the year is being vigorously implemented. The schemes undertaken by the State Governments under this programme envisage (a) energisation of 1,44,000 tubewells/pump sets, (b) construction of nearly 1800 deep tubewells and over 77,000 shallow tubewells, (c) completion of more than 4,000 lift irrigation projects, besides other types of minor irrigation works capable of yielding immediate benefits. There are expected to bring sizeable areas under irrigation during the rabi and summer seasons this year. Special allocations of financial assistance of over Rs. 152 crores have been made to State Governments to enable them to take up these schemes. An amount of Rs. 92.9 crores has already been released to the State Governments for special minor irrigation schemes. Besides, another amount of Rs. 92 crores has also been made available as short-term loan for agricultural inputs.

7 In the States of Maharashtra, Gujarat, Rajasthan, Mysore and Andhra Pradesh where difficulties about fodder supply appeared in a big way, special measures have been taken to meet the situation, such as:—

- (a) free and concessional supply of fodder;
- (b) opening of cattle relief camps and migration of cattle;
- (c) subsidy/loans for raising fodder crops;

- (d) pressing non-conventional sources such as molasses, sugarcane tops in o use for fodder
- (e) arrangements for purchase of fodder from the neighbouring States
- (f) throwing open of the forests for grazing by cattle

Special ceilings of expenditure for arranging fodder supply and cattle relief have been adopted on the recommendations of the Central Teams for these States. A total ceiling of Rs 16.31 crores has been fixed so far.

8 Similarly special steps for overcoming the difficulties in drinking water in cities which have posed a serious problem in the States of Maharashtra, Gujarat, Rajasthan, Mysore and Andhra Pradesh have been taken. The measures taken include—

- (a) supply of the suitable for the plateau areas required for boring wells for drinking water,
- (b) loans/grants for digging wells
- (c) arrangement of water tankers for transportation of water

Special ceilings of expenditure for drinking water supply have also been adopted on the recommendations made by the Central Teams. A total ceiling of Rs 13.95 crores has been adopted so far.

9 All foodgrains available with the Government agencies are being channelised through the fair price shops and necessary movement programme has been undertaken to meet the reasonable requirements of foodgrains of the drought-affected and the deficit areas.

10. The Government is deeply conscious of the hardship caused to the people in drought and scarcity areas and the rise in prices. The Government of India is constantly in touch with the State Governments and no efforts are being spared to alleviate the hardship by taking all possible relief measures. The Government of India is confident that with the co-operation of all concerned, it will be possible

to tide over the situation effectively
13.40 hrs

UNTOUCHABILITY (OFFENCES) AMENDMENT AND MISCELLANEOUS PROVISIONS BILL

EXTENSION OF TIME FOR PRESENTATION OF REPORT OF JOINT COMMITTEE.

SHRI SHAMBHU NATH (Saidpur) I beg to move

‘That this House do further extend upto the first day of second week of the next session the time for the presentation of the Report of the Joint Committee on the Bill to amend the Untouchability (Offences) Act, 1955 and further to amend the Representation of the People Act 1951.’

MR SPEAKER The question is

‘That this House do further extend upto the first day of second week of the next session the time for the presentation of the Report of the Joint Committee on the Bill to amend the Untouchability (Offences) Act, 1955 and further to amend the Representation of the People Act, 1951.’

The motion was adopted

MR SPEAKER Now what about the Railway Budget?

AN HON MEMBER After lunch, Sir

SHRI JYOTIRMOY BOSU (Diamond Harbour) I have given notice under Rule 377 about the trouble that is created out of the outcome of an obnoxious editorial written by the Calcutta Paper, *Hindustan Standard*

MR SPEAKER Railway Budget will come up at quarter to three. I think it will be all right.

SHRI JYOTIRMOY BOSU I have given written notice

अच्छक महोदय : धाप यके हुए है । धाप बैठ जाये ।

श्री ज्योतिर्मय बोसु : यह बहुत गम्भीर मामला है ।

अच्छक महोदय : मैंने धाप से कहा है, धाप बैठ जायें ।

SHRI JYOTIRMOY BOSU: Agreed, Sir

MR. SPEAKER. Mr Mishra, what time will suit you?

THE MINISTER OF RAILWAYS (SHRI L N MISHRA): Any time will suit me.

AN HON MEMBER. 3 P M

MR SPEAKER Then, what about the 15 minutes gap?

श्री प्रदल बिहारी बाजपेयी (ग्वालियर)
5 मिनट मे हरियाणा का मामला उठा लेंगे ।

THE MINISTER OF STATE IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS AND IN THE MINISTRY OF WORKS AND HOUSING (SHRI OM MEHTA) He is ready for 2-45 P M

MR SPEAKER All right The House stands adjourned for launch to meet at 2-45 P.M.

13.42 hrs.

The Lok Sabha adjourned for Lunch till forty-five minutes past Fourteen of the Clock.

The Lok Sabha reassembled after Lunch at Forty-five Minutes Past Fourteen of the Clock.

(MR. SPEAKER IN THE CHAIR)

RAILWAY BUDGET, 1973-74

MR SPEAKER: The hon Minister of Railways.

THE MINISTER OF RAILWAYS (SHRI L. N. MISHRA): MR. Speaker, Sir, within a few days of my taking over the portfolio of Railways, I deem it to be my privilege for being called upon to present the Railway Budget for the year 1973-74.

2. The current year coincides with the Silver Jubilee of our Independence and vividly reminds us of the positive

role played by Indian Railways in our country's economic development

ACCOUNTS FOR 1971-72

3 The year 1971-72 was a year not only of stress and strain but also one of achievement for the Railways. Notwithstanding the problems arising out of the influx of 10 million refugees from across the border and the damages caused by the unprecedented floods and cyclones in the Eastern India, the Railways proved fully equal to the demands placed on them by the Defence Services before, during and after the emergency. The finances of the Railways too showed a marked recovery. The Budget Estimates for 1971-72 had predicted a shortfall of Rs 6.87 crores. With the improved railway working together with the relief afforded by the Railway Convention Committee, 1971, it was foreseen at the stage of the Revised Estimates that the Railways would show a net surplus of Rs 9.08 crores instead of a deficit of Rs 6.87 crores. Actually, the performance of the Railways turned out even better and the year's final account closed with a surplus of Rs 17.84 crores. The Railways had also taken in their stride the increased expenditure on account of additional interim relief, increase in running allowances and expenditure on repairs necessitated by flood damage which were not, and could not be, provided in Budget. The Depreciation Reserve Fund and Pension Fund during the year received Rs 105 crores and Rs 11.50 crores respectively from the Revenues. The indebtedness of the Railways to General Revenues under Development Fund and Revenue Reserve Fund which was estimated to go up to Rs 126.0 crores at the end of 1971-72 actually came down to Rs 106.22 crores.

REVISED ESTIMATES, 1972-73

4 The Railway Budget for 1972-73 envisaged a surplus of Rs. 32.53 crores. The Gross Traffic Receipts were estimated at Rs. 1143.10 crores. It was assumed in the Budget that the 'Passenger' earnings would go up by 3 per cent over the previous year. The 'Goods' earnings were based on the anticipation of an

additional 9.5 million tonnes of revenue earning traffic

Very early in the year, it became apparent that the additional goods traffic hoped for was not likely to be achieved. During the first quarter of the year the proportionate additional goods traffic did not materialise. This was chiefly due to large scale power shedding by Damodar Valley Corporation and Bihar State Electricity Board, particularly, in April and May 1972. Frequent power trippings affected railway operations not only directly but also indirectly through their effect on the working of washeries, collieries, cement plants and other major industrial units.

The traffic started picking up from July 1972 onwards. The additional revenue earning traffic which was only 80,000 tonnes by the end of July rose to 7.2 lakh tonnes by the end of August and to 2.15 million tonnes by the end of September and to 3.58 million tonnes by the end of October. The pattern of growth was however, not uniform. The steel plant traffic, foodgrains and fertilisers had forged ahead of targetted tonnage. On the other hand coal for users other than steel plants, cement, iron ore for export and petroleum lagged behind. There was a two/three weeks' strike in cement plants, student agitations in Punjab, Haryana and Assam and the pro- and anti-Mulki Rules agitation in Andhra Pradesh starting from November 1972 and we were faced with go slow tactics in Mughalsarai. No wonder that the revenue-earning traffic dropped sharply. In this month, Railways carried 0.07 million tonnes less than in November 1971. The position again improved in December and to the end of December, an additional 4.72 million tonnes was realised. But we were still 2.67 million tonnes below the anticipated proportionate target. In January, the engineers of the U.P. State Electricity Board struck work which seriously disrupted the movement of traffic on the main electrified route on the Northern Railway. The conditions in Andhra Pradesh took a turn for the worse with violent Mulki and separatist agitations. For quite a few

days the traffic between North and South had come to an absolute standstill.

Taking all these factors into account I am afraid that additional revenue earning traffic during the year may not exceed 5.64 million tonnes at best as against 9.5 million tonnes assumed in the Budget Estimates. Despite the shortfall in the originating traffic the situation is expected to be somewhat retrieved by increases in the lead upsurge of economic activity in other parts of the country and the favourable change in the overall traffic mix.

In the result the Revised Estimates of Goods earnings have been placed at Rs 732.13 crores i.e. Rs 15.89 crores more than the Budget. The Railways would obviously have done much better if these disturbances had not taken place.

5. The earnings under Passenger traffic despite the disruptions caused by agitations, strikes, bandhs and particularly by the anti-Mulki Rules agitation have so far shown encouraging results. On the basis of trends the Passenger earnings are now estimated to be Rs 14.12 crores more than the original estimates. The earnings under Sundries may also be higher by Rs 2.14 crores while those under Other Coaching—parcels/luggage etc. may show a slight decrease of Rs 15 lakhs.

6. Our overall earnings have gone up by Rs 31 crores but our Working Expenses have been rising even faster.

7. Our revised figures for Working Expenses are Rs 47.54 crores more than the original Budget Estimate. The 'Staff' costs have been steeply rising over the years. Since September 1970 staff costs have gone up by more than Rs 95 crores a year due to sanction of three interim reliefs as a result of the recommendations of the Third Pay Commission, enhancement in the rates of daily and travelling allowances and implementation of various Tribunal awards including that of the Miahbhoy Tribunal. Payment of the latest instalment of interim relief to staff, sanctioned with effect from 1st August 1972, would account for over Rs 14 crores in a full year. The effect in the

(Shri L. N. Mishra.)

current year will be of the order of Rs. 9.04 crores.

The successive increases in the price of 'steel' and 'fuel' have also raised the expenditure of the Railways considerably. An additional amount of Rs. 23 85 crores has been provided in the Revised Estimates under 'Repairs and Maintenance' of Railway assets. Of this amount, Rs. 3.59 crores is for repair to damages caused by floods/cyclones in the eastern and western regions. The increased expenditure on maintenance of 'locomotives', 'coaches', 'wagons', 'electrical' and 'signal and telecommunication' services would account for the balance of Rs. 19 20 crores. The increase in the price of 'coal', 'diesel' and electricity' during the year has raised the fuel bill by about Rs. 4.06 crores.

8. The appropriations to the 'Depreciation Reserve Fund' of Rs. 110 crores and to 'Pension Fund' of Rs. 16 crores have been allowed to stand as in the original Budget Estimates. The 'Dividend' to General Revenues is expected to go up by Rs. 3 48 crores because of increased capital expenditure during the year.

9. It will thus be observed that although the Railways would be earning an additional revenue of 31 crores, the rise in expenditure of Rs. 47 54 crores coupled with the increase in 'Dividend' payable to General Revenues by Rs. 3.5 crores would bring down the net surplus of the Railways from 32.53 crores to Rs. 12 40 crores.

10. The indebtedness of the Railways to the General Revenues which was anticipated to come down to Rs. 98 54 crores by the end of 1972-73 will now stand at Rs. 110 68 crores.

BUDGET ESTIMATES, 1973-74

11. It is hoped that normal peaceful conditions would prevail in the southern and eastern regions and the economy of the country will grow at a faster pace during the new financial year. In the Budget Estimates 1973-74, the Gross Tra-

ffic Receipts at the existing levels of fares and freights have been placed at Rs. 1220 crores or Rs. 46 crores more than the Revised Estimates. The increase in 'Passenger' earnings is expected to be about 4 per cent over the current year's performance. For the 'Goods' traffic, which contributes about two-thirds of our earnings, an additional originating revenue-earning tonnage of 10 million tonnes has been assumed, yielding about Rs. 35 crores of additional revenue. The earnings under 'Other Coaching' and 'Sundries' have been kept more or less at the same level as in the Revised Estimates of the current year.

On the expenditure side, an increase of Rs. 61 57 crores over the revised budget is envisaged, the estimate of working expenses being Rs. 918 25 crores against the revised estimate of Rs. 856.68 crores. As explained in the Explanatory Memorandum, the extra expenditure is chiefly attributable to (a) escalation in staff costs (34 81 crores), (b) increased cost of repairs and maintenance of way and works, rolling stock, and electrical and signal and telecommunication services (13 54 crores), (c) increased expenditure on fuel related to additional traffic (4 52 crores), and increase in cost of coal including cess (from January '73) (3 88 crores), and (d) miscellaneous factors (6.66 crores).

12. The staff pay bill has gone up on account of annual increments (5.70 crores), interim relief sanctioned with effect from 1-8-1972 on the recommendations of the Third Pay Commission (5.00 crores for the period April to July), implementation of decisions of Manohar Tribunal (6.73 crores), grant of liberalised scales of clothing and uniform to railway employees (1.24 crores), appointment of additional staff in essential categories, contribution to provident fund, allowances etc. to staff (16.14 crores).

Our cost on repairs and maintenance has increased largely due to higher cost of materials and stores. An intensive drive has been initiated this year for ensuring better maintenance and repair of covered wagons, and

locomotives to improve their availability for movement of larger volume of traffic.

13. The appropriation to 'Depreciation Reserve Fund' has been raised from Rs. 110 to 115 crores in pursuance of the recommendation of the Railway Convention Committee, 1971. The appropriation to 'Pension Fund' has been kept at Rs. 16 crores. The 'Dividend' to General Revenues would be Rs. 172.61 crores as against Rs. 163.18 crores provided for during the current year. On this reckoning, earnings are likely to fall short of expenditure, and the estimated deficit comes to Rs. 19.34 crores.

Net Financial Position

14. The above deficit does not take into account Rs. 20 crores which will be spent in 1973-74 on 'development fund works.' The Railways have also to pay to the Ministry of Finance interest amounting to Rs. 5.35 crores on the outstanding loans under 'Development Fund' and 'Revenue Reserve Fund'. In addition, a loan instalment of Rs. 8.31 crores is also due repayment. All these liabilities amount to Rs. 33.66 crores.

BUDGET PROPOSALS

15. If the current liabilities are added to the deficit, the gap will be as much as Rs. 53.00 crores. The country is passing through a difficult economic situation and I am anxious that we should do everything possible to lighten the load of the common man. At the same time, if I leave this gap uncovered, it means so much more strain on the General Finances, which will ultimately affect the general public. With considerable reluctance, therefore, I am proposing a modest revision of freights and fares and I trust it will not have any significant effect on the cost of living.

16. Hon'ble Members are aware that there are a number of commodities carried by the Railways at very low rates, the revenue from which do not pay for the full costs of transportation. The costs of operation on the other hand are continuously going up, in view of increases in the wage levels and in the prices of materials. Increases in pay and allowances

sanctioned by Government since September 1970 and Labour arbitration awards alone have enhanced the annual salary bill of the Railways by over Rs. 95 crores, i.e., by as much as 22.5 per cent and staff costs from 60 per cent of the Railways working expenses.

17. The cost of coal, diesel oil, electricity, steel and other stores purchased by the Railways are also going up continuously. Such inevitable increases in costs of operation make it well-nigh impossible to keep the freight rates and passenger fares unchanged. However, the adjustments in freight rates and fares which I propose to make will be on a very modest scale.

Revision of classification of certain low-rated commodities

18. I propose to raise by one step the freight classification of commodities now charged at class levels 57.5 and below. Commodities now charged at class 30 for wagon loads will henceforth be charged at class 32.5, those charged at present at class 32.5 will be placed in class 35, and so on, up to the commodities grouped under class 57.5 which will be charged at class 60. As for example, the proposed re-classification would mean an increase in the Railway freight of about 8 per cent in respect of commodities now charged at class 30, the increase gradually tapering down to about 4 per cent only for commodities charged at class 57.5. Even with this increase, there will be a number of commodities, the freight earnings from which will not meet fully the costs of operation.

19. The classification for 'Smalls', i.e. consignments less than wagon loads, will be correspondingly fixed.

Freight on Salt, Kerosene oil, Foodgrains (including Pulses) exempted from the proposed increase

20. Although rate increases have to be balanced between conflicting considerations of enhanced revenue and its impact on consumers, I am convinced that the incidence of such increases must not contribute to the existing inflationary trends in

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goods or articles which figure predominantly in the budget of the common man. While a total insulation of the articles of mass consumption from the incidence of freight increases would be somewhat difficult, it has been decided to exempt certain limited group of essential commodities namely foodgrains including pulses, salt and kerosene oil. Salt, apart from its association with our struggle for freedom, still constitutes an important item in the daily budget of the common people. There will not be any change in the freight rates for foodgrains and pulses, though by transporting these necessities of life, the Indian Railways are currently incurring a loss of nearly Rs. 26 crores per annum.

21. The proposed revision in the classification of goods will bring an additional revenue of Rs. 14.65 crores during the year 1973-74.

Frsight on Coal

22. The freight rates for coal were last revised in 1971 and since then there has been a sizeable increase in the costs of operation. The existing freight rates are insufficient to cover the cost of transport of coal beyond 1100 kms. and the gap between the freight earnings and the cost of transport increases with the distance. The loss suffered by the Railways on the transport of this essential commodity is as much as Rs. 12 crores a year. The coal industry is being reorganised to subserve our broader national interests and keeping in view the need to further encourage rural reconstruction programmes, it has been decided to treat coal on a special footing. I, therefore, propose to limit the increase in freight rates on coal to 3 per cent only as against the proposed increase of 8 per cent on other commodities. The yield from this increase will be Rs. 3.50 crores per annum.

Upper Class Passenger Fares

23. The Finance Minister will be separately announcing in his Budget the withdrawal of the railway passenger fare

tax with effect from 1st April, 1973. To this extent, the passengers will benefit. At the same time, the House is aware that Railways are losing about Rs. 63 crores a year on passenger and coaching services—Rs. 50 crores on non-suburban services and Rs. 13 crores on suburban services. The non-suburban upper class passengers who form 1.3 per cent of the travelling public contribute 13 per cent of the total passenger earnings. It is only right and proper that the affluent sections of the society patronising these classes should be made to pay more. I accordingly propose to increase the upper class basic fares excluding the tax by 10 per cent in respect of single journey tickets. My intention is that within a period of two years, the air-conditioned class fares in all the trains should be brought to the level of air fares. To begin with, I propose to raise the ACC fares for Rajdhani Expresses to Bombay and Calcutta equal to or more than the air fares. There will also be a proportionate increase in the existing first and second class monthly season tickets, the details of which are given in the Memorandum. The yield from these increases in 1973-74 will be Rs. 4.45 crores.

Third Class Passenger Fares

24. I would have very much liked to exempt third class passengers from any increase. The rising costs of operation do not, however, permit me to do so and I am, therefore, proposing some very modest increases to the basic fares exclusive of tax. First, there will be no increase in third class fares for the first 15 kms. For the next slab 16 to 36 kms., the increase will be only 5 paise for third class ordinary and for the next slab 37 to 50 kms. 10 paise and so on. For journeys between 16 and 50 kms., a single journey ticket will cost only 5 paise more than at present. For longer distances, say 200 kms., the increase over the existing fares including tax will be only 15 paise. Even for a distance of 1000 kms., a single third class ordinary ticket will cost only 20 paise more than at present. For no distance, the new fares will be more than 25 paise over the existing fares. I may emphasise that the

proposed new fares are generally less than the existing bus fares.

Third Class Mail and Express

25. Coming to mail and express trains, the increase over the basic fares exclusive of tax will be 10 paise for the first slab of 16 to 25 kms., 20 paise for the next slab of 26 to 50 kms., 30 paise for the next slab of 51 to 100 kms. and so on. For a journey of 200 kms. by mail or express train, a single journey third class ticket will cost 15 paise more than at present. Even for a journey of 400 kms., the increase will be only 25 paise.

26. It will be seen from the table I am reading out that the increases in fares for some representative pairs of stations will be only marginal :

	Existing	Proposed	Increase
	fare	fare	
	including tax		
	Rs.	Rs.	
Delhi—Lucknow	16.85	17.15	30 pa se
New Delhi—Bhopal	23.05	23.65	60 paise
Delhi—Patan . . .	22.80	30.50	70 pa se
New Delhi—Nagpur	32.30	33.05	75 pa se
Delhi—Bombay . . .	38.80	39.65	85 paise
Delhi—Calcutta . . .	39.90	40.80	90 paise
Delhi—Madras . . .	54.55	55.45	90 pa'sc

Third Class Season Tickets (Suburban and Non-Suburban)

27. In respect of season tickets for both suburban and non-suburban third class, I do not propose to make any increase in monthly season tickets costing up to Rs. 5/-. Monthly season tickets costing more than Rs. 5/- will, however, be increased by 50 paise.

28. The above increases will give us Rs. 21.25 crores of which Rs. 12 crores are already being collected in the form of passenger fare tax. The extra collection from third class passengers will, therefore, be only Rs. 9.25 crores.

Supplementary Charge for Travel by certain Selected Super-Fast Express Trains

29. There are eight super fast express trains like the Frontier Mail, Kalka—Delhi—Howrah Mail, Grand Trunk Express, Taj Express, which are much faster and more convenient than other mail and express trains running on the same route. The difference in the running times of these super fast trains and other expresses running on the route in some cases is more than 12 hours. I, therefore, propose to levy a special supplementary charge at a flat rate for travel by these trains. As all the seats in these trains will be reserved, there will be no overcrowding and this measure will bring much needed relief to the long distance travelling public. The flat rates will be : Rs. 150 for III class, Rs. 3/- for II class/A.C chair car, Rs. 5/- for I class and Rs. 10/- for A.C.C.

Fares for Rajdhani Expresses

30. There will be also revision in the fares for travel by the two Rajdhani Expresses, both for A.C.C. and A.C. chair cars.

Net effect

31. The net effect of the proposals in respect of passenger fares will be an yield of Rs. 26.20 crores.

32. A Memorandum is being circulated to the Hon'ble Members giving details about the proposals, both in respect of freight rates and passenger fares.

Financial Effect of the proposals

33. All these proposals will be effective from 1st April 1973 and the total additional revenue from them will be Rs. 44.35 crores. After taking this amount into account, the budgeted surplus in 1973-74 is estimated at Rs. 25.01 crores. This surplus will be set off against liabilities aggregating Rs. 33.66 crores for financing the developmental works, repayment of loan instalment and interest charges on outstanding loans etc. This will leave a gap of Rs. 8.65 crores which I expect the Railways to make good by improving their earnings and better operational efficiency.

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PLAN EXPENDITURE*Revised Estimates, 1972-73*

34. During the current year, our Revised Estimates, excluding Metropolitan Transport Projects, show an expenditure of Rs. 194.56 crores under 'Capital', Rs. 114.48 crores under 'Depreciation Reserve Fund', Rs. 20 crores under 'Development Fund', and Rs. 7 crores 'Open Line Works Revenue'. In all, Rs. 336.04 crores against the Budget Estimates of Rs. 301.50 crores. The increase in expenditure is largely attributable to 'manufacture' and 'procurement' of Rolling Stock, purchase of stores and 'structural engineering works'.

Budget Estimates, 1973-74

35. Our Annual Plan for 1973-74 envisaged total expenditure of Rs. 366.28 crores, Rs. 195 crores under 'Capital', Rs. 137.54 crores under 'Depreciation Reserve Fund' and the balance under 'Development Fund' and 'Open Line Works Revenue'. In view of constraints on ways and means and need for economy, this programme has been pruned down to Rs. 329.54 crores. *inter alia* by showing 'probable savings' of Rs. 20.58 crores. In addition, Railways intend to spend Rs. 8 crores on Metropolitan Transport Projects during 1973-74.

36. The physical and financial progress of the Plan works has been quite satisfactory. In the first four years of the Plan quinquennium, 78 per cent of the planned outlay has been spent. About 724 route kilometres have been doubled so far and the doubling in respect of another 800 kilometres is likely to be completed by the end of the Plan. Conversion of 326 route kilometres (Pune-Miraj-Kolhapur) from metre gauge to broad gauge has already been completed. New conversion schemes notably Viramgam-Okha-Porbander, Ernakulam-Trivandrum Guntakal-Bangalore, Barahanki-Gorakhpur-Samastipur totalling to about 1600 kilometres have been sanctioned. Works are in progress in respect of all these conversion schemes as per schedule. New lines connecting Obra-Singrauli, Hindumulkot-Sri Ganganagar, Maliya-New Kandi, Jammu-Kathua, and Singrauli-Katni, have been opened for traffic. Others,

including the Cuttack-Paradep line and the Trivandrum-Kanyakumari-Tirunelveli line are making good progress. Similarly, the various electrification schemes are proceeding almost according to Plan.

37. Likewise, the manufacture of rolling stock such as locomotives, coaches and wagons has also been stepped up and we expect to achieve the targets except for a small shortfall in the production of diesel and electric locomotives.

TASKS AHEAD

38. As the House is aware, the Fifth Plan is in the process of formulation. Different inter-ministerial working groups have been meeting and discussing the various sectoral plans and production targets which have a bearing on the probable level of freight traffic that the Railways would be called upon to handle during the Fifth Five Year Plan. The preliminary studies by various Ministries indicate that the railways may be called upon to carry an increase in freight traffic of 110 to 120 million tonnes in five years or an average growth of 22 to 24 million tonnes per year. This increase of nearly 50 per cent in the quantum of originating goods traffic in a period of five years poses stupendous problems for the Railways. The enormity of the task can be better appreciated against the average yearly growth of 5 million tonnes in the First Plan, 8 million tonnes in the Second Plan and 4 million tonnes since 1960-61 to date.

39. The projected increase in traffic in the Fifth Plan would be largely in the basic commodities like coal, raw materials for steel plants, foodgrains, fertilisers, cement, iron ore for export, petroleum products and steel. On present indications, movement of coal alone would be about 125 million tonnes as against 65 million tonnes at present—an increase of unprecedented magnitude for any railway system in the world. Likewise, passenger traffic—particularly medium distance and long distance—is expected to grow substantially.

40. To cope with such gigantic tasks ahead, we will have to augment in a very big way our fleet of locomotives, wagons

and coaches; construct new lines and increase the capacity of the existing lines, set up new repair and production units, provide additional passenger terminal and yard capacities at metropolitan centres and other cities. The concept of rail transport strategy will have to be radically revised and adjusted to deal with the movement of masses of persons and massive quantities of bulky goods. We will probably have to think of longer and heavier trains, more powerful locomotives, more seats in the passenger coaches, increased dieselisation and electrification of the services, better utilisation of our track and rolling-stock, though even now they are second only to Japan, increase in the pay-load of wagons. In short, we may have to reorient our thinking and outlook completely and take effective steps towards maximum utilisation of our existing assets, and creation of additional capacities within a limited time scale.

41. The construction of new lines is one such item where an entirely new approach may have to be thought out. The rising costs of construction require high density of traffic to justify a new line financially. For a new line to become an economic proposition, it has to be assured at least 3 million tonnes of originating traffic. This may be possible in highly industrialised areas. But there may be areas where such quantum of traffic may not be offering; yet a new line or a conversion of a line may be necessary for the development of the region. With a view to make it financially possible for the Railways to construct new lines in such conditions, it will be necessary to develop a new approach and explore measures to reduce their Capital liability and to improve the rate of their earnings. Some formulate which could be adopted towards this end are as follows :—

- (i) Exemption, full or partial, from payment of dividend liability to the General Revenues during the period of construction and for a specific number of years after completion and opening to traffic;
- (ii) Participation of State Governments or local authorities, in reducing the cost of construction

by giving the land and labour content of construction free of cost;

- (iii) Suitable adjustment upwards of fares and freight structure applicable to the newly constructed line which in common parlance is called 'inflation of chargeable mileage';
- (iv) Levy of fares and freight on a discontinuous basis so as to be a set-off against telescopic structure of standard fares and freight.

The classical concept of traditional economic viability needs to be re-adapted in the light of the historical experience gathered from the economic development of different societies. The principle that transportation infra-structure must evolve along the pattern determined by pre-existing economic viability needs to be modified to the extent that very often the creation of the infra-structure facilities themselves lead to additional demand and increased commercial prospects. In selected areas the calculus of short-term economic returns must yield place to the long-term benefits through a policy of deliberate developmental expenditure.

Based on this, I intend to discuss with my colleagues, the Minister of Finance and the Minister of Planning, how we can initiate new railway projects or open new lines up to 60 kilometres where the development of the area would be greatly facilitated, without viewing this expenditure too closely in terms of the prospects of immediate returns on investment.

Important New Works

42. I have referred earlier to some important gauge conversion works in progress in Ernakulam-Trivandrum, Guntakal-Bangalore, Okha-Virgamam and Barabanki-Samastipur sections. In addition, there are certain important works of new lines and conversions presently under examination and active consideration of

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the Government. Some of these works are:—

- (i) Wani-Chanaka Line.
- (ii) Manmad to Purli Vajinath—Conversion from Metre Gauge to Broad Gauge.
- (iii) Miraj to Iatur—Conversion from Narrow Gauge to Broad Gauge
- (iv) Mangalore-Apta Line
- (v) Delhi-Ahmedabad—Conversion from Metre Gauge to Broad Gauge
- (vi) Barauni-Katihar-New Bongaigaon and Guwahati—Conversion from Metre Gauge to Broad Gauge
- (vii) Guntur-Mecherla—Conversion to Broad Gauge, and Nadikode-Bibinagar—New Broad Gauge line.

There are some more proposals for new lines, gauge conversions and restorations which are in various stages of consideration. Subject to availability of resources, it is hoped to take up some of these items in due course.

No funds to undertake these works have been provided in the budget for the year 1973-74. I seek your permission to undertake these works by re-appropriation of funds within the relevant grants, as soon as they are approved by Government.

I shall come to the House again for grant of requisite funds, as may be necessary in the year to execute these projects.

New Surveys

43. Apart from the surveys proposed for improving the traffic capacity on the existing routes and for giving relief to the hard pressed terminals at the major cities, surveys are also in progress or are being taken up for some new railway lines which, when constructed, would promote the development of some backward areas

in the country. Particular mention must be made in this context of the surveys for new lines from Delhi Rajbara to Jagdalpur in Madhya Pradesh, Itakapura to Banspani in Orissa, Nangal to Talwara in Himachal Pradesh, Hasanpur to Sakri and Jhanjharpur to Laukahabazar in Bihar and Agartala to Sabrum in Tripura etc. Now that Kosi River has been tamed to a large extent, some restoration surveys have also been taken up in its basin to relay the lines from Saraigarh to Pratappganj which had previously been abandoned due to the ravages of floods and to extend it to Forbesganj as to set up the much needed transport infrastructure for the development of this potentially rich area and thereby give a fillip to the production of sugarcane, tobacco, jute and other cash crops.

TRANSPORT OF GOODS

I now come to the Transport of Goods.

44 Particular attention has been paid during the year to the clearance of foodgrains and fertilisers to the drought stricken areas. During the first ten months of the year, Railways moved 51.95 lakh tonnes of foodgrains on behalf of Food Corporation of India from Punjab and Haryana against 29.98 lakh tonnes moved last year. The stocks of fertilisers both at the ports and at the factories have been cleared currently. A special drive was instituted from September to clear all the cement offered for transport and this has been achieved except at two or three factories which are also receiving special attention. All the iron ore offered for export has been cleared in full. Railways have also helped the Steel Plants to keep up the stocks of raw materials at a satisfactory level and removed their finished products as offered. Petroleum products have been cleared in full and tank wagons are sometimes idling for want of POL traffic.

45. In the transportation of coal, which accounts for 30 per cent of the total originating tonnage, determined efforts have

been made to step up loading. While the movement of coal from outlying fields was very satisfactory, that from Bengal-Bihar coalfields was not so good. During the first ten months of the year, daily average loading of coal from Bengal and Bihar fields was 5683 wagons against the average of 5647 wagons during 1971-72 and 5542 wagons during the year 1970-71. A special care has been taken to meet the increased requirements of coal for power houses.

Wharfage & Demurrage Rates

46. It is a common experience that some sections of the trade detain wagons heavily at terminals and do not take delivery of goods from railway premises within the time allowed, possibly with a view to creating artificial scarcity in the market and thus inflating the prices. This practice, besides raising prices of essential commodities also adversely affects mobility of wagons and free flow of traffic. My predecessor has also reported to the House, that in order to check this malpractice the rates of demurrage and wharfage have been substantially increased from 1st December, 1972. With the same objective in view, the Railway Act has also been amended in the last session of Parliament to bring down the period of Railways' liability as a bailee from 30 days to seven days.

Amendment of Indian Railways Act, 1890.

47. As the House is aware we have taken in hand a comprehensive review of the Indian Railways Act which was passed as long ago as 1890 and has but for occasional amendments, remained substantially what it was 80 years ago. The objective is to bring this old statute into accord with present day conditions and make it a more flexible instrument of regulation.

During the current session, I propose to present a Bill for amendment of some part & to amend other sections of the Act,

among them being the sections dealing with payment of compensation in cases of accidents to passenger carrying trains and offences like unjustified alarm chain pulling, trespass, destruction of railway property and equipment and wilful wrecking of trains.

Speeding up of Goods and Passenger Trains

48. There has been a progressive increase in the average speed of goods trains on the broad gauge system of Indian Railways over the years. This has been primarily due to introduction of more and more of electric-diesel traction which is faster. Apart from this change of traction, the Railways are also taking other steps for increasing the speed of trains like the higher standards of track maintenance, introduction of more sophisticated systems of signalling, better systems of communications and more refinements for braking and rolling characteristics of wagons. On major trunk routes, multiple aspect signalling is fast replacing the conventional two aspect signalling. Similarly, with more of roller bearing stock and new devices like quick application and quick release valves, the brake power of trains has increased and this in turn has led to greater safety of trains by enabling drivers to operate with greater safety and confidence.

Difficulties due to Electric Power Cut

49. Due to acute power shortage in the country, the Railways have been repeatedly experiencing frequent load sheddings and interruptions which have serious repercussions on the movement of trains and on the working of the railway installations. The running of electric trains, particularly, on the Eastern and South Eastern Railways, has been seriously dislocated due to frequent power cuts and power failure from the Damodar Valley Corporation and the State Electricity Boards.

An idea of the dislocations due to power cuts on one of the sections of the South Eastern Railway—Chandil—Puru-

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lia Complex—can alone be had from the fact that against 88 cases of power cuts which occurred from May to September 1971, there were as many as 1355 during the corresponding period of 1972 on this section

These power cuts and power sheddings have not only affected the running of the electric trains but also seriously affected the repair and overhauling of the locomotives and wagons in workshops, yard working for failure of lights and the failure of electrically operated points retarders and signals. Even steam services have been affected as a result of electric pumps not working and consequent short supplies of water in the overhead water tanks

In view of the acute shortage of electric power, the Railways may have to consider setting up their own generating stations to feed the grid systems of the States. I shall be examining this question in consultation with Planning Commission, the Ministry of Irrigation and Power and the concerned State Governments

Thefts of Overhead Electric Wires

50 Recurring thefts of overhead copper wires in the electrified sections by miscreants also caused frequent interruptions of train services. The Railways have now on hand a comprehensive programme of replacing copper wires by indigenously manufactured aluminium wires. Railways have already replaced copper overhead telecommunication wires by ACS over 2600 kilometres along the railway track. Such replacement works are in progress over another 3000 kilometres. Another 3570 kilometres of telecommunication overhead wires had been replaced by underground cables in electrified sections

Wagons Increased Demand and Production

51 There has been an upsurge of demand for railway wagons. In some sectors, the supply of wagons is short of demand. I am seized of the problem

To some extent, certain circumstances inhibit the optimum utilisation of our rolling stock, such as slow release of wagons by inefficient industrial units or by uncooperative traders. Availability of wagons will certainly improve if the immobilised wagons are put back into the stream of traffic. At the same time we have taken into account the increasing demand for rail transport. This situation will be accentuated with expanding economy. We have, therefore, initiated steps to augment our fleet of wagons and of our holdings in locomotives. We have recently ordered 15,000 additional wagons over and above the 26,000 already on order, the additional wagons being against our Fifth Plan requirements. Wagon manufacture in the railway workshops at Amritsar, Golden Rock and Samastipur is also being stepped up to about 4,000 wagons per annum. The Railways are also making massive efforts to increase the availability of wagons by keeping them in good repair. Panel patching and repair facilities in sick lines, depots and workshops have lately been intensified. As a result of these measures, about 750 wagons are daily being made available for loading valuable and damageable commodities. We have also arranged with the Indian Statistical Institute for a thorough systems analysis and study of important streams of coal movement to see whether optimum use is made of our rolling stock and various facilities

Production Units

52 The Railways have three Production Units manufacturing coaches, diesel and electric locomotives. Railway workshops also produce 2,800 wagons which will be stepped up to 4,000 wagons a year from 1973-74. The performance of the Integral Coach Factory, Madras, has been quite satisfactory. The number of fully furnished coaches manufactured at Integral Coach Factory is estimated to go up from 635 in 1971-72 to 715 during 1972-73 and to 750 during 1973-74. The production of the diesel locomotives in Diesel Locomotive Works, Varanasi, is running behind schedule due mainly to labour trouble. The production of electric locomotives in Chittaranjan Loco-

motive Works has also fallen behind schedule because of certain technical difficulties that have been experienced in respect of electric traction motors. These problems are being resolved in consultation with our French collaborators. However, the production target at Chittaranjan Locomotive Works which is expected to reach 109 electric locomotives and diesel shunters will be stepped up to 128 numbers during 1973-74. Similarly, the manufacture of diesel and electric locomotives at Varanasi is expected to go up from 110 during the current year to 140 in the next year.

Sir, to save the time of the House, I shall skip over some paragraphs from my speech. The budget speech will, however, remain as part of the proceedings of the House, and copies thereof are being circulated to hon. Members along with the budget document.

SHRI P. K. DEO (Kalahandi): This is a novel procedure.

PROF. MADHU DANDAVATE (Rajapur): Is he skipping over revenue of expenditure?

SHRI P. K. DEO: This had never happened in the past.

SHRI SAZHIYAN (Koumbakonam): Whatever is uttered in the House will be recorded verbatim....

SHRI L. N. MISHRA: This will be part of the proceedings.

SHRI SEZHIYAN: Whatever is being spoken here is being recorded verbatim. So, he cannot skip over anything. He may lay it on the Table of the House, but he cannot skip over some paragraphs and say that they could be put in later.

MR. SPEAKER: Even if he skips over certain portions, they are all considered as laid on the Table of the House. He can lay it on the Table all right, and it will go into the record also.

SHRI L. N. MISHRA: Further, on the airport side, the Integral Coach Fac-

tory have achieved a major breakthrough in recent months by securing orders abroad in the face of stiff international competition. At present, the factory have orders for exporting coaches to Zambia.

Export of Railway Coaches and Equipment

53. There is an immense potential for the export of our railway equipment including coaches, locomotives, wagons and signalling equipment to the developing countries of Asia, Africa and South America. Our wagons are also in great demand in U.S.S.R. and other countries of Eastern Europe. I am forming a special Export Cell in the Railway Board to see that the Railways do their utmost in this field.

Consultancy Service

54. Over the years Indian Railways have developed considerable know-how and expertise in the constitution of railway lines over difficult terrain—mountainous—with long tunnels and high viaducts, building of long span bridges with deep and heavy foundations in giant rivers like Ganga and Brahmaputra. Indian Railways have also developed an integrated organisation for research, design and standardisation as a substantial base to advance the indigenous industrial manufacture of all railway equipment rolling stock and track. This institution acting as consultants and advisers to various Zonal Railways has been the main reservoir of talent and expertise for taking up consultancy services, particularly to a number of countries in Asia and Africa. As there is considerable demand abroad for such consultancy services, Government are thinking of organising a separate unit for consultancy in the Railways so that the services can be rendered economically attractive. Apart from offering consultancy in all fields of disciplines including management and computerisation, project valuation after detailed field surveys etc., the organisation will also undertake 'turn-key' execution of various railway projects.

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Operational Research

55. I would like to mention that with a view to increase the efficiency of operation on the Railways and to effect economics, wherever feasible, in the various fields of transportation, recently an Operational Research Cell has been set up in the Railway Board. The Cell will undertake important efficiency studies employing modern management techniques like Linear Programming, Regression Analysis and will also be assistance in Corporate Planning. Cost Study cells have also been set up.

56. As the House is aware, a country-wide campaign was launched in January 1972 against thefts and pilferages of railway property. There has been an improvement in the position on Central, Northern, Southern, South Central, and Western Railways where the compensation claims paid on this account have decreased during 1971-72. However, the position South Eastern, Northeast Frontier and North Eastern Railways. The members of the Railway Protection Force had on many occasion displayed a high sense of duty in apprehending dangerous and violent criminals and miscreants at the risk of their personal safety. 29 Railway Protection Force personnel were killed and 106 injured in encounters with these criminals during 1971. Five Railway Protection Force personnel were killed and 73 injured during the period from January to October 1972. During the same period, Railway Protection Force had to resort to open fire on 143 occasions killing 60 criminals and injuring 22 of them.

The Railway Protection Force is being reorganised to make it more effective. The question of conferring additional legal powers on the Railway Protection Force is being processed with the Ministries of Home Affairs and Law.

57. Lately, the incidence of dacoities and murders in running trains has shown a disturbingly increasing trend. As against

96 murders and 90 dacoities in 1970, there were 165 murders and 115 dacoities in 1971 and 101 murders and 118 dacoities in 1972. To check these crimes, important passenger trains are being escorted by armed police personnel wherever possible. Surprise checks and supervision of escort duties are also being intensified. The attention of the Chief Ministers of the States mainly concerned has already been drawn to this problem. I am also proposing to hold a meeting with them and their Home Ministers and Inspectors General of Police.

Strikes Agitation and Bandhs

58. Railway operations during 1972-73 were seriously affected by various acts of public interference in different parts of the country over the issues totally unrelated to railway working. In the months of May and June this year on Eastern Railway alone there were 14 instances of obstruction to train running. During October, troubles began with the agitation in Punjab over the issue of concession tickets to students in the cinema houses, in Assam over the language issue and medium of instruction in the University. The agitation in Punjab lasted over a month and led to immobilisation of about 3,000 wagons during that period, and in Assam the agitation resulted in hampering operations and immobilisation of further large numbers of wagons. These acts reduce the wagon availability not only on the Railways where agitations and demonstrations occur but also on the adjacent Railways which cannot load for those areas.

Andhra Agitation

59. The damage caused to the Railways and to the economy by these agitations puts into insignificance when we consider the prolonged agitation in Andhra Pradesh during the last three months. In the beginning the anti-Mulki Rules agitation took the shape of detaining passenger trains and minor incidents but soon the agitation took a violent turn and a large number of sta-

tions and cabins were set on fire and station records and equipment destroyed. One railwayman was burnt to death and 42 railway suffered grievous injuries. Injuries were also suffered by train crews and passengers when the trains were derailed due to removal of fish-plates and other acts of sabotage. There have been 101 cases of sabotage and 147 cases of arson till the middle of this month. The movement of passengers and goods between North and South and East and South has been disrupted for several days as a result of the attacks on Railways and large scale intimidation of railwaymen and their families in Andhra Pradesh. To mention only one incident, five senior railway officers were abducted when they were coming office and were let off only after several hours of detention. One Deputy Chief Controller was released only after a week.

Till the middle of this month as many as 34 mail/express trains and 358 passenger trains have been wholly or partially cancelled on the Southern, South Central and South Eastern Railways. Nearly 20,000 wagons were immobilised on the South Central and the contiguous Railways. On a rough estimate the Railways were not able to carry 35 million tonnes of originating traffic in the last 3½ months resulting in a loss of approximately Rs 12 crores to the Railway Revenues. On account of prolonged cancellation of passenger carrying trains a loss of about Rs 6 crores has been incurred on passenger earnings. On account of direct damage, railway property worth over a crore of rupees has been damaged during the period of agitation. The overall loss to the Railway economy so far can, therefore, be assessed at approximately Rs 20 crores.

Vital supplies like foodgrains could not be moved even to the deficit areas in Andhra Pradesh. Movement of coal to power stations and other essential industries in South India had come to a stop for several days.

Whatever be our differences, we should not disrupt the nation's vital supply lines like this and cripple the economy—not the least of Andhra.

I can only hope that the people of Andhra who have great historical traditions, will respond to the fervent appeal made by our President yesterday in his address to the Parliament and the repeated appeals made by our Prime Minister for restoring normalcy to the State.

I have dwelt on these details so that the Honble Members may appreciate the very difficult conditions under which the railway staff have to work. Twice during the year Territorial Army had to be called to assist in the maintenance of the country's lifeline for the transport of foodgrains and other essential commodities once on the Southern Railway during the middle of the year and now on the South Central Railway.

Ticketless Travel

60 Railways suffer heavy losses on account of ticketless travel. An assessment of this problem was made in the year 1968-69 which indicated that roughly about 20—25 crores of rupees were lost annually to the Railways on this account, as 10 per cent of the passengers were travelling without tickets. To curb this social evil, an ordinance was issued in June 1969 enhancing the penalties for ticketless travel to the minimum of Rs 10. This measure has succeeded in that the number of passengers detected travelling without tickets went down and the windows less went up in 1970-71. The position was more or less maintained in 1971-72. Another assessment to determine the extent of ticketless travel is proposed to be made during next year. On the result of fresh assessment efforts would be intensified to check this menace particularly, in areas where this evil is widespread. Meanwhile every possible effort continues to be made to catch ticketless travellers by deploying larger number of Travelling Ticket Examiners checking with the assistance of the Railway Police and the Railway Protection Force. Recognising

[Shri L. N. Mishra]

that the railways by themselves will not be able to effectively deal with these problems, close co-operation of the State Governments has been sought in launching a big drive. Raids on the ticketless travellers jointly with the assistance of the State Governments have been carried out in the States of Haryana, Gujarat, Punjab and Rajasthan. I propose to conduct these drives in every State, and I expect that the State Governments will come forward with unreserved assistance. I shall also be increasing the number of Magistrates utilised for ticket checking drives in consultation with the State Governments to make ticket checking more intensive and effective.

Concession to students

61. I propose to arrange special amenities for the young particularly, the student community. Cheaper travel would encourage them to see this vast country and create greater awareness among them of the different facts of our growth during 25 years of our Independence. It would infuse greater sense of national unity among the young and draw them more closely in our programme of economic development.

To promote the cause of education, the Railways subsidise travelling of the student community. The Railways grant concessions in fares to students. The element of concession in third class is as high as 5 per cent. The concessions in first class and second class, which were withdrawn in December 1971, were restored in October 1972, to the extent of 25 per cent in second class and 15 per cent in first class. These concessions are available to the students for travelling between their homes and educational institutions as well as for their educational tours in the country. Their monetary value is approximately Rs. 1.6 crores per annum. It is a social welfare burden of no small value which the Railways as a public utility organisation bear year after year and will continue to bear in a much higher degree.

Catering

62. Our experience with catering in the conventional method in dining cars

indicates now, that service cannot be efficient and clean and therefore a new method has been adopted on the Bombay-Delhi route. Food is cooked in static kitchens and is picked up and then stored in hot cases on trains. It is served to passengers at suitable times on run. This type of service has also been introduced on the Madras-Delhi Grand Trunk Expresses. It has been proposed to extend it to the Delhi-Howrah line also. The advantages of this method are that the pantry cars can be kept clean, washing on moving trains is eliminated, the bearers and the cooks can remain in clean uniforms on the run and wastage of food is eliminated. The Dining Car used to be an idle-runner. Part of the Pantry bogie will now carry passengers, increasing accommodation on trains for passengers and revenues for Railways.

We are also considering the sale of low priced packed meals for passengers, who prefer something less elaborate than the meals now being served on the trains. These will contain purries/parathas with vegetables, and Biriyani for those who prefer non-vegetarian food.

Overcrowding

63. Overcrowding on trains is a facet of railway working which often catches public eye. I propose to tackle this problem by introducing additional trains whenever feasible and also dieselising some mail/express trains. By dieselising, we can add 4 or 5 coaches to these trains and they will be mostly in third class. During the current year up to 30th November 1972, 4840 train kilometres daily have been added by the introduction of 25 new trains and extension of the run of existing 15 trains. Notable among the new trains introduced are the New Delhi-Bombay Central bi-weekly Rajdhani Express with effect from 17th May 1972; a pair of Express trains between Calicut and Cochin Harbour from 14th July 1972; a pair of bi-weekly Janta Express between Bombay V.T. and Bina from 1st May 1972; and the bi-weekly Jayanti Janata Expresses between New Delhi and Mangalore/Ernakulam from the 26th January 1973. The run of Mauras-Madurai Janata Express has been extended to/from Virudhunagar.

The Railways are also trying out new types of coaches for First Class travel for medium distances. These chair cars can accommodate 48/60 passengers per coach as against the conventional first class, which can accommodate only 22/24 passengers. Hence one first class chair car can replace two first class coaches and the saving thus effected could be utilised to add more third class coaches to the express trains. The Railways have also programmed the manufacture of air-conditioned two tier sleeper coaches which can accommodate 48 persons against the present 14/18 persons in the A.C.C. coach. These coaches will replace gradually the present first class and A.C.C. coaches running on long distance trains. With such increased capacity, the number of upper class coaches in intercity expresses could be reduced and the accommodation thus released made available to third class passengers.

A plan to augment the fleet of coaches has also been initiated. It is expected that during the current year and the next, 1117 broad gauge and 247 metre gauge passenger carrying coaches would be manufactured and put into service for meeting the additional traffic requirements. In addition to these coaches, during the same period 1972-74 288 broad gauge and 24 metre gauge electric multiple coaches are expected to be put into service for meeting the requirements of suburban traffic. During the current year up to 30th November 1972, as many as 62 new suburban trains were introduced and the runs of 34 others were extended.

The suburban services are at present running at an annual loss of over Rs. 13 crores. Unless financial relief for suburban services is forthcoming I do not know to what extent the Indian Railways resources will be able to keep pace with the metropolitan developments and the commuter traffic these are generating. Discussion on this is continuing with the Planning Commission and the matter is also under the consideration of the Railway Convention Committee.

Passenger Amenities

64. An amount of approximately Rs. 4 crores is annually spent on passenger amenities. As a great priority, phased pro-

vision of basic amenities for passengers like waiting halls, benches, lights, drinking water, latrines and shady trees at all railway stations was planned. We have now reached the end of this plan. The Railways have embarked upon a new scheme of providig comfortable, fast, long-distance travel for third class passengers. An effort in this direction has been made in the running of 'Jayanti-Janata' train from Delhi to Mangalore/Ernakulam, a distance of 3020 Kilometers. This is the first train with completely reserved accommodation, a dining car for service of food, a well-equipped library on wheels with a book-stall, Passengers can for a small sum of Rs. 2/-, obtain bed line for use on the run. The rake of this train was seen by the Members of the Railways Convention Committee and Members of the Consultative Committee at Delhi and was appreciated. It will be our endeavour to introduce long distance trains on this model on other important routes.

Cleanliness of Station premises and coaches

The Railways have been paying special attention for the proper maintenance and cleanliness of coaches and station premises. Particular care is taken to ensure that there is an adequate supply of water and that toilets and wash basins are kept clean and disinfected. Electric lights, fans and other amenity fittings are kept in good order by maintenance and sanitary staff both at the starting and intermediate stations. Surprise inspections are carried out by the senior officers to see that the staff carry out their duties properly and that there are no complaints from the passengers.

However, I must confess that much remains to be done in the direction of cleanliness of station premises and coaches, and I promise to give special attention to this aspect of the matter.

Light Railways

65. As the House is aware, the opening of Howrah-Amta, Howrah-Sheakhala and Shahdara-Saharanpur Light Railways, which have been lying closed for over two years, has been accepted in principle. The question when and how these lines should be run is to be decided jointly by the Ministry of Railways and the State Governments concerned.

[Shri L. N. Mishra]

15 hrs.

The assets of these Light Railways are in a completely worn-out and dilapidated condition and have very little residual lives left. Besides in the case of Shahdra-Saharanpur Light Railways, the party who had purchased the assets of the Company has already removed a considerable portion of the track. If these Railways are to be revived and their operation continued, the assets will have to be sooner than later, replaced at a heavy cost. There may be difficulty in procuring adequate spares and narrow gauge rolling stock for replacement. In view of this position and keeping in view the future needs of traffic, the Ministry of Railways are considering the feasibility of broad gauge lines in the area served by Howrah-Amta and Howrah-Sheakhala Light Railways. For this purpose, Engineering-cum-Traffic surveys are in progress or are being taken up. On receipt of the Survey Reports, the work can be taken up. On a top priority basis and the assurance made in the Parliament implemented. The State Government of West Bengal have also been requested to make arrangements to provide the necessary land free from all encumbrances and encroachments.

Regarding Shahdra Sharanpur Light Railway, the feasibility and financial implications of having a broad gauge line, are being examined. On completion of this examination and in the light of discussions which I intend to hold with the Chief Minister, U.P., decision would be taken how best to run the railway and whether to revive it in its former gauge or in a wider gauge.

Metropolitan Transport Projects

66. As the House is already aware, the Railways are conducting techno-economic feasibility studies in the metropolitan cities of Calcutta, Bombay, Delhi and Madras. For this purpose a sum of Rs. 20 crores was separately provided in the Fourth Plan Mid-term Appraisal. Of the four metropolitan projects, the Calcutta Project is in the advanced stage. It is expected to cost Rs. 140 crores and will take seven years to complete. Our Prime Minister laid the foundation stone of this metropolitan line of 16.5 kilometers from Dum Dum to Tollygunge on 29th December, 1971 in

Calcutta.

The House would be glad to know that metropolitan traffic studies have also been initiated by the respective State Governments at the instance of the Planning Commission at five more metropolitan cities of Ahmedabad, Bangalore, Hyderabad, Secunderabad, Kanpur and Puna. I trust that these studies would be progressed expeditiously.

Implementation of Miahoy Railway Tribunal Report

67. The Railway Labour Tribunal under the scheme of the permanent Negotiating Machinery was appointed in 1969 with Shri N. M. Miahoy, retired Chief Justice of Gujarat High Court as its Chairman. The Tribunal presented its Report of decisions to Government on 8th August, 1972. The Report has been under active consideration of the Government. The issues involved related to pay scales, special pay, night duty allowance, upgradation of certain categories of staff, revision of hours of employment regulation and wages of casual labour. The full implementation of the Report will cost for a full year Rs 12.5 crores on Revenue expenditure and Rs. 7 crores under Capital. The effect during 1973-74 will be of the order of Rs. 12 crores.

Expected Additional Liabilities

68. The final Report of the Pay Commission has yet to be received and its impact on the railway finances could neither be assessed nor taken into account in the Demands placed before the House. To the extent the emoluments of railwaymen are increased by the Pay Commissions recommendations, the Railways will have to find additional resources. I may have to approach the House again for the grant of requisite funds, as may be necessary in the year, to implement recommendation of the Pay Commission.

Licensed Porters

69. There are over 38,000 licensed porters in the Indian Railways carrying the luggage of passengers. A study group went into the conditions of work of this labour force in 1969 and made several recommendations towards improving their conditions of work. A large number of these recommendations has been accepted and implemented. I am now examining the

question of providing suitable facilities to porters for resting, at those stations where these facilities do not exist.

Labour relations during the year

70. Generally, relations with Railways labour remained cordial during the year. Regular meeting with recognised federations were held both under the Permanent Negotiating Machinery and the Joint Consultative Machinery and all disputes were settled in these forums. Quite apart from the resolution of disputes through such meetings, the general atmosphere in the labour field through the year was such that, by and large, stoppages of work even by small groups which were frequent in earlier years became less common.

With a view to extending the scope of labour participation in Railway management, the Corporate Enterprise Group of Management and Labour, consisting of the Railway Board and the leaders of the two Railway Labour Federations has been set up. It is expected that this Group would facilitate free flow and exchange of ideas between management and labour, enabling more efficient and purposeful running of the enterprise of the Indian Railways. A preliminary meeting of the Group was held in November, 1972.

Railway Convention Committee

71. The interim report presented by the Railway Convention Committee, 1971, dealt with payment of dividend to General Revenues for the two years 1971-72 and 1972-73. The extent of concessions and exemptions given by the Committee amounted to Rs. 22.06 crores in 1971-72 and Rs. 22.19 crores in 1972-73.

In December, 1972, the Railway Convention Committee presented their first report on accounting matters. The recommendations of the First Report of the Committee which have a bearing on the Railway Budget for 1973-74 were approved by this House in December, 1972. The quantum of concessions and exemptions allowed by the Committee and approved by the House for the two earlier years have been extended to 1973-74 and would give a relief of Rs. 21.95 crores.

The Committee have also dealt with certain general railway accounting matters and have asked for further studies to be made and have indicated the lines on which these are to be undertaken. Action is being initiated in conformity with these recommendations. I thank the Chairman and Members of the Railway Convention Committee for the arduous efforts put in by them and for their useful suggestions on various aspects of Railway working.

Zonal Consultative Committees

72. It is my intention to involve more closely Members of Parliament and Members of the State Legislatures with the evolution of our railway policy, particularly in respect of seeking specific solution to various zonal problems. The Zonal meetings would be conducted with even greater purpose and as a measure of our seriousness in the utility of such meetings, myself propose to attend the next zonal meeting for each zone to be held hereinafter.

73. It gives me great pleasure to acknowledge that the railwaymen have kept up their proud tradition of dedication to duty and high sense of responsibility during the current year. Last year, their performance under the stress and strain caused by the unprecedented influx of refugees from across the border, followed by exacting and arduous demands of the Indo-Pak conflict, was appreciated both outside and inside the House. This year, once again, they have rendered praiseworthy service to the nation when, under trying conditions created by violent hunds and agitations, they continued to maintain, regardless of personal risk, the transport lifeline of the country. I am sure the railwaymen will live up to their high tradition of faithful service in the coming year and ever afterwards.

74. Before I conclude, I must say a word. Railways are our national property. They are the valuable heritage of our country and an integral part of our economic and social life. It is only in the fitness of things that this essential public utility, which in consonance with our democratic system, belongs to the people, is run on behalf of the people and must be protected and expended by the representatives of the people.

SHRI JYOTIRMOY BOSU (Diamond Harbour): One question. What about the award on the salaries of the Railway employees. (Interruptions)

श्री हुकम चन्द कच्छबाय (मुरना)
बोनस रेलवे वालो को कब मिलेगा ? मंत्री
यूनियनो ने बोनस की माग की है उसके
बारे मे मंत्री जी ने कुछ नहीं कहा ।

अध्यक्ष महोदय : हर वक्त ऐसा मत
किया करे । इस पर डिस्कशन होगा तब
पूछियेगा ।

श्री हीनेन भद्रदाचार्य (सीरमपुर)
हावडा-अमता और हावडा-शीखला लाइट
रेलवे जो बन्द पडी है, जिसको फिर से चलाने
के बारे में प्रधान मंत्री ने भी कहा था, उन
कब चालू होगी, इसके बारे में मंत्री जो
कुछ नहीं बताया ।

15.49 hrs.

SEAWARD ARTILLERY PRACTICE (AMENDMENT) BILL

THE DEPUTY MINISTER IN THE
MINISTRY OF DEFENCE (SHRI J. B.
PATNAIK): Sir, I move*:

"That the Bill further to amend the
Seaward Artillery Practice Act, 1949,
as passed by Rajya Sabha, be taken
into consideration."

This is a simple Bill. For the efficient
functioning of our Navy, it is necessary
that there should be frequent practice of
artillery and coastal firing. The present
Act authorises the State Government to
issue the necessary notifications in this
regard. It is also provided in the present
Act that clear notice of two months is
necessary if special practice takes place.

15.50 hrs.

[SHRI SEZHIYAN in the chair.]

For simplification and efficient function-
ing of the Navy it is necessary that the

Act is amended to empower the Central
Government to issue the necessary notifi-
cation instead of the State Governments
It is also provided that if the Central
Government finds it necessary to empower
the State Governments in this respect to
issue the notification, they can also do so.
Secondly, this period of two months is
proposed to be reduced to two weeks only
All these are necessary, as I have already
said,, for the efficient functioning of our
Navy.

With these words, I move.

MR CHAIRMAN: Motion moved

That the Bill further to amend the
Seaward Artillery Practice Act, 1949,
as passed by Rajya Sabha, be taken
into consideration."

†SHRI MADHURYA HALDAR
(Mathurapur) Mr Chairman, Sir, the
amending Bill that is under consideration
of the House seeks to reduce the period
of notice from two months to two weeks
The reduction in the period of notice as
is stipulated, is indeed not a very serious
matter but the thing that really matters is
that instead of doing artillery practices on
the shore, it would have been better if
some alternative arrangement could be
made so that the people of the coastal
areas or those who use the coastal sea
are not affected adversely by it. In the
whole of the coastal area nay the whole
of the country is seething under the feel-
ing of frustration. This feeling is being
provoked and fomented (interruption—
it is in your mind)—no it is being en-
gineered by the Congressmen. Sir, if we
look at the different States, then it
would be clear how this Government is
trying to suppress the people through the
CRP and the military forces. The voice
of people's anguish and frustration is
sought to be throttled by the use of force

Sir, the coastal people, in fact the entire
masses of the State of West Bengal know
how atrociously the military and CRP
forces had behaved with them and they
are scared of them. Through this
present Bill that is through the

*Moved with the recommendation of the President.

†The original speech was delivered in Bengali.

Artillery practices the Government will further threaten them through a show of their might with a view to instilling in them a sense of fear so that they are never able to raise their head or voice their protests against this Government.

On the coastal area, it is a common knowledge, that the poor fishermen go to the coastal sea to catch fish which is their only means of livelihood. This they do all through the year. They have no other means to fall back upon to keep the wolf away. If the artillery practice continues for some time then these poor fishermen will denied their means of livelihood and they will starve. The Bill says that "compensation" will be paid for losses but it has not been specified as to whom it will be paid nor does it say how much would the quantum of this compensation. The Bill only says that the compensation will be at the minimum rate. It is known to every one that the compensation that the Government pays for anything is always a meagre amount and I do not know how much more meagre it would be when paid at minimum rate. The lack of clarity makes the situation all the more worse. The poor fishermen as the result of the practice will lose their job for quite some days. The fish will not go to the market and this in turn will make some more people jobless and at a time when the prices of commodities are soaring high, the price of fish will be kicked up further owing to the fall in supply. But the Bill does not clearly say as to whom the compensation will be given. Will it be given to the owners of the land which may suffer as a result of the practice, to the poor fishermen who will lose their jobs or the buyers who will be forced to buy fish at a higher price? I am sure Sir, like all other promises of this Government this provision for "compensation" will be a big hoax on the people will really suffer and the poor fishermen will never be compensated. The word will remain a dead letter on the Statute book. I am therefore Sir, opposed to this Bill and I feel, as I have stated earlier that it would be better if we can have these artillery practices in the far off sea instead of at the shore. With these words, Sir, I conclude.

श्री हुकम चन्द्र कच्छवाय (मुरैना) : मंत्री
व्यवस्था का प्रश्न है। इसमें गणपूर्ति
नहीं है।

MR CHAIRMAN: The bell is being rung now there is quorum. Shri S. M. Banerjee

SHRI S. M. BANERJEE (Kanpur) : Mr. Chairman, Sir, the hon. Deputy Minister explained that this Bill is necessary because artillery practice is a must for army men. But I fully agree with my hon. friend who spoke before me that sometimes any land taken by the army in the name of artillery practice is completely misused. I am talking of the seaward artillery practice.

In many cantonments, e.g. Babina Cantonment in U.P. and other cantonments, where lands have been taken by the Government in the name of artillery practice, the compensation paid to the peasants is far from satisfactory. There is clause 9 which says -

"(c) the minimum rates at which compensation shall be payable under sub-section (3) of section 6, and generally regarding the making of claims for compensation, the procedure to be followed by the authorities granting the compensation, the expeditious settlement of claims and the filing of appeals from original awards of compensation;

(b) the principles to be followed in assessing the amount of compensation to be awarded under this Act;"

Every matter is not referred to the arbitrator. I know in Chaundpur, Balasore and other places where land has been taken for practice purposes, the compensation has not been paid to fishermen whose only livelihood was dependent on those lands. I wish to know from the hon. Deputy Minister who comes from the same State where Chaundpur and Balasore are situated as to what has been done in those cases.

[Shri S. M. Bannerjee]

Then, where there is constant practice of this sort, there is also a danger of losing lives of some persons. It is only paper that it is announced three or four times before the practice takes place that the persons who are residing in the neighbourhood should not move out in that direction. What happens? I would like to know from the hon. Deputy Minister whether it is not a fact that in many places, some persons have died, some children have died, only because they were not properly informed. No compensation was paid on the ground that a proper notification was issued and an announcement was made and that it was fault of the people, not of the army. I want our army to practice regularly, but, Sir, these are the few problems which arise out of that, and I would request the hon. Minister to throw some light on these.

16 hrs.

Moreover, especially in the cantonment area, patches of land where anything can be cultivated are taken away in the name of this. Also, business has been started by some people. Big money hands are involved in this. They try to have this gathered and the metal is sold in the market. Small boys and girls are paid just 25 or 50 or 80 Paise per day and throughout the day they go on collecting that metal. As a result of that, there are cases when these small children had fallen victims to firing. I give these instances which are borne by facts. Such cases have happened in many cantonments, specially in Babina and Julundur.....

AN HON. MEMBER: Not Kanpur?

SHRI S. M. BANERJEE: I try to save those people; otherwise such instances would have happened there also.

These matters will have to be taken into consideration before passing this Bill. What are the safety measures for the people? Only a notice will not save the people. After all, notice is not properly given throughout the city. Specially those small boys and girls who are engaged by money hands for collecting

the metal fall victims to firing. As I said, these children collect the metal and give to the money hands who make a fortune out of it.

I would like the hon. Minister to tell us what is going to be the future practice and how people are going to be warned and saved, and also what would be the compensation, whether it will be the then market rate. Whatever may be the Constitutional Amendment, in the case of insurance, the compensation was raised from Rs. 22 crores to 38 crores. In the case of big people, it is always raised; whether it is the market value or whether it is fixed amount of compensation, whatever may be the case even after the Constitutional Amendment, those big people never stand to lose. What about the small peasants? Will they be paid compensation on the basis of the real value of the land? Also the paddy part should be taken into consideration.

With these words, I conclude. I request the hon. Minister to reply to the points that I have raised.

SHRI MOHANRAJ KALIJINGARAYAR (Pollachi): While speaking on the Seaward Artillery Practice (Amendment) Bill, 1972 I would like to point out that this Act was amended in the year 1949; it is nearly 23 years since this Act was passed. I would like to know from the Minister why, for 23 years, there was no talk about this amendment, why now they have brought forward this Bill. The Minister should tell us whether, all these years, the artillery practices were going on smoothly or whether the Ministry had received any complaints that some incidents had taken place. In the Statement of Objects and Reasons, in the third line it is mentioned, 'No such notification can be issued by a State Government until the expiry of two months from the date of the first notification'. We have been having two or three emergencies and practices were going on in some of the coastal parts of India and there is no need of amending the Act

now. You can amend the rules. Of course, when the emergency is there frequent practices should be conducted and are being conducted by the Navy. So, the two months' period may be too long. For this they can just amend the rules saying 14 days is sufficient for notification by the State Government. So, for this there is no necessity of amending the Act.

The hon. Member who spoke previous to me mentioned about the compensation if there were any accidents. I would like the Minister to be specific about the amount which would be paid if there were any accidents.

Finally, I would like to know before I conclude, if there were any occasions when such accidents have taken place during this period and what is the main purpose in bringing this amendment.

श्री भारत सिंह चौहान (धर) :
सभापति महोदय, मैं समुद्री तोपखाना अभ्यास (संशोधन) विधेयक का समर्थन करता हूँ और साथ ही इस बारे में कुछ सुझाव भी देना चाहता हूँ ।

हमारे हजारों मील के समुद्र के किनारे पर जो नाविक और मछुए बसे हुए हैं, वे एक बैकवर्ड और गरीब तबके से सम्बन्ध रखते हैं और इस लिए शासन को इस बात का ज्यादा से ज्यादा ध्यान रखना चाहिए कि अगर उनको इस अभ्यास से कोई भी नुकसान हो, तो उनको तुरन्त ज्यादा से ज्यादा राहत दी जाये । नाविकों और मछुओं की विभिन्न कठिनाइयों के बारे में धरे पास कुछ दिनों से कई खबरें और पत्र आ रहे हैं ।

राज की परिस्थिति को देखते हुए अपनी नौसैनिक शक्ति को बढ़ाने के लिए हमारे समुद्र के किनारे इस तरह के अभ्यास बड़े पैमाने पर करना बहुत आवश्यक है । मुझे याद है कि अंग्रेजों के जमाने में मैने बम्बई के पास एक समुद्री सैनिक अभ्यास देखा था । आजादी के पच्चीस साल के बाद इस कानून में संशोधन की आवश्यकता महसूस की गई है ।

हमारे विशाल समुद्र-तट पर जो लाखों लोग बसे हुए हैं, वे गरीब तबके के लोग हैं । कहीं ऐसा न हो कि इन अभ्यासों से उनको नुकसान पहुँचे और वे बेघरबार हो जाए । अगर अभ्यास के कारण वे अपने घरदार या रोजी से वंचित हो जायें, तो उनको तुरन्त आबाद करने और राहत पहुँचाने के लिए कम्पेन्सेशन की प्रक्रिया को सरल बना देना चाहिए । हमारा अनुभव है कि इस सम्बन्ध में जो कायदे-कानून बने हुए हैं, उनके अन्तर्गत लोगों को राहत पहुँचाने में कई तरह की अड़चने आती हैं और उनको समय पर उचित तथा पर्याप्त कम्पेन्सेशन नहीं मिल पाता है । इसलिए मंत्री महोदय को यह व्यवस्था करनी चाहिए कि अभ्यास से प्रभावित लोगों को पूरी तरह से राहत दी जा सके ।

आप जानते हैं कि जिस वक्त यह प्रैक्टिस होगी, उस वक्त उन लोगों का धन्य बन्द हो जायेगा और अभ्यास के समय तक वे बेरोजगार रहेंगे । इसलिए उस समय उनको

[श्री भारत सिंह चौहान]

रोजी-रोटी बिलाने के लिए उचित नियम बनाये जायें। आखिर यह नेशन की आवश्यकता है। अपनी नौसैनिक शक्ति को बढ़ाने के लिए समुद्री तोपखाने का अभ्यास बराबर होना चाहिए। लेकिन इस बात का पूरा ध्यान रखा जाना चाहिए कि समुद्र-स्ट पर बसे हुए लाखों लोगों को यह अनुभव न हो कि काम्पेन्सेशन के सम्बन्ध में उनके साथ अन्याय हो रहा है। मंत्री महोदय को यह देखना चाहिए कि उनको काम्पेन्सेशन देने के सम्बन्ध में पूरी मावधानी बरती जायें और उनकी रोजी-रोटी को कोई धक्का न लगे।

मैं जानता हू कि जो सशोधन लाये गए हैं, वे आवश्यकता को महसूस करने हुए लाये गए हैं और आज की परिस्थिति के अनुसार वे उचित ही हैं। इसलिए मैं इस विधेयक का समर्थन करता हूँ।

SHRI P. K. DEO (Kalahandi): I take this opportunity to congratulate the hon. Deputy Minister, the sole representative from my State, who has now adorned the Council of Ministers and has taken upon his shoulders this important portfolio Sir, even though the Bill is so simple, it envisages two important changes, that is, the power of the State Government is being taken over by the Central Government and secondly, the period of notice prior to notification is being reduced from 2 months to 15 days.

Sir, this is a question which vitally interest the people of the coast and I do not think how far it is proper for the Central Government to carry the message of their intention of this naval practice to the people of the coastal area without the aid of the State Government. They now eliminate the State Government, even though the State Government has agreed to this amending Bill. How far they will

be able to carry this message to the people there without the aid of the State Government is a very big question. For any artillery practice, life hazard is there, especially with our increased maritime and fishing activities mostly in the East Coast.

I would also like to know how far the Minister considers it sufficient that even 15 days prior notice would be enough for the fishermen and for the other ships to shift to safer areas. I think it is a retrograde step and I request that the Minister should have a second thought over it

Regarding the question of compensation also, I would like to reiterate the demand made by the previous speakers. Compensation has become a dirty word in our Constitution, but even then, as it affects the small people and their livelihood, I would submit alternative livelihood has to be provided to them for that period, so that the fishermen etc. will not be kept out of job because of these exercises.

Since the Deputy Minister comes from my State, I take this opportunity to bring to his notice a sinister move made by the Centre to transfer some of the testing projects that are proposed to be had at Chandbali on the Balasore coast. There is a proof and experimental centre at Balasore on the Orissa coast, and that was considered to be the best site, and it has been functioning there since 1896. Since 1967 there has been enough enlargement of its activity, and the number of the civilian personnel employed there has increased from 300 to nearly 700. Shri P. C. Sethi was the Minister for Defence Production before, and now Shri Vidya Charan Shukla is in charge of it. In the meantime, they had a project somewhere near Itarsi for testing the artillery at a cost of nearly Rs. 12 crores. Since then, I find that a systematic attempt has been made by the Centre to shift that centre or some of the testing projects which have already been sanctioned for the Chandipur testing centre to Itarsi, and as a result, the Committee of the De-

fence Ministry on personnel have recommended that there is surplus staff of nearly 100 people and they should be retrenched. As the problem of unemployment has been a burning one, to retrench nearly a hundred civilian people from Chandipur in Balasore district which has been worst affected by drought and by cyclone this year would be giving a death-blow to the local people. The hon. Minister may easily give the answer that as it is the report of an official team and he is only a layman and they are the experts, therefore, he cannot go over their heads, but such a plea is not going to satisfy us, because the official team never visited Balasore, but sitting somewhere in Calcutta or Delhi they submitted their report. That report has also been accepted by Dr. Nagchoudhuri who is supposed to be an expert on the subject. Even then, if there were any attempt by the Centre or the Defence Ministry to shift some of the testing projects which are scheduled to be had at Chandbali of Balasore district, then it would be a direct challenge to the youth of Orissa and they cannot swallow this bitter pill

When there was a change of Government in Orissa, we thought that Orissa's interests would be safeguarded, and more Central undertakings would be established there. But we find that even what was established in the British days is now going to be removed elsewhere.

I would like to point out that since June, 1972, the following testing projects have been shifted, namely the Bomb 8 MB-Mortar-RE, primary charges and secondary charges and primary cartridges and tail units, Bomb 120 mm. B-Mortar-Primary charges and secondary charges and primary cartridges and tail units, and propellant for Round 105 ADDST normal charges for radius 25.

Similarly, there is a long list of these testing projects which should have been fired at the Balasore coast into the sea but which are being transferred elsewhere. It has been proved that in the Itarsi testing centre, some of this apparatus did not

work satisfactorily. As a matter of fact, some of the fuses and tail units have been returned from Itarsi to Balasore. Under the circumstances, I respectfully submit to the Minister that he should safeguard the interests of Orissa and give a categorical answer that there will be no shifting of any of these testing projects from Balasore, secondly, that there would be no retrenchment of the civilian personnel who are being employed there and thirdly, that instead of shifting any of the testing projects from Balasore, the testing projects there will be doubled, as it is considered one of the most suitable projects and has been established and has been functioning most satisfactorily since 1896.

With these words, I request the hon. Minister to give a satisfactory reply to these queries.

SHRI B. V. NAIK (Kanara): Mr Chairman, very recently, about a fortnight back, on the coast of Mysore outside the district of North Kanara in an island called Netrani, one of the unburst shells belonging to the Indian Navy was spotted by some 14 people. All these 14 people were killed, virtually smashed to smithereens. I wonder whether the Ministry of Defence or its naval wing is aware of this incident.

This was an explosive that was found at a distance of approximately 15 miles. This was the site of the naval exercises during 1972. I would like to know whether there is a search being carried out by the naval personnel, particularly after the exercises are over and thereafter the entire area of the exercises combed clean, because as far as press—and other factual—reports go, these simple fishermen who went there to offer homage to some *durga* as well as temple did not know what the shining object was.

I would request the hon. Minister to investigate this specific case in which 14 innocent lives were destroyed for reasons which I would not as yet call as their carelessness, but something has been missing by way of after-care, after the exercises have been carried out.

[Shri B. V. Naik]

In this context, the local authorities, whether it is the local district magistrate or other authorities, have a better and more intimate knowledge. Now that the Indian sea coast is becoming more and more populated by mechanised vessels for fishing purposes, I think a tremendous amount of care will have to be exercised by our naval personnel before they get into this kind of exercise. The mere fact of the Central Government being authorised to issue the notification for carrying out the exercise should not blind them to the fact that the local authorities also know very much about the coastline the fishing habits of the people and the conditions prevailing in the coastline.

Therefore, while welcoming this Bill, I urge upon the Centre and the hon. Minister to investigate this case in which 14 innocent lives were lost in Neerant island on the Mysore coast and see that the naval personnel undertaking such exercises take due care in taking the best advice possible from the concerned local authorities.

THE DEPUTY MINISTER IN THE MINISTRY OF DEFENCE (SHRI J. B. PATNAIK): I am beholden to hon. members for their enlightened observation on this Bill. The amendments are more or less enabling ones. There is nothing alarming about them. They are not going to give more powers. The powers are there already with the Government and no more powers are being conferred by these amendments.

Wherever there is a navy, in which ever country it is, these exercises are there. This is nothing new in our country. So there is no question of terrorising the people where these exercises are found to be necessary.

Regarding the compensation, many hon. Members have observed that due compensation is not being paid to the people. No such instance has been brought to the notice of the Government where due compensation is not paid. In fact, the amount of compensation as fixed by the State Governments according to some procedure is paid by the Central Government. The

Central Government does not fix the amount of compensation. It is the State Governments which fix the amount of compensation, and the Central Government pays after the amount of compensation is fixed by the concerned State Government.

Only in two cases have the Central Government paid compensation. One in Tamil Nadu where Rs. 1,100 and odd was paid and in another case, an amount of Rs. 13,000 and odd was paid. No other case has been brought to the notice of the Central Government for the payment of compensation.

This amendment also does not give any further power to the Central Government which it already does not have nor does it take away the power of the State Governments concerned for fixing the procedure for the payment of compensation.

Regarding the other points which have been brought to our notice in this debate, in particular, Mr. P. K. Deo has spoken about the proof and experimental station at Balasore, this Bill does not deal with the proof and experimental establishment at Chandipur in Balasore district. It is more or less the coastal batteries which are involved. So, the proof and experimental establishment does not come into the picture so far as this Bill is concerned.

Regarding the apprehension expressed by an hon. Member about the inconvenience caused to the fishermen, I may say that there are adequate steps taken in this measure for giving proper notice to the fishermen concerned. 15 days' is given in the place of two months' notice only in the interests of efficiency, and 15 days notice certainly is not a small period to give proper and adequate warning to the fishermen concerned or to the people who inhabit a particular coastal area. Besides, this practice concerns more or less the surface of the sea and not much land. So, there is no question of putting the people to great inconvenience as far as this amendment goes.

Regarding the cantonment areas, I am afraid this Bill does not concern the cantonments and so I cannot enlighten the

hon. Members about the points they raised about the cantonments.

The hon. Member Mr. Naik raised a point regarding the lives lost by fishermen in the bursting of naval shells. This does not concern this Bill, but this the Government would investigate into and see that steps are taken to compensate the people.

SHRI D. N. TIWARI (Gopalganj): Does not the Ministry have any information?

SHRI J. B. PATNAIK: No information is there with me now. We are discussing this Bill, and this has nothing to do with this Bill.

Mr. Mohan Raj spoke about the necessity of this amendment. As I have observed this has become necessary in view of the fact that our Navy must function more efficiently and therefore the Central Government should be empowered to give proper notification, and not the State Government. The period should be reduced from two months to 15 days. According to the Defence of India rules, no notification is necessary. Now the Defence of India Rules is being substituted. This amendment is brought forward so that proper democratic functioning is there. With these observations I move that this Bill be taken into consideration.

MR. CHAIRMAN: The question is:

"That the Bill further to amend the Seaward Artillery Practice Act, 1949, as passed by Rajya Sabha, be taken into consideration."

The motion was adopted

MR. CHAIRMAN: There are no amendments to clauses 2 and 3. The question is:

"That Clauses 2 and 3 stand part of the Bill."

The motion was adopted

Classes 2 and 3 were added to the Bill
Clause 1—(Short title and Commencement)

Amendment made:

Page 1, line 4,—

for "1972" substitute "1973" (2)
(Shri J. B. Patnaik)

MR. CHAIRMAN: The question is:

"That clause 1, as amended, stand part of the Bill."

The motion was adopted

Clause 1, as amended, was added in the Bill.

Enacting Formula

Amendment made:

Page 1, line 1,—

for "Twenty-third" substitute "Twenty-fourth" (1)

(Shri J. B. Patnaik)

MR. CHAIRMAN: The question is:

"That the Enacting Formula, as amended, stand part of the Bill."

The motion was adopted

The Enacting Formula, as amended, was added to the Bill.

The Title was added to the Bill.

SHRI J. B. PATNAIK: I move:

"That the Bill, as amended, be passed."

MR. CHAIRMAN: Motion moved:

"That the Bill, as amended, be passed."

SHRI JYOTIRMOY BOSU (Diamond Harbour): I have been once participating in the coastal battery practices and I have now to speak on behalf of the people who suffer as a result of that. When these practices take place, the boatmen and fishermen are prohibited from doing

[Shri Jyotirmoy Bosu]

their job, which is their only source of livelihood. How do the Government propose to compensate those who are forced to refrain from their only source of livelihood as a result of this practice? These are working class people. I am not talking about the Indian Carbide whose fishing vessels may be doing fishing, nor of the fishing vessels of the Imperial Tobacco. I am talking about the small fishermen, small boatmen who are prevented from pursuing their daily vocation. It hurts their fundamental rights; you are preventing a man from pursuing his legitimate source of livelihood. How do you propose to compensate them? These poor people cannot afford to go to courts and bring a writ petition against the Government. The Government should *suo motu* come forward and say that if as a result of coast battery practice the boatmen and fishermen are prevented from doing their job they would be adequately compensated for that period of time.

SHRI J. B. PATNAIK: For this, adequate provision is made in the Act. The District Magistrate appoints a Revenue Officer to go to that particular place and investigate into the cases of persons affected, whether they are fishermen or cultivators and a compensation is fixed. If the affected person is not satisfied with the rate of compensation so fixed, he can appeal to the District Magistrate and the District Magistrate can revise it.

SHRI JYOTIRMOY BOSU: There is provision for paying compensation for loss or damage to property or crop. I am talking about the loss of profession, loss of the source of livelihood of boatmen and fishermen. This Government talks about samajwad, socialism and the working class. How do Government expect these people to feed themselves when they are prevented from pursuing their vocation?

SHRI J. B. PATNAIK: Under the Act of 1949, compensation is payable for any damage to person or property or interference with the rights or privileges arising from the artillery practice. So, that

point is covered. The rules of compensation are framed by the concerned State authorities. The Centre has nothing to do with it.

श्री हुकूम बाब कठवाय : उन्हें कितना प्रतिगत मुआविजा देने हैं, इसका उल्लेख नहीं किया है।

SHRI J. B. PATNAIK: It differs from State to State.

SHRI JYOTIRMOY BOSU: I know that not in a single case a fisherman or boatman has been compensated by the district authorities. The Central Government acquires the right to fire their coast guns and prevent people from pursuing their vocation. But they pass on the buck to the State Government when it comes to paying compensation. How ridiculous it sounds! Why is it that Government is so hesitant to give an assurance on the floor of the House that those who will be affected by this artillery practice as far as pursuing their vocation is concerned will also be adequately compensated?

SHRI J. B. PATNAIK: As I said, compensation takes care of every aspect of the question including the rights and privileges. The local authority has to decide how much compensation is to be paid. Once it is recommended to the Central Government, the Central Government pays the compensation. In all the cases that have been brought to the notice of the Central Government, compensation has been paid. *(Interruptions).*

MR. CHAIRMAN: The question is:

"That the Bill, as amended, be passed".

The motion was adopted

16 39 hrs.

DIPLMATIC AND CONSUIAR OFFI-
CERS (OATHS AND FEES) (EXTEN
SION TO JAMMU AND KASHMIR)
BILL

THE MINISTER OF STATE IN THE
MINISTRY OF EXTERNAL AFFAIRS
(SHRI SURENDRA PAI SINGH) Sir

I beg to move

"That the Bill to provide for the extension of the Diplomatic and Consular Officers (Oaths and Fees) Act, 1948, to the State of Jammu and Kashmir, as passed by Rajya Sabha be taken into consideration"

The Diplomatic and Consular Officers (Oaths and Fees) (Extension to Jammu and Kashmir) Bill 1972 seeks to extend the Diplomatic and Consular Officers (Oaths and Fees) Act 1948 to the State of Jammu and Kashmir. This Act of 1948 empowers our Diplomatic and Consular Officers in any foreign country or at any other place within their jurisdiction, to administer any oath and take any affidavit and also do any notarial act which any notary may do within the States comprising the Union of India.

Originally the scope of the 1948 Act was limited to the former provinces of India. It was first amended by Adaptation Order, 1950, whereby the word 'provinces' was substituted by the words 'Part 'A' or Part 'C' States'. Later, its operation was extended to the former Part 'B' States except the State of Jammu and Kashmir by the Adaptation of Law (No 3), Order, 1956.

The subject matter of the Bill is related mainly to entries 2, 12 and 13 of the Concurrent List of the Seventh Schedule to the Constitution and incidentally to entry 11 of the Union List of the Seventh Schedule to the Constitution, which have been applied in August, 1972 with suitable amendments to the State of Jammu and Kashmir by an order of the President under Article 370 of the Constitution.

The main object of this Bill is, therefore, to make legally valid the documents executed before our consular officers when produced in evidence in a court of law in the State of Jammu and Kashmir in the same manner as in other States, as well as to make the Rules made under the 1948 Act applicable to this State as they apply to any other State in the Union of India.

Section 8 of the 1948 Act confers on the Central Government powers to make Rules to carry out the purposes of the Act and spells out certain specific matters with reference to which Rules may be so made. This section does not contain any provision regarding laying of the Rules before Parliament. I also, therefore, take this opportunity to propose inclusion of clause 3 in the Bill, incorporating the standard provision laying of Rules before Parliament in Section 8 of the 1948 Act.

With these words, I commend this Bill for the consideration of the House.

MR CHAIRMAN Motion moved

"That the Bill to provide for the extension of the Diplomatic and Consular Officers (Oaths and Fees) Act, 1948, to the State of Jammu and Kashmir, as passed by Rajya Sabha, be taken into consideration"

SHRI SOMNATH CHATTERJEE (Burdwan) Mr Chairman, Sir, this is a simple Bill which has been brought to extend the provisions of 1948 Act to the State of Jammu and Kashmir and to provide for laying of rules before Parliament.

I take this occasion to remind the hon. Minister that the time has come when there should be a review of the working of the Act which was enacted as early as in 1948. I would like to know from the hon. Minister as to on how many occasions, to the notice or knowledge of the Government, the recourse has been taken to the provisions of this Bill. It has re-

[Shri Somnath Chatterjee]

mained almost a dead-letter because of the simple reason that Indians in foreign countries try to avoid a particular place where there is an Embassy or a Consulate. Unless they are forced to go to these Embassies or Consulates, they avoid going to these places because of the most unsympathetic attitude that is adopted in these places specially towards Indians. There have been numerous complaints specially from student community that they do not get any assistance whatsoever from any of our Embassies and the Consulates. This is a very unfortunate state of affairs and it really requires that the Government should pay its attention to this important aspect.

Another aspect is—I do not know whether the hon. Minister has any knowledge of it—that so far as affidavits or documents are concerned, so far as affirmations before a Diplomatic or a Consular officer in a foreign country or any notarial act is concerned, how far these affidavits or documents in courts of this country have been given effect to. It is not done because of the simple reason that under the Civil Procedure Code, there are provisions as to how affidavits have to be affirmed and produced before courts of law. Without changing those provisions in the Civil Procedure Code which is a much earlier enactment dealing with provisions regarding filling of affidavits or affirming of affidavits, this law is being enacted which is not really taken recourse to because the courts in this country are not prone to accept such affidavits and, on the other hands, the courts are reluctant to accept such affidavits.

16.45 hrs.

[SHRI K. N. TIWARY in the Chair.]

There have been case laws also on this. Therefore, I would request the hon. Minister to ascertain the position, how far a provision like this has become an effective provision. Why should the time of Parliament be wasted, unnecessarily, in trying to enlarge operation of an Act which has no practical utility?

The other aspect which I would request the hon. Minister to take note of and to make suitable provisions at the appropriate time is based on the question of reciprocity. So far as affidavits are concerned, those which have been, let us say, affirmed before a competent authority, even a judicial authority, in foreign countries are not accepted by our court of law in judicial proceedings. There may be many cases where an Indian in a foreign country may have to file affidavits before courts in India. He gets an affidavit prepared, has it affirmed and sends it to India. Suppose he is at a particular place which is far away from our Embassy or Consular Office. Why should, for such routine matters, he be made to travel all the way to the Indian Embassy or Consular Office? Why can we not make a provision in these days of reciprocity and greater international intercourse, to accept affidavits or other documents which are affirmed before competent authorities in foreign countries whom we can accept? Why should restricted facilities be given to the Indians abroad that they should get the affidavits affirmed only from our Diplomatic or Consular Officers? If the intention is really to make it convenient for our citizens abroad so that they can participate in legal proceedings without much harassment, such a provision as I have just suggested may be incorporated. This is my submission for the hon. Minister to consider.

So far as Clause 2 of this Bill is concerned, it provides for the applicability of the provisions of the principal Act and the rules made thereunder to the State of Jammu and Kashmir. I would have been happier if a specific provision had been made to give retrospective operation so far as Jammu & Kashmir is concerned. There may be cases where in a court of law in the State of Jammu and Kashmir an affidavit may have to be used or some other document may have to be used in a court of law or before some authority which may have been affirmed and verified prior to this Act coming into force. The Act is not clear on this point and it

will give rise to unnecessary question of construction, whether this can be given retrospective effect or not. I would like to know from the hon. Minister whether according to him or his Ministry, an affidavit which has been affirmed before the coming into force of this Act will be acceptable to a court of law.

I now come to Clause 3 of the Bill— regarding rules made under this Act. The hon. Minister has himself said that in the present enactment of 1948 there is no provision for bringing these rules before Parliament and that, in keeping with the present trend of legislative form, a provision is now being made for laying the rules to be framed under this Act before Parliament. So far, so good. But I would like to request the hon. Minister, since the present, proposed provision in Clause 3 does not make it very clear, to lay on the Table all the rules which might have been framed under this Act so far—there cannot be very many rules—so that Parliament can exercise its power, if need be, in keeping with the intention that is now being incorporated under the proposed sub-section (3) of Section 8 of the Act. These are my suggestions to the hon. Minister for his consideration and I would request him to give thought to this matter. Although the present Bill may not be suitable for the purpose of covering all the points, but these are matters I would request him to take into consideration and at least to utilise the rule-making power for the purpose of making it more effective and not keeping it as it is.

MR. CHAIRMAN: Shri Bhogendra Jha—not here.

Shri J. Matha Gowder:

*SHRI J. MATHA GOWDER (Nilgiris): Mr. Chairman, Sir, on the Diplomatic and Consular Officers (Oaths and Fees) (Extension to Jammu and Kashmir) Bill, 1972, I would like to say a few words on behalf of my party, the Dravida Munnetra Kazhagam.

Sir, this Bill provides for the extension of the Diplomatic and Consular Officers (Oaths and Fees) Act, 1948 to the State of Jammu and Kashmir. I have no objection to the extension of the parent Act passed in 1948 to the State of Jammu and Kashmir. But, I take strong exception to the other provision through which the Government want to gloss over their lapse.

After 24 years of passing the parent Act, a provision has been made in this amending Bill for laying on the Table of both houses of Parliament the rules made under this Act. At the very outset I would like to ask of the hon. Minister of External Affairs piloting this Bill as to how this important parliamentary procedure escaped the attention of the Ministry for all these 24 years. I have no doubt that during this period of two and half decades the rules and regulations must have been formulated under the parent Act. So far the Parliament has not been given an opportunity to verify whether they have been formulated in consonance and in conformity with the provisions of the Act. I do not hesitate to say that the Government are guilty of bypassing the Parliament all these years.

I am sure, Sir, you will agree with me if I say that the Government's ignorance about parliamentary procedures cannot easily be condoned. Similarly, if the Government were aware of the procedures but had not cared to amend the parent Act for the purpose of placing the rules and regulations on the Table of the House, then their negligence of Parliament should be condemned forcefully. In either way the Government cannot get away from the wrath of the House.

Sir, the Ministry of External Affairs has got a plethora of highly-paid officials with all the attendant paraphernalia. I do not think that they should not be allowed to get away with this kind of serious lapse in not complying with the basic requirement of parliamentary legislation.

*The original speech was delivered in Tamil.

Sir, I do not know whether, even after this Amendment is approved, the existing rules and regulations would be placed before the House or the rules and regulations that would be framed hereafter would be placed before the House. I request the hon. Minister to clarify this point

When I see such a lapse on the part of the Government, I begin to doubt that there might be many more such lapses which would have been swept under the carpet.

In the end, I would request the hon. Minister to ensure that, if there are any other such Acts having no provision for placing the rules and regulations before the House, suitable amending Bills should be brought before this House without further loss of time.

With these words, I conclude.

श्री आर० बी० बड़ (सरगोन) : सभा-पति महोदय, जो राजनयिक और कौंसलीय आफिसर (शपथ और फीस) (जम्मू-काश्मीर पर विस्तार) विधेयक मंत्री जी सदन में लाये हैं मैं इस का समर्थन करता हूँ। इस के बारे में मुझे कुछ ज्यादा कहना नहीं है। अभी तक जो ऐफीडेविट्स अटैस्ट किए जाते थे वह कोर्ट के सामने वैलिड नहीं समझे जाते थे क्योंकि कि यह कानून नहीं था। इसलिए यह कानून अब लाया जा रहा है। मैं समझता हूँ कि आप ने इस बिल को ला कर हाई कोर्ट और कोर्ट्स के हाथ मजबूत कर दिए हैं क्योंकि ऐसा करने से पहले हाई कोर्ट ने यह घोषित किया है कि इस प्रकार के डिप्लोमैटिक और कौंसलर आफिसरों में जो अधिकारी रहते हैं उन को घोष लेने का और ऐफीडेविट अटैस्ट करने का अधिकार नहीं है। इसलिए आपने हाई कोर्ट के हाथ मजबूत कर दिए हैं और उतने जो वृत्ति बताई थी इस बिल को लेकर उसको आपने दूर

कर दिया है। अब आप इसको जम्मू काश्मीर तक एक्स्टेंड कर रहे हैं। जनसंघ तो पहले से ही¹ कहता आ रहा है कि आर्टिकल 370 जो कांस्टीट्यूशन का है, इसको ही आप एवालिस कर दे ताकि इस तरह के बिल बार बार लाने की जरूरत ही न पड़े और सदन का समय लेने की जरूरत ही न पड़े। यह ठीक नहीं है।

आपने लिखा है कि इट शोल कम इंटो फॉर्म एक्टवम। इसका मतलब यह है कि अभी तक जिनने एफिडेविट आदि एटैस्ट हो गए हैं उन पर यह बिल लागू नहीं होगा। इसको आपको रिट्रोस्पेक्टिव इफेक्ट देना चाहिए था। अभी तक जिनने एफिडेविट या घोष एटैस्ट हो गए हैं उन सब पर यह लागू होना चाहिए। ऐसा आपने नहीं किया है। यह बहुत बड़ी गलती आपने की है। आपको भी आपको इस कानून के अन्तर्गत लाना चाहिए था और कहना चाहिए था कि वे भी वैलिड है।

मैं नहीं समझ पाया हू कि काश्मीर के बारे में आप इतने टची या नरबस क्यों है? क्यों नहीं आप आर्टिकल 370 को एवालिस कर देते हैं? शेख अब्दुल्ला के साथ परदे के पीछे क्या बात हो रही है, यह ऐसा नहीं है जिस पर इस बिल पर बहाने के दौरान चर्चा की जाए। लेकिन इनना मैं अवश्य कहना चाहता हूँ कि यदि आर्टिकल 370 को एवालिस कर दिया जाता तो इस तरह के छोटे छोटे बिलों के लिए आपको सदन का बहुमूल्य समय लेने की जरूरत न पड़ती। हमारी गलती की वजह से ही हाई कोर्ट को यह निर्णय लेना पड़ा कि एम्बेसी को घोष लेने का, डाकुमेंट एटैस्ट करने का या एफिडेविट एटैस्ट करने का अधिकार नहीं था। हम वास्तु में आपको इसको पहले ही जम्मू काश्मीर पर एक्स्टेंड कर देना चाहिए था। अब आपको इसको रिट्रोस्पेक्टिव इफेक्ट देना चाहिए।

श्री कट्टने है कि जो रूलज होगे उनको सदन की मेज पर आप रखेंगे। 1948 में जो कानून बना था उसके अन्तर्गत जो रूल बने थे क्या वे इन पर लागू नहीं होंगे? श्रव था; फिर से रूल बनायेंगे और सदन के सामने पेश करेंगे। जो पहले से बन गए हैं उनको ही लागू करने का आपने प्राविजन क्यों नहीं किया है? यह एक लैक्युना है एक बड़ी गलती है जो आपने की है? पहले वाले रूल आप लागू कर सकते थे।

देर श्रायद दुस्लन श्रायद। देर से ही सही आप सही तीर पर हमको काश्मीर पर लागू कर रहे हैं। लेकिन जो लैक्युने मैंने बनाए हूँ वे भी आपसे दुस्लन करने चाहिये एमडेमेंट ला कर या किसी और तरह से।
 17 hrs.

श्री मल बन्ध डायग (पाली) सभापति महोदय: इस बिजनेस के बारे में मुझे कुछ नहीं कहना है। मैं केवल यहाँ जानना चाहता हूँ कि जो पार्लियामेंट डेलीगेशन करत है उन पार्लियामेंट का एग्जिक्यूटिव एजेंसीज कितना लाभ उठाती हैं किन्ना डुरुपयोग उनका वे करती हैं इसकी जांच कौन करता है? पालियामेंट के पास इतना समय नहीं होता है कि वह सारे नियमों की जांच कर सकें। आप कितने ही कानून बनाते हैं और उनके अन्तर्गत नियम बनाते हैं—

श्री हुकम बन्ध कच्छबय (मुरना) मैं आपकी व्यवस्था चाहता हूँ। सदन में गण-पूति नहीं है।

सभापति महोदय घटी बज रही है। कोरम हो गया है। आप अपना भाषण जारी रखें।

श्री मूलबन्ध डायग रूलज आफ प्रोसीजर एंड कडक्ट आफ बिजिनेस के अन्तर्गत यह बन्दगी है कि सदन की मेज पर उनको रखा जाए। मेरी सपना मैं नहीं धाया है कि 1948 में जो एक्ट बना था उसके अन्तर्गत आपने

जो रूल बनाए उनको आपने सदन की मेज पर क्यों नहीं रखा और अगर रखा तो उनको किन्ना एग्जिभ किया? अगर उनको किन्ना ने एग्जिभ नहीं किया तो तब मे ल कर आज तक जो नियम बने उनको सदन की मेज पर नहीं रखा गया और वेने ही वाम चलता रहा। यहा यह लिखा हुआ है

Where a legislation rule, sub rule bye law etc framed in pursuance of the Constitution or of the legislative functions delegated by Parliament to a subordinate authority is laid before the House, the period specified in the Constitution or the relevant Act for which it is required to be laid shall be completed before the House is adjourned *sine die* and later prorogued, unless otherwise provided in the Constitution of the relevant Act"

1948 में आपने बन्द बनाया। आज 1973 है। उस में अपने बनाज 3 में यह प्राविजन रखा कि सदन की मेज पर इन नियमों को रखा जायेगा। इनने साल गुजर गए हैं और मैं जान से जानना चाहता हूँ कि

whether those rules which were framed by the executive agencies were ever examined by Parliament or by the Subordinate Legislation Committee

जो रूल बने वे कानून के अनुसार थे या नहीं थे इसका कुछ पता नहीं है। इसका मतलब यह हुआ है कि जो डेलीगेशन आफ पावर आप करते हैं एग्जिक्यूटिव एजेंसीज को वे उनका डुरुपयोग करती हैं।

आपने कानून में यह भी रखा है।

"So, however, that such modification or annulment shall be without prejudice to the validity of anything previously under this rule."

[श्री मूल बन्द डाला]

कानून जब बन जाता है और उसके अन्तर्गत नियम जो बनते हैं वे बिना जांच किये हुये भी लागू हो सकते हैं, यह भाग आपने लिख दिया है। इस तरह से 1948 के कानून के अन्तर्गत जो रूल बने वे लागू हो गये। क्या इन रूलज की कोई कमेटी जांच नहीं करती है? इसके बारे में कानून में कोई प्राविजन आप क्यों नहीं करते हैं। क्यों नहीं आप कह देते कि :

The court can examine those rules and see whether those rules are in accordance with the Act or not

आप इस तरह का प्राविजन नहीं करते हैं। आप कहते हैं कि उनको आप सदन की मेज पर रखेंगे। अगर आप नहीं रखते हैं तब क्या होगा? 1948 वाले कानून के अन्तर्गत आपने रूल बना दिये और आपका काम हो गया। वे वायड थे, गलत थे, कानून के खिलाफ थे इसका पता कैसे लगे? यह एक बड़ा सवाल है। कभी कभी सदन में बिल पास हो जाता है और उसमें प्राविजन भी नहीं होता है कि रूल सदन की मेज पर रखे जायेंगे और यह जरूरी भी नहीं है। लेकिन यहाँ आप क्लॉज 3 रख रहे हैं और कह रहे हैं कि नियम सदन की मेज पर रखे जायेंगे। पहले भी आपने कहा था कि सदन की मेज पर रखे जायेंगे। लेकिन वे रखे नहीं गये। जब आप डेलीगेशन कर रहे हैं तो जो डेलीगेटिड पावर्ज हैं या जो रूल बनने में बिना ऐंजेमिन करवाये हुये क्या आप लागू कर सकते हैं? आप कहते हैं कि नहीं हम लागू कर सकते हैं ज्यों ही कोई नियम बन जायें। जब नियम लागू हो जाते हैं तो उनकी वैलिडिटी की जांच कौन करेगा? वे कानून के अनुसार बने हैं या नहीं बने हैं, इसकी जांच कौन करेगा। आप कहते हैं कि :

shall be without prejudice to the validity of anything previously done under this rule.

आपने रूल लागू कर दिये और आपका काम हो गया। वे वैलिड हैं या नहीं इसको कौन ऐंजेमिन करेगा? या तो आप कोर्ट को पावर्ज दे नहीं तो पार्लियामेंट को दे। लेजिस्लेशन बनाने की पावर्ज जब आप एग्ज्यूटिव ऐंजेसीज को, ब्यूरोक्रेटिक मशीनरी को दे देते हैं तो उसको ऐंजेमिन करने का अधिकार किसी को तो होना चाहिये। 1948 के कानून के तहत आपने जो रूल बनाये वे आज चल रहे हैं और आपका काम हो गया। लेकिन यह ठीक नहीं है। यहाँ आपने क्लॉज तीन रखा है। मैं समझता हूँ कि आप चुप रहने और हमको न रखते तो अच्छा होता? क्लॉज तीन की जरूरत क्यों पैदा हुई? इस क्लॉज को रखने की क्या आवश्यकता है? सरकार का इस बिल को लाने का एक ही मकसद है कि इसको जम्मू-कश्मीर पर लागू कर दिया जाये। लेकिन साथ साथ वह यह भी चाहती है कि 1973 में यह बात भी पास करवा दी जाये कि जो नियम बनें, वे सदन के सामने रखे जायें। आखिर हमकी जरूरत क्यों पड़ी? और जो रूलज पहले बनाये गये हैं, उनका क्या हुआ?

SHRI INDER J. MALHOTRA (Jammu):
Mr. Chairman, I most heartily welcome this Bill. But here I would like to remind this august House that in every session this kind of Bills are being brought forward by Government for the extension of one legislation or the other to Jammu and Kashmir. On previous occasions also, I have advocated that whatever legal arrangement is required or procedures to be adopted, it should be seen by the Central Government that in no legislation from now onwards the words 'except the State of Jammu and Kashmir' should be there.

As Shri Bade did, I would not like to get into the controversy whether article 370 should be abrogated or some of the change be brought in the Constitution because that is a matter often discussed on the floor of this House. But in principle principle I am in agreement with him.

Why should we the people of Jammu and Kashmir State, suffer? The people of Jammu and Kashmir elect their representatives to this House; we voice their case here and people also expect that they should be benefited by their representatives being here. The hon. Minister will say that this is a wider question and he is not in a position to answer it. I am only trying to remind this House that on previous occasions only also we have tried to pin point the attention of Government and this House to this basic problem existing today.

I would only like to refer to one observation which my colleague, Shri Bade, made regarding the State of Jammu and Kashmir. He said that the Central Government is always nervous and touchy about the State. The fact is otherwise; it is not the Central Government or the State Government that is nervous and touchy, but it is the Jan Sangh which is touchy about the State of Jammu and Kashmir.

SHRI R. V. BADE: I have said that art. 370 should go

SHRI INDER J. MALHOTRA: He does not understand art. 370. That is my difficulty.

Sir, I would here like to say this: that whenever sincere and genuine efforts are being made by the Central Government and the Government of the State of Jammu and Kashmir to normalise the political situation there, the Jan Sangh party always opposes any kind of these efforts. So, let me once for all tell my hon. friend that the people of Jammu and Kashmir State know where their benefit lies and to which kind of leadership they should look upon to better their future. Sir, the people are also aware as to what role at the different junctures, when the crisis existed in the State of Jammu and Kashmir, the Jan Sangh or the RSS played there. I will be failing my duty.

SHRI R. V. BADE: We are not against the point that Jammu and Kashmir should be integrated with the rest of India.

हम तो चाहते हैं कि जम्मू काश्मीर पूरी तरह से हिन्दुस्तान का अंग बन जाये ।

SHRI INDER J. MALHOTRA: Since Mr. Bade is interested to know what kind of dialogue has been going on between Sheikh Abdullah and the Central leadership or other leaders, I would like to mention, with your permission, that Sheikh Abdullah is as good an Indian citizen as Mr. Bade is. (Interruptions) It is only the Jan Sangh who do not accept that Sheikh Abdullah is an Indian citizen. If efforts are being made to normalise the political situation in the State and if the plebiscite front is coming forward to join the Congress party and reaffirm its faith in the accession, what objection have Mr. Bade and the Jan Sangh got? (Interruptions).

SHRI JAGANNATHRAO JOSHI: (Shajapur) Where was the affirmation first?

SHRI INDER J. MALHOTRA: This only proves the sinister design on their part to see that there should always be a political instability in the State of Jammu and Kashmir. But I would like to tell them that we the people of Jammu and Kashmir know how we can normalise our political situation and how we can better our relations with the rest of the country.

In the end I would again like to impress upon the hon. Minister that he may kindly once again convey our feelings to the Law Minister to see that whatever procedural things are required, they should be done, so that henceforth every kind of legislation which is passed in this House should automatically apply to the State Government of Jammu and Kashmir.

SHRI S. M. BANERJEE (Kanpur): Mr. Chairman, Sir, I rise to support the Bill but I also share the views expressed by my hon. friends that a decision should be taken in the House that any Bill which is passed in this House should also cover the Jammu and Kashmir State, because we have all accepted that Jammu and Kashmir is an integral part of our country. Hopes are given by my hon. friend Shri Inder J. Malhotra about which, if they come true, I shall be the happiest person, if the plebiscite front dissolves itself and merges

[Shri S M Banerjee]

with any progressive section or progressive political party

When we speak on this Bill, it really reminds me of the said plight in which the Indians are when they go abroad and of the behaviour meted out to them by our diplomats there. Mr hon friend Shri Somnath Chatterjee has mentioned this and I would like to go on record and I would like to get an assurance from the hon Minister to the effect, as to how the problem could be solved. I know in UP that when our Indian go abroad to England, especially to London they are not helped by our High Commissioner or his staff. Our India House is only famous for any thing for the Indians and that is, for good Indian food. They only go there for a cheap and good Indian food. Otherwise the behaviour meted out to them is really very sad and is a sad commentary on our diplomats in foreign countries.

I had the occasion to meet some of our diplomats when I went to Czechoslovakia. There I saw that most of our diplomats are as posh as the diplomats in those countries, but when it comes to the question of giving aid to the people they feel so helpless. I do not know whether they want to do anything or whether they are so helpless because of the lack of power or the lack of authority with them.

AN HON. MEMBER Lack of effort

SHRI S M. BANERJEE Lack of effort may also be there. The amount they spend is so fabulous. It is a fantastic amount which they spend. I am told that we have to prove before the world that India is a sovereign and independent country and we have to fall in line with other ambassadors. They say that we have to fall in line with them. As Ambassadors and representatives of a poor country whose leaders from the Prime Minister down to the Deputy Prime Minister talk of austerity day in and day out, should we behave in that fashion in the foreign country? It is a sad commentary that when there is race going on between unemployment and starvation in our country, our Ambassadors

abroad should lead a luxurious life. I am referring to this matter knowing fully that this will not be answered. Still I would like this to go on record. The Indians who go abroad get a very bad impression about the functioning of our Embassies. There may be some exceptions but generally speaking, they do not help us. This is a general complaint which we receive from the students and Scientists who are abroad. Some qualified engineers abroad wanted to come back to India when a call was given here and when the Hon Minister Mr Subramaniam said that jobs would be given to them. Their applications were not even sent here and they were treated shabbily. I have already forwarded two or three applications of that type.

My hon friend Shri Somnath Chatterjee raised the point about the affidavit. If anybody gets that duly authorised affidavit will that be valid here? The present Bill gives the impression that an oath or affidavit might be accepted in the country but not in Jammu and Kashmir. I want to know from the Hon Minister if that is the intention and if any High Court has not accepted it. I am sure that the High Courts do not accept such a declaration or oath or affidavit.

Another very important problem was raised by Shri Daga. Clause 3 of the Bill says that every rule made under this Act shall be laid before both Houses of Parliament. I want to know whether the rules framed after the passage of the Bill in 1948 were laid before the House or not. I am told that they were not laid. That being so, you can imagine the fate of the rules framed under this. If the rules framed under the 1948 Act have not been laid on the Table of the House in 1973, we can imagine what will happen to the rules which are going to be framed under the present Bill. Am I to take it that the rules to be framed in 1973 will be laid on the table of this House only after my obituary reference? I want a clear assurance on this point that the rules will be laid on the Table of the House. That is exactly why Shri Somnath Chatterjee and I opposed an earlier Bill and as a result of that opposition certain rules and

regulations were kept in the Library of Parliament though they were not laid here. We want to read the 1948 rules before proceeding further with this Bill. I want a ruling from you on this point. I have not read those rules and I have been speaking from memory, from presumptions and assumptions. I would like to get at least one page of the rules before proceeding further.

MR CHAIRMAN: No ruling is required. The minister.

SHRI S. M. BANERJEE: I am a new member, but you are here since 1952.

If you have read the rules, I accept it.

MR CHAIRMAN: You are a very old and intelligent member. The Minister.

SHRI SURENDRA PAI SINGH: Sir, I am thankful to hon. members for their participation in the debate. I found from their remarks that as far as the question of extending the Act to Jammu and Kashmir is concerned, all members have supported the measure. They have however taken this opportunity of making certain observations not in regard to this Bill but in regard to the 1948 Act. Mr Chatterjee said that the time has now come when we should review the 1948 Act to find out whether there are any flaws in it and some changes are necessary. That is a suggestion for action to which we will give the utmost consideration. He also asked whether affidavits made prior to the passing of this Bill will be accepted as admissible evidence or not. We do not envisage any difficulty, because even though this Act has not been extended to Jammu and Kashmir, the courts in Jammu and Kashmir have all along been accepting these oaths and affidavits made outside the country as admissible evidence.

SHRI SOMNATH CHATTERJEE: Are there any instances?

SHRI SURENDRA PAL SINGH: So far there has been no difficulty in the working of the Act. I am told because in the Jammu and Kashmir Evidence Act there is a provision which says that oaths and affidavits authenticated by our

consular offices abroad may be accepted by the courts in Jammu and Kashmir. On that basis, they have been accepting them in the past. But I do agree that this is not a legally fool proof arrangement. It is why we have come forward to plug this loophole. He also said something about our embassies abroad not being helpful. The same point was made by Mr Banerjee also. This is a completely different matter altogether.

SHRI SOMNATH CHATTERJEE: It is important because these are the officers before whom the affidavits will be sworn.

SHRI SURENDRA PAL SINGH: No officer of any embassy of India abroad is expected to create any difficulties for any of our nationals abroad. It is their duty to give the utmost help to our nationals abroad. If there are any stray cases where any officer has not acted properly, it can be brought to our notice and we will take action.

SHRI S. M. BANERJEE: Let our diplomats abroad first take an oath that they will behave then they can ask others to take oaths.

SHRI SURENDRA PAL SINGH: Mr Banerjee has made a sweeping remark about the functioning of our officers abroad. This is not the proper occasion for me to give a detailed reply but I am not inclined to agree with all that he said about the functioning of our embassies. By and large they have been functioning efficiently. In case there are any complaints we will certainly look into them. Mr Bade and Mr Inder J. Malhotra brought in a larger question of Jammu and Kashmir as such.

SHRI R. V. BADE: My question was why have you not made it with retrospective effect?

SHRI SURENDRA PAL SINGH: The main burden of his speech was why article 370 of the Constitution should not be done away with and why should not all Acts passed by the Parliament

[Shri Surendra Pal Singh]

automatically extend to Jammu and Kashmir. This is a much wider issue. Hon. Members know fully well the background of the Kashmir case and they also know that all the provisions of our Constitution do not apply to Jammu and Kashmir State but, gradually, by and large, more and more provisions of our Constitution are being made applicable to Jammu and Kashmir. This particular Bill is an example before us. We are enacting this law which will be extended to Jammu and Kashmir. To bring in the larger question of Jammu and Kashmir's integration at this stage is not really called for. All I can say is that Jammu and Kashmir State is as much an integral part of India as any other State even though it does enjoy a certain special position.

SHRI R. V. BADE: There is a provision in the Bill that this will come into force at once. Why have you not made it with retrospective effect?

SHRI SURENDRA PAL SINGH: There is no need to give any retrospective effect to this Bill. As I said earlier, we have had no difficulty in the past. It is only for the future. As I have said, there is a flaw in the present arrangement and we are rectifying it. It is not necessary to give it retrospective effect. As regards the Rules made under the 1948 Act, I am not in a position to say straightaway whether they have been laid on the Table of the House or not. All I can say is...

SHRI S. M. BANERJEE: My point is, Do they exist or not? If they exist whether they have been laid on the Table or not?

SHRI SURENDRA PAL SINGH: The Rules certainly do exist. The Rules have been made under the 1948 Act and I am sure, we can make them available to hon. Members. I am not in a position to say whether they were actually laid on the Table of the House. The Rules which will be made from now onwards, under this Act, will be laid on the Table of the House. These Rules will be made available to hon. Members

and they can see. If there is anything wrong in them, they can make suggestions and alter them also.

Sir, I do not think there is any other point which requires any reply from me. With these words, I commenced that the Bill be taken into consideration.

MR CHAIRMAN: The question is

That the Bill to provide for the extension of the Diplomatic and Consular Officers (Oaths and Fees) Act, 1948 to the State of Jammu and Kashmir as passed by Rajya Sabha, be taken into consideration."

The motion was adopted.

MR CHAIRMAN: Now we take up the clause-by-clause consideration of the Bill.

There is no amendment to clauses 2 and 3. So I will put them together to the vote of the House.

The question is

That Clauses 2 and 3 stand part of the Bill."

The motion was adopted.

Clauses 2 and 3 were added to the Bill.

Clause 1—(Short title and commencement)

MR CHAIRMAN: There is an amendment to clause 1 by Shri Surendra Pal Singh.

SHRI SURENDRA PAL SINGH: I move

Page 1, line 4,—

for "1972" substitute "1973" (2)

MR CHAIRMAN: The question is:

Page 1, line 4,—

for "1972" substitute "1973" (2)

The motion was adopted.

MR CHAIRMAN The question is

17 30 hrs.

"That clause 1, as amended, stand part of the Bill"

CINEMATOGRAPH (AMFNDMNT) BILL

The motion was adopted

THE DEPUTY MINISTER IN THE MINISTRY OF INFORMATION AND BROADCASTING (SHRI DHARAM BIR SINHA) Mr Chairman Sir, on behalf of Shri I K Gujral, I beg to move

Clause 1, as amended, was added to the Bill

MR CHAIRMAN Then, there is an amendment to Enacting Formula by Shri Surendra Pal Singh

"That the Bill further to amend the Cinematograph Act, 1952 as passed by Rajya Sabha, be taken into consideration"

Enacting Formula

SHRI SURENDRA PAL SINGH I move

This brief Bill which is before the House seeks to amend the Cinematographic Act mainly in one respect This is to bring the provisions of the Act in to force in the State of Jammu and Kashmir With this, the provision of the Cinematographic Act will be in force throughout the length and breadth of the country

Page 1, line 1,—

for "Twenty-third" substitute "Twenty-fourth" (1)

At present, the regulation of the cinematographic exhibition is carried out under an old Act of the State Government dating from 1933

MR CHAIRMAN The question is

Page 1, line 1,—

for "Twenty-third" substitute "Twenty-fourth" (1)

SHRI JYOTIRMOY BOSU (Diamond Harbour) On a point of order I was searching for the Act which they have mentioned in the Bill namely, the Jammu and Kashmir Cinematograph Act 1898 I could not get hold of this Therefore I was unable to study the Bill, the House is not prepared for this

The motion was adopted

MR CHAIRMAN The question is.

"That the enacting Formula, as amended, stand part of the Bill"

SHRI DHARAM BIR SINHA. That is how they use in Kashmir If it is translated into AD the year is 1933

The motion was adopted

The Enacting Formula, as amended, was added to the Bill.

The Title was added to the Bill

SHRI JYOTIRMOY BOSU I could not get it

SHRI SURENDRA PAL SINGH. I beg to move

MR CHAIRMAN Now you try to get it

"That the Bill, as amended, be passed"

SHRI DHARAM BIR SINHA The Government has the active support of the State Government of Jammu and Kashmir in its effort to substitute this old law by one that is applicable to the rest of India and thereby bring uniformity all over the country Towards this end, a Presidential Order entitled the Constitution (Application to Jammu and Kashmir) Amendment Order 1972

MR. CHAIRMAN. The question is:

"That the Bill, as amended, be passed"

The motion was adopted

[Shri Dharam Bir Sinha]

had been issued and published in the Gazette of India, Extraordinary, Part II, Section 3(i), dated 24th February 1972. The present Bill is the link in the chain of action.

The Bill before the House is a brief one and its provisions speak for themselves. I would not like to take the time of the House in elaborating them. I should mention, however, that the **opportunity provided by this Bill** which is mainly intended for introducing the all-India Act into Jammu and Kashmir is being utilised by the Government to make a minor amendment in Section 8 of the Act. This minor amendment relates to the procedure in respect of ratification by Parliament of the rules made under the Act. The rationale of the provision is very simple as it seeks to bring the procedure in line with the model procedure prescribed in this behalf by Parliament. I need hardly add that this amendment is a necessary and reasonable one.

I have no doubt, Sir, that all Sections of this House will give their support to the Bill.

I now present the Bill for the consideration of the House

MR. CHAIRMAN: Motion moved:

"That the Bill further to amend the Cinematograph Act, 1952, as passed by Rajya Sabha, be taken into consideration.

*SHRI R. P. DASS (Krishnagar): Sir, this small amending Bill seeks to extend the provisions of the Cinematograph Act, 1952 to the State of Jammu and Kashmir. I am unable to fully support this Bill because through this Bill total anarchy in culture and corruption that has been let loose all over the country by the Principal Act of 1952 is now being extended to the State of Jammu and Kashmir also. I feel that it would have been much better if the Cinematograph Act of 1952 was suitably modified and brought before this House in a comprehensive form instead of bringing this small amending Bill. That could not do much good to the country including the State of Jammu and Kashmir. Sir, the Act of 1952 has been drafted in

such a way that it has enabled the spread of many such ideas in the country through our cinemas, which run counter to our civilisation and culture. The cinema is the most powerful mass-media and it should not have been treated so lightly. The importance of this media is nowhere recognised in the legislation. Even after 21 years of its enactment, the Government does not seem to have realised the hold of the cinema over the masses. The cinema is not just a form of entertainment like songs, dances, literature etc. The impact of the cinema as a mass-media should be properly understood. As a result of the neglect of this aspect, many such vulgarities and indecencies are allowed to be shown in the cinemas which are not in keeping with our culture, tradition, social and moral values. The producers, directors, the financiers and those who certify a film for exhibition viz., the Censor Board, pay scant attention to the social and moral values of a film resulting in widespread anti-culture and anti-social contents in most films which are doing much harm to the country. We hear much discussion is going on whether kissing should be allowed in Indian films. I see no ground for discussing such subjects as kissing and passionate embracing in public are absolutely contrary to our culture and can never be permitted in Indian films. Hardly can such vulgarities be permitted in the films in the name of modernism. Perhaps some affluent and sophisticated people think that such things should be permitted in the films as they are part of their way of life. But they should not forget that in our country 80 per cent of the people live in villages and only 20 per cent live in cities and towns and out of that 20 per cent also there are labourers and factory workers and other toiling masses who do not share the views of the so-called members of the affluent society. Many of them are either poorly educated or not educated at all. A huge mass of these poor, simple and illiterate people with a different sense of values of life visit the cinemas as their only source of entertainment and the projection of obscenity, nudity, crime and suggestive scenes of immorality etc., in the films is having a very adverse effect on

* The original speech was delivered in Bengali.

the things which is detrimental to the individual and the society as a whole. The people are longing to the dogs and perhaps the ruling class and the Government also want to observe their degeneration of down fall as this may blunt their struggle for existence and thus the Government and the reactionary force, hope to benefit from this. Although the Government could have aroused their keenness to struggle and helped them to develop self confidence and self reliance through such a powerful mass media as films but I am afraid that they are reluctant to do so. Sir an English fortnightly of the title named Jai Jawan Jai Ki in their issue dated 28.12.1872 has stated how the censor Board is helping in destroying our society. Under the heading corruption at the height in Film Censor Board they have stated that there is deep rooted corruption in the Central Board of Film Censors. They go on to say

The Cine film Reform Association of India Calcutta drew the attention of the said Board to the fact that it had been granting certificates to Films which contained in them very indecent and obscene scenes and postures and asked for putting a check over such films in the interest of the public but all in vain.

Now there were films being circulated in the market which were highly indecent and obscene and against the Censoring rules some of them were named below.

Zaroord Do Raha Buniyad Ramour ka Lakshman, Sahzada Babul Ki Galiyan, Dr X Doct Aur Dushman all Hindi which were highly indecent and obscene and censoring rules had been thrown to the wind apparently for questionable reasons which demanded immediate enquiry to locate the real culprits behind this anti social game, in the interest of the society.

I want to submit Sir, that the cause behind the production and exhibition of such obscene films is the Cinematograph Act of 1932. The Board of Film Censors was constituted under that act. But the method of appointment of the Chairman and other members of that Board is very faulty. They are either ignorant of the situation

prevailing in the Film world or are reluctant to keep themselves informed. It has been pointed by the Khosla Committee that most of the Chairman of the Censor Board or films is this berth which is uninteresting from past and before getting neither remuneration. They utilize this position as a platform. What seriousness and sincerity can be expected of them in the matter of censoring films for public exhibition? They hardly see any films unless forced to do so when some controversy centres over any film. Moreover Sir it has been stated the Khosla Committee that in most cases the personnel of the Regional Advisory Committees, Examinative Committees and reviewing Committees are poorly educated or even mal educated. If this be the composition of the examining Committees then there is no wonder that all sort of indecency, vulgarity and crudeness are being permitted in our films in the name of modernism. The sole aim being the extraction of the maximum amount of money from the cinema going public. The main contents of the films which are Box office hits is sex appeal. Films without sex glamour fall to click. This is the condition today and this condition has been allowed to prevail by the members of the various Committees mentioned earlier. Sir even today these members are paid Rs. 10 per day as conveyance allowance. If members are to be found on 10 per day then no wonder that such members will be from very ordinary strata. I believe that the Cinematograph Act of 1932 is the root cause of all these evils. I will therefore request the Minister once again to bring forth a comprehensive legislation instead of this piece-meal legislation.

Let all the shortcomings of the Principal Act be removed and a modified comprehensive Bill brought before this House. This will go a long way in rehabilitating our film industry on the right lines in keeping with our national tradition and culture. Let the Censor Board be constituted without educated and learned people. Then only such films will be produced which will have educative as well as entertainment values and our people will really benefit from such films.

*SHRI M. KATHAMUTHU (Nagapatnam): Mr. Chairman, Sir, the Cinematograph (Amendment) Bill, 1972 is a small piece of legislation seeking to extend the Cinematograph Act, 1952 to the State of Jammu and Kashmir and to provide for laying before each House of Parliament the rules made under the Act.

Though there is nothing particularly objectionable in the amending Bill, I would like to refer to certain wider issues of public importance. The parent Act has been in operation for the past 21 years. The Government must have definitely gained adequate experience to understand the drawbacks and deficiencies of the parent Act. It would have served a more useful purpose if a comprehensive legislation for removing all the Bills of cinema industry had been enacted by the Government and then the approval of this House had been sought for extending the same to the State of Jammu and Kashmir. It is regrettable that the Government have not done this thing. Instead, the Government are seeking the approval of the House for extending the parent Act with all its inherent lacunae to the State of Jammu & Kashmir.

Since 1952 many Committees have gone into the working of the film industry and have made valuable and useful recommendations. More particularly, the Kholsa Committee appointed a few years back has made many far-reaching recommendations for not only removing the ills of the film industry but for also ameliorating the working conditions of lakhs of workers in the film industry. While replying to the Debate on this Bill in the Rajya Sabha, the hon. Minister assured the House that a comprehensive legislation incorporating the recommendations of the Kholsa Committee would be brought forward shortly by the Government. During the last session of Lok Sabha, my hon. friend Shri S. C. Samanta brought forward a Private Member's Bill for redressing the manifold woes of the cine workers and other low-paid employees in the film industry. At that time also, while beseeching the hon. Member to withdraw his Bill, the hon. Minister assured the House

that the Government themselves would bring forward a legislation for the welfare of the lakhs of cine workers. So far, nothing has been done by the Government in fulfilment of the assurances given to both the Houses of Parliament, but now we are asked to approve this amending Bill seeking just to extend the parent Act passed in 1952 to the State of Jammu and Kashmir.

Since 1952 various rules and regulations under the parent Act must have been framed by the Government. I need not say that such rules and regulations are the necessary accompaniment of any Act, which help the officials to achieve the objectives envisaged in the Act. I am at a loss to understand the hesitation on the part of the Government to place before the House such rules and regulations. In fact, this House must have been given long time back to verify whether the rules framed did conform to the provisions of the Act. Though I welcome that a provision seeking to do that in this amending Bill has been made, I want to request the hon. Minister that all the rules and regulations which have so far been framed by the Government under this Act must be placed before the House for its scrutiny.

Now, I would in brief refer to the chaotic situation prevailing in the film industry. The film is a powerful mass medium through which modern values of life, high ideals and rational thoughts, and revolutionary zeal to cope with the numerous problems of modern life could be propagated among the masses. Even forgetting for a moment that revolutionary ideas are not put through this powerful mass medium at least for the purpose of establishing a socialist society in the country the film could have been used for spreading among the masses the tenets of socialism which seems to be basic objective of the Government. I am sorry to say that there is no provision in the Cinematograph Act to ensure this. What do we see in actual day to day life? Cheap crime thrillers are galore. Obscenities in films pandering to the vulgar taste of the people are in abundance. I have no hesi-

*The original speech was delivered in Tamil.

tation in saying that on account of such films degradation and decay have set in our society and the people of our country have lost their cultural moorings. It is high time that this trend is reversed with the help of legislation. It must be ensured that the film becomes a medium through which faith and confidence are restored in the minds of our people. It must also become an instrument for creating a healthy environment for future generation. I am sorry that the Government have woefully failed to make the best of this powerful medium for the good of the country and for the welfare of the masses.

Cinema industry has become the profit-motivated mainstay of a few greedy film magnates. It is no longer a mass medium for the good of the public. If you look at the recent pictures, they are unrelated to the day to day life, unimaginative in their contents and they are just depictions of unreal fantasies. The present Cinematograph Act has no provision to say whether a particular film could be shown to an adult or not. There is also no provision in the Act to transform cinema into a useful mass medium for the good of the people. In spite of the fact that the Khosla Committee recommendation generated a good deal of debate and discussion throughout the country, the Government have not yet thought it fit to bring forward a comprehensive legislation giving effect to the statutory suggestions of the Khosla Committee, which will in turn remove the ills in the industry and transform it for the benefits of our people.

Before I conclude, I would just refer to the pitiable position of the lakhs of cine workers. Barring the top actors and actresses, all others are just at the mercy of the producers and financiers. In one word, I can say that they are their slaves in bondage. I am deeply pained to say that they have not yet been given any legislative protection by the Government. I would urge upon the hon. Minister that he should at the earliest bring forward a comprehensive legislation both for regulating the cinema industry and for the good

of the cine workers as also for the removal of unsocial influence of film among the masses.

With these words, I conclude.

श्री इन्द्र प्रताप सिंह (बाराबंकी)
माननीय अधिष्ठाता, महोदय, सर्वप्रथम मैं हृदय के धरातल से आपके प्रति अपना आभार प्रदर्शित करना चाहता हूँ। जो आपने मुझे चल चित्र मनोमोहन विधेयक 1972 पर अपने विचार प्रकट करने का अवसर प्रदान किया है। मान्यवर, जैसा कि सदन को ज्ञात है कि हमारी नेता श्रीमती इन्दिरा गांधी जी जहां तक एक भ्रोर लोकतंत्र, समाजवाद और धर्मनिर्पेक्षता के मूल्यों की रक्षा करना चाहती हैं और सामाजिक विषमताओं को समाप्त करने की नीति का ध्यान रखती हैं, वहीं पर उनकी दृष्टि में सदैव ही भारत की अखंडता, प्रभुमत्ता और भावात्मक एकता और राष्ट्र में शासन में एकरूपता पर भी उनका ध्यान रहा है। जो विधेयक हमारे सामने है उसका सम्बन्ध जम्मू-कश्मीर के साथ है। जैसा कि सदन के सभी सम्मानित सदस्य इस बात से परिचित हैं कि चलचित्र अधिनियम, 1952 का जो कार्यक्षेत्र था जम्मू कश्मीर उसके कार्यक्षेत्र के बाहर था। श्रीमन् जब सरकार के किसी मंत्रालय के द्वारा इस प्रकार का विधेयक सदन में रखा जाता है जो जम्मू कश्मीर को हमारे कार्यक्षेत्र के अन्तर्गत लाता है और शासन की एकरूपता में हमारी सहायता करता है तो हम हृदय से सरकार के प्रति अभ्यारी होते हैं और हमारा मन हर्ष से प्रफुल्लित हो उठता है क्योंकि हम चाहते हैं कि हमारे राष्ट्र में शासन की एकरूपता है। इस विधेयक के द्वारा इस बात की व्यवस्था की गई है कि जो चल चित्र अधिनियम, 1952 है जिसके द्वारा सेंसर बोर्ड का गठन होता है और वह चलचित्रों का सार्वजनिक प्रदर्शन के हेतु प्रमाण-पत्र देता है कि कौन सी फिल्में जनरल हित में उचित हैं अथवा अनुचित हैं, इस प्रकार

[श्री क.प्रताप सिंह]

से इस विधेयक के द्वारा इस बात की व्यवस्था की जा रही है कि जम्मू कश्मीर को भी इसके कार्यक्षेत्र के अन्तर्गत ले आया जाय जिस से उस क्षेत्र के निर्माताओं और जनता को इस बात का लाभ प्राप्त हो सके कि चलचित्र अधिनियम, के अन्तर्गत जो सेंसर बोर्ड है उसके द्वारा जनता को प्रदर्शित की जाने वाली फिल्मों को, क्या उचित है और क्या अनुचित है, उसके आधार पर उनको वह अधिकार और सुविधा प्राप्त हो सके, मैं समझता हूँ कि यह उचित बात है। इस सम्बन्ध में किसी भी सवस्य को कोई आपत्ति नहीं होनी चाहिये। हम समझते हैं कि यह विधेयक देश की भावात्मक एकता और अखण्डता की श्रृंखला में एक और कड़ी जोड़ता है।

अन्त में मैं इस रजत जयन्ती के वर्ष में, इस नवीन वर्ष के शुभारम्भ पर जो हमारा प्रथम अधिवेशन हुआ है इसमें हमारे सूचना और प्रसारण मन्त्रालय के द्वारा, हमारे सम्मानित मंत्री महोदय श्री गुजराल जी तथा भाई छर्मवीर जी के द्वारा जो एक महत्वपूर्ण विधेयक यहाँ पर प्रस्तुत किया गया है और जो हमारे देश की भावात्मक एकता और साथ ही साथ शासन में एकरूपता लाने के प्रयासों को बल प्रदान करता है, इसका हृदय से स्वागत और समर्थन करता हूँ और उनको इसको लाने के लिये सहायता देता हूँ।

SHRI C T DHANDAPANI (Dhara-puram): Mr Chairman, Sir, this Cinematograph (Amendment) Bill, 1972 serves the very same purpose which the previous Bill did. This Bill has a very limited scope. The measures which was enacted in 1952 was amend in 1972 after two decades. So, the Government could gain much experience out of it but they failed to bring a comprehensive Bill covering a wide range, bringing such modifications which could be accepted by many more people.

The cinema is a powerful and pur-
 gential medium of mass communication.

Not only that. I would like to say that this is a Central legislation. Cinema is an educative medium. We have taken education as a State subject, but now we have taken the cinema as a Central subject. This country is a composite country consisting of various cultures, languages and habits. But we have to take this medium in a different aspect. The Central legislation will not serve the purpose because the different attitudes of the people of this country will show a different thinking in this field.

In this connection, I would like to say that this should be shifted to the State list and then only the State Governments will go into the details and will do the needful to the people according to their wishes and tastes.

There were two committees called the Patel Committee constituted in 1952 and the Khosla Committee consisted in 1968 which submitted their recommendations in 1970. But the recommendations of the Khosla Committee have not been implemented except only one and that was more widely discussed among the youth and sometimes among the elders also. The hon. Deputy Minister who is young might be knowing about that. Sometimes they might have discussed it privately and also publicly.

Now, about the Censor Board, the Government have nominated certain members to the Censor Board. I do not know what is the criterion for appointing the members to the Censor Board. The members of the Censor Board, as my previous speaker said here, do things according to the whims and fancies of the local people. For example, I want to state one instance here. Something which is inconvenient to the Central Government is not being censored. For example, our State Government, that is, the Tamil Nadu Government, constituted a committee to go into the matter of the dispute between Mysore and Tamil Nadu on Cauvery waters. The committee was discussing certain points and that discussion was pictured by the State unit of the Film Board, but that was not permitted to be exhibited in the thea-

tres because there was a line of announcement in it, namely, that the committee regret to say that there was delay on the part of the Central Government in the case of the Cauvery water dispute. Because the committee spelt out certain things in one sentence, the picture was not allowed to be exhibited. I do not know what democracy is and I do not know what reason the Government is going to advance for this.

Thirdly, in the State Government we exhibited certain films. The theatre consists....

MR. CHAIRMAN. How much time would you like to take?

SHRI C. T. DHANDAPANI: Ten minutes.

MR. CHAIRMAN: You may please continue on the next day. The discussion is not concluded. It will be taken up on the next day.

18 hrs.

BUSINESS ADVISORY COMMITTEE
Twenty-third Report

THE DEPUTY MINISTER IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI B. SHANKARANAND): I beg to present the Twenty-third Report of the Business Advisory Committee.

18.01 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Wednesday, February 21, 1973/Phalguna 2, 1894 (Saka).
